

City of Jacksonville, Florida

Lenny Curry, Mayor

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April 7, 2022

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-0148/Application No. L-5651-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-0148 on April 7, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	6-0 APPROVE

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Joshua Garrison	Aye
Jason Porter	Absent
Jordan Elsbury	Aye

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – April 1, 2022

Ordinance/Application No.: 2022-148 / L-5651-21C

Property Location: 1057 Broward Road, at the northeast quadrant of the intersection of Broward Road and Zoo Parkway (SR-105)

Real Estate Number(s): 022106 0020

Property Acreage: 8.85 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Paul Harden, Esquire

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Community/General Commercial (CGC) with site specific Future Land Use Element (FLUE) Policy 4.4.26

Current Zoning: Commercial Community/General - 1 (CCG-1)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Urban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop the site as residential infill, using a site specific text amendment to waive the 20% commercial requirement, due to the existing commercial development in the area.

BACKGROUND

The 8.85 acre subject site contains a hotel and is located at the northeast quadrant of the intersection of Broward Road and Zoo Parkway (SR-105), both collector roads. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Community/General Commercial (CGC) with site specific FLUE Policy 4.4.26 (detailed below and included as Exhibit 3, dated January

28, 2022 to the Ordinance) to allow for use of the site as a single-use residential development. The applicant is also proposing a companion rezoning from Commercial/Community General-1 (CCG-1) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2022-149.

There have been three proximate land use amendments within recent years. To the west of the subject site, across Broward Road, an approximately 15.54 acre site was amended from Low Density Residential (LDR), Medium Density Residential (MDR), and CGC to Conservation (CSV), pursuant to Ordinance 2021-337-E. Just north of the CSV designation is an approximately 5.04 acre site that was amended from CGC to MDR, pursuant to 2021-68-E. North of the subject site, across Clark Road, is an approximately 5.08 acre site that was amended from CGC to MDR, pursuant to Ordinance 2021-413-E.

Proposed site specific FLUE Policy 4.4.26

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-148 for a small scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- o Single use residential development shall be permitted on 100% of the site.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses.

The adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: CGC, MDR, BP
Zoning: CCG-1, IBP, RMD-D, PUD
Property Use: Undeveloped, Commercial uses

South: Land Use: CGC
Zoning: CCG-1, CO
Property Use: Interstate-95, Undeveloped

East: Land Use: CGC, BP, RPI
Zoning: CCG-1, PUD, IBP
Property Use: Church, Union Hall, Undeveloped, Interstate-95

West: Land Use: CGC, CSV, MDR
Zoning: CCG-1, CSV, RMD-C, RMD-D, CO
Property Use: Undeveloped, Conservation land, Apartments

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Where there is not an associated site specific policy or note on the annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Broward Road and Zoo Parkway (SR-105), both collector roads	
Plans and/or Studies	North Jacksonville Vision Plan	
Site Utilization	Current: Hotel	Proposed: Multi-family Residential
Land Use / Zoning	Current: CGC / CCG-1	Proposed: CGC with Site Specific Policy 4.4.26 / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 100% non-residential at 0.35 FAR Scenario 2: 80% residential at 30 DU/Acre And 20% non-residential at 0.35 FAR	Proposed: Scenario 1: 100% non-residential at 0.35 FAR Scenario 2: 100% residential at 30 DU/Acre
Development Potential	Current: Scenario 1: 134,927 Sq. Ft. Scenario 2: 26,985 Sq. Ft. and 212 MF DUs	Proposed: Scenario 1: 134,927 Sq. Ft. Scenario 2: 265 MF DUs
Net Increase/Decrease in Maximum Density	<u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> Increase of 53 DUs	
Net Increase/Decrease in Potential Floor Area	<u>Scenario 1:</u> No net increase or decrease <u>Scenario 2:</u> Decrease of 26,985 Sq. Ft.	
Population Potential	Current: <u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> 498 people	Proposed: <u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> 622 people

Development Analysis	
Special Designation Areas	
Aquatic Preserve	No
Septic Tank Failure Area	No
Airport Environment Zone	No
Industrial Preservation Area	No
Cultural Resources	No
Archaeological Sensitivity	Low, Medium, High
Historic District	No
Coastal High Hazard Area	No
Adaptation Action Area	Yes
Groundwater Aquifer Recharge Area	No
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: no net new daily trips
Potential Public School Impact	Scenario 1: Not applicable Scenario 2: 65 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: no net increase or decrease Scenario 2: Increase of 11,106 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: no net increase or decrease Scenario 2: Increase of 8,329 gallons per day
Potential Solid Waste Impact	Scenario 1: no net increase or decrease Scenario 2: Increase of 94 tons per year
Drainage Basin/Sub-basin	Trout River / Trout River
Recreation and Parks	Bert Maxwell Boat Ramp
Mass Transit Access	JTA Bus Route 1
Natural Features	
Elevations	4-12 feet
Land Cover	1400: Commercial and service 4340: Upland Mixed coniferous/hardwood
Soils	68 - Tisonia mucky peat ; 71- Urban land- Leone-Boulogne complex
Flood Zones	0.2 Percent Annual Chance Flood Hazard flood zone

Development Analysis	
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	Not Applicable

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant has provided a JEA letter of service availability dated December 27, 2021, which was submitted with the companion PUD rezoning application identifying that the site has existing connection points to both sewer and water access.

Future Land Use Element

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The subject site is 8.85 acres and is accessible from Broward Road, a collector facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Community General Commercial (CGC) to Community General Commercial (CGC) with a site-specific policy that allows for 100% residential uses.

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 5,466 or 2,310 daily trips depending on the scenario. If the land use is amended to allow for this proposed CGC with a site-specific policy, this will result 1,786 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in no net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer.

Trip Generation Estimation Scenarios

Table A						
Current Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	821	134,927 SF	$T = 67.52 (X) / 1000$	9,110	3,644	5,466
Existing Scenario 1 Total						5,466
Current Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC-N	822	26,985 SF	$T = 54.45 (X) / 1000$	1,469	588	881
CGC-R	220	212 MF DUs	$T = 6.74 (X)$	1,429	0	1,429
Existing Scenario 2 Total						2,310
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC-R	220	265 MF DUs	$T = 6.74 (X)$	1,786	0	1,786
Proposed Scenario 2 Total						1,786
Scenario 1 Net Total						0
Scenario 2 Net Total						0

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

School Capacity

The 8.85 acre proposed land use map amendment has a development potential of 265 dwelling units and, under scenario 2, 65 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5651-22C Broward Road Requested By: Ed "Luke" Lukacovic / Krista Fogarty Reviewed By: Shalene B. Estes Due: 3/4/2022							
Analysis based on maximum dwelling units: 265							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2&7
Elementary	1	10,651	54%	33	59%	8,062	3,373
Middle	1	7,527	88%	13	86%	807	791
High	1	8,087	80%	19	72%	1,116	1,778
Total New Students				65			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2 Adopted Level of Service (LOS) Standards
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5651-22C Broward Road Requested By: Ed "Luke" Lukacovic / Krista Fogarty Reviewed By: Shalene B. Estes Due: 3/4/2022 Analysis based on maximum dwelling units: <u>265</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Highland ES #99	1	33	536	445	83%	111%
Highland MS #244	1	13	1071	697	65%	75%
First Coast HS #265	7	19	2212	2194	99%	101%
		65				

NOTES:

¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.125
 MS-.051
 HS-.074

 0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, medium, and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Flood Zones

Approximately 1.17 acres of the subject site is located within the 0.2 Percent Annual Chance Flood Hazard flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The 0.2 Percent Annual Chance Flood Hazard flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Adaptation Action Area (AAA)

The City of Jacksonville implemented the 2015 Peril of Flood Act (Chapter 2015-69, Laws of Florida) by establishing an Adaptation Action Area (AAA). The AAA boundary is an area that experiences coastal flooding due to extreme high tides and storm surge. The area is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. Ordinance 2021-732-E expands the AAA boundaries to those areas within the projected limits of the Category 3 storm surge zone and those contiguous areas of the 100-year and 500-year Flood Zones.

The entire subject property is located within the AAA boundary (Ordinance 2021-732-E).

Conservation/Coastal Management Element

Policy 11.5.2 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Future Land Use Element

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

Evacuation Zone

The subject site is within Evacuation Zone B. As such, the land use application was routed to the City’s Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application. Their complete analysis is below.

EPD Response:

The proposed property in land use amendment L-5651-21C will be in close proximity to North Main Street, indicating sufficient access to I-295 (3.91 road miles) and I-95 (0.41 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone A and Zone B), nearest evacuation routes, and the decrease in additional daily trips, the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5651-21C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased

density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 3, 2022, the required notices of public hearing signs were posted. Fourteen (14) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on March 14, 2022. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the Urban Priority Area (UPA), the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:

- A. Fosters vibrant, viable communities and economic development opportunities;
- B. Addresses outdated development patterns;
- C. Provides sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban

Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Policy 1.3.8 The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the of the areas served, availability of public facilities, and market demands.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Property Rights Element (PRE)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2 The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 40 units per acre in the Urban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

The applicant is proposing a change from CGC to CGC with site specific Future Land Use Element (FLUE) Policy 4.4.26. The site specific policy permits single use residential development on 100 percent of the site.

The CGC designation is consistent and compatible with the existing commercial corridor along Broward Road consistent with FLUE Goal 1 and Policies 3.2.1 and 3.2.7. Further, the site offers an infill redevelopment opportunity on a site that has existing infrastructure consistent with FLUE Objective 6.3 and the intent of the urban development area.

While CGC is a commercial category, it also allows for residential development. The proposed site specific policy and the companion PUD rezoning application and policy indicate an intent to develop the site as a residential development. The proposed use of the site for a residential development would allow for a wider mix of uses along the Broward Road corridor, consistent with Goal 3 of the FLUE, and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area, consistent with FLUE Objective 3.1. Additionally, the proposed companion PUD rezoning

allows for an opportunity to offer innovative site design techniques, consistent with FLUE Policy 1.1.12.

The applicant has provided a JEA letter of service availability dated December 27, 2021, which was submitted with the companion PUD rezoning application identifying that the site has existing connection points to both sewer and water access, consistent with FLUE Policy 1.2.9.

The proposed amendment would encourage reuse of the site within the Urban Development Area, where access to full urban services, including public transit, is available, along with a mix of uses. The proposed reuse of the site as residential will broaden the mix of uses in the area. As such, the proposed amendment is consistent with FLUE Policies 1.1.22, 1.1.25, and 1.3.8.

The proposed small scale amendment would have no impact on the amount of CGC designated land throughout the City, as the site is already designated as CGC and the companion PUD still permits the development of commercial uses. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Vision Plan

The subject property is located within the boundaries of the North Jacksonville Shared Vision and Master Plan (2003). The Plan offers no specific recommendations for the location of the subject site. However, the Plan does recommend clustering new development in order to provide greater environmental protection and public benefit. The proposed land use amendment would cluster development out of the environmentally sensitive areas, as well as provide a redevelopment opportunity.

Strategic Regional Policy Plan

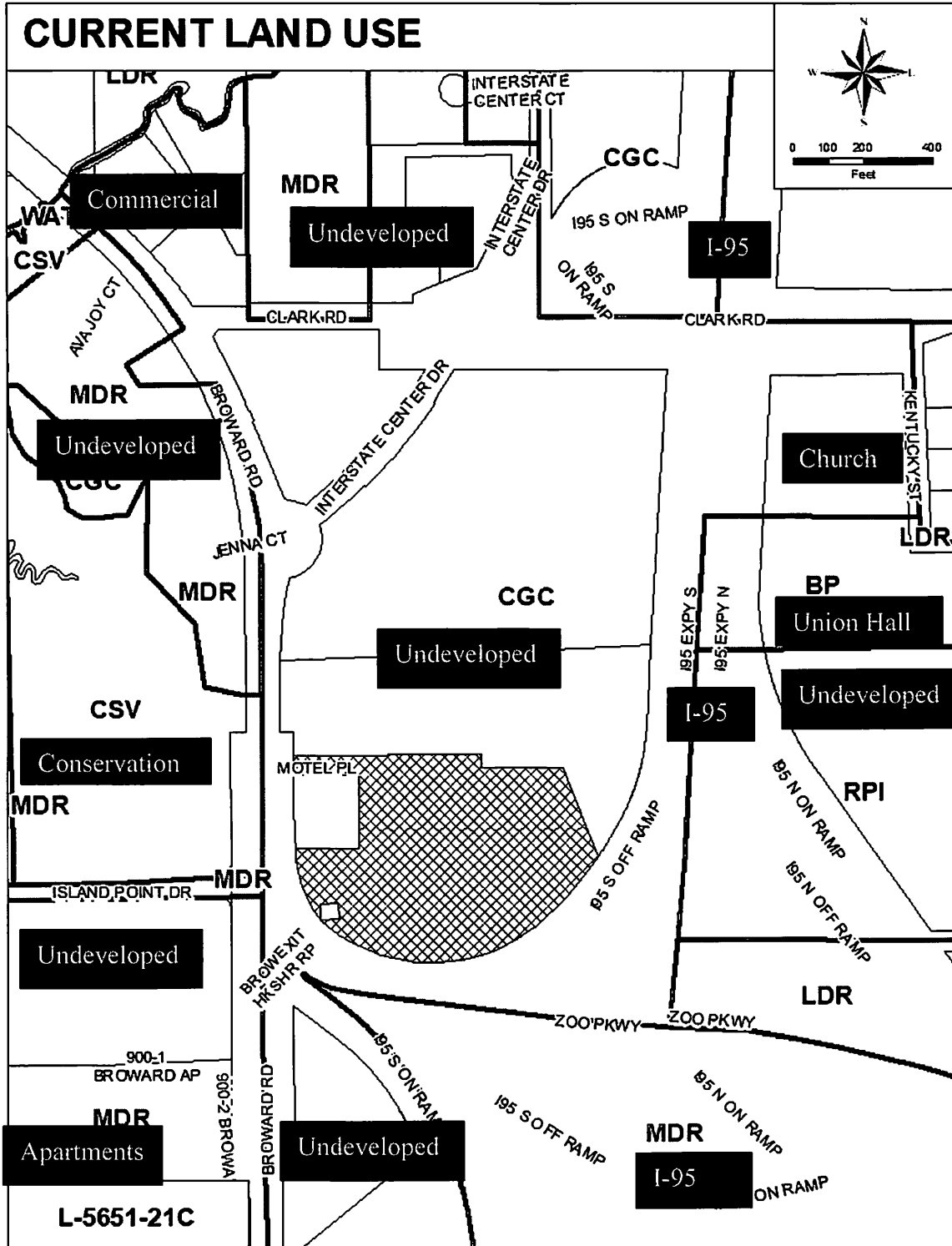
The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and

creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP



**Site Specific Policy with L-5651-21C / Ordinance 2022-148
January 28, 2022**

FUTURE LAND USE ELEMENT

4.4.26

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-148 for a small scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- Single use residential development shall be permitted on 100% of the site.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses.