

City of Jacksonville, Florida

Lenny Curry, Mayor

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August 4, 2022

The Honorable Terrance Freeman, President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-485/Application No. L-5720-22C

Dear Honorable Council President Freeman, Honorable Council Member and LUZ Chairman Carrico 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 2022-485 on August 4, 2022.

P&DD Recommendation APPROVE
PC Issues: None
PC Vote: **7-0 APPROVE**

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Absent
Marshall Adkison	Aye
Daniel Blanchard	Aye
Joshua Garrison	Aye
Jason Porter	Aye
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 – July 29, 2022

Ordinance/Application No.: 2022-485 / L-5720-22C

Property Location: 14140 and 14180 Duval Road between I-295 and Airport Road

Real Estate Number(s): 019651 0000 and 019661 0000

Property Acreage: 5.25 Acres

Planning District: District 6, North

City Council District: District 7

Applicant: Paul Harden, Esquire

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Residential-Professional-Institutional (RPI)

Development Area: Suburban Development Area

Current Zoning: Residential Low Density-60 (RLD-60) and Residential Rural-Acre (RR-Acre)

Proposed Zoning: Commercial, Residential and Office (CRO)

RECOMMENDATION: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop consistent with surrounding residential uses.

BACKGROUND

The 5.25 acre subject site is located on the east side of Duval Road, a collector roadway, between Interstate 295 and Airport Road, northwest of the I-95 and I-295 interchange. The site currently includes two single-family residential homes, one home on each property.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from LDR to RPI in the Suburban Development Area to develop the site with residential uses. The site is

surrounded by single-family residential uses to the south, east and west and multi-family residential uses directly north. The land use designation of the abutting property to the north was amended with Ordinance 2020-282-E from LDR to RPI for the development of a multi-family community that has since been developed. Non-residential warehousing uses are located further northwest and northeast of the site. Just beyond the immediate adjacent uses, several large Development of Regional Impact (DRI) scale developments are in close proximity to the subject site. The International Tradeport DRI which includes approximately 615 acres of mostly Business Park (BP) and Light Industrial (LI) uses is located across Duval Road, northwest and west of the site. The Jacksonville International Airport (JIA) DRI which includes approximately 2,700 acres of airport uses is located southwest of the site. The River City Marketplace DRI which includes approximately 464 acres of commercial and retail uses is located across Interstate 95 east of the site. A companion rezoning application is pending concurrently with the land use application via Ordinance 2022-486, which seeks to change the zoning district from RLD-60 and RR-Acre to CRO.

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

North: Land Use: RPI, LDR, Business Park (BP)
Zoning: CRO, RLD-60, RR-Acre, Industrial Business Park (IBP)
Property Use: Multi-family residential, single-family residential, warehousing

South: Land Use: LDR, BP
Zoning: Planned Unit Development (PUD), RLD-60, RR-Acre
Property Use: Single-family residential; Celestial Farms (further south)

East: Land Use: BP
Zoning: PUD
Property Use: Single-family residential, warehousing

West: Land Use: LDR, BP
Zoning: RR-Acre, IBP, PUD
Property Use: Single-family residential, warehousing

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.

Land Use Amendment Impact Assessment

Development Analysis 5.25 Acres (228,690 sq. ft.)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Duval Road / collector roadway	
Plans and/or Studies	North Jacksonville Vision Plan	
Site Utilization	Current: residential	Proposed: residential
Land Use / Zoning	Current: LDR / RLD-60 and RR-Acre	Proposed: RPI / CRO
Development Standards for Impact Assessment	Current: 5 dwelling units / acre	Proposed: Scenario 1: 0.5 FAR Scenario 2: 10% non- residential at 0.50 FAR and 90% residential at 15 units/acre
Development Potential	Current: 26 dwelling units	Proposed: Scenario 1: 114,345 sq. ft. Scenario 2: 11,434 sq. ft. of non-residential uses and 70 dwelling units
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 26 dwelling units Scenario 2: Increase of 44 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 114,345 sq. ft. Scenario 2: Increase of 11,434 sq. ft.	
Population Potential	Current: 69 people	Proposed: 164 people
Special Designation Areas		
Aquatic Preserve	NO	
Septic Tank Failure Area	NO	
Evacuation Zone	Zone E	
Airport Environment Zone	150 foot Height Restriction Zone for JIA	
Industrial Preservation Area	Industrial Situational Compatibility Zone	
Cultural Resources	NO	
Archaeological Sensitivity	Low Sensitivity	
Historic District	NO	
Coastal High Hazard	NO	
Adaptation Action Area	NO	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	NO	
Boat Facility Siting Zone	NO	

Development Analysis 5.25 Acres (228,690 sq. ft.)	
Brownfield	NO
Public Facilities	
Potential Roadway Impact	Scenario 1: 994 net new daily trips Scenario 2: 351 net new daily trips
Potential Public School Impact	16 students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 1,108.2 gallons per day Scenario 2: Increase of 10,336 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 831.1 gallons per day Scenario 2: Increase of 7,752.3 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 115.3 tons per year Scenario 2: Increase of 132.6 tons per year
Drainage Basin/Sub-basin	Broward River / Little Cedar Creek
Recreation and Parks	NO
Mass Transit Access	Route 1 runs along Airport Road north of the site
Natural Features	
Elevations	22-25 feet
Land Cover	1180: Residential, rural
Soils	63:Sapelo fine sand, 0 to 2 percent slopes
Flood Zones	NO
Wetlands	NO
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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 established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant provided a JEA Availability letter dated April 7, 2022. Water and sewer connections for the subject site are available under special conditions. The water special conditions require private fire protection analysis for the review of fire protection requirements. The sewer special conditions require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main.

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 5.25 acres and is accessible from Duval Road, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Residential Professional institutional (RPI).

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).

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 245 daily trips. If the land use is amended to allow for this proposed RPI development, this will result in 1,239 or 596 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is an increase of 994 or 351 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer.

Table A

Trip Generation Estimation Scenarios

Current Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	26 SF DU	T= 9.43 (X)	245	0	245
				Total Trips for Existing Land Use		245
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	114,345 SF	T = 10.84 (X) / 1000	1,239	0	1,239
				Total Trips for Proposed Land Use- Scenario 1		1,239
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI- N	710	11,434 SF	T = 10.84 (X) / 1000	124	0	124
RPI- R	220	70 MF DUs	T = 6.74 (X)	472	0	472
				Total Trips for Proposed Land Use- Scenario 2		596
				Scenario 1 Difference in Daily Trips		994
				Scenario 2 Difference in Daily Trips		351

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

School Capacity

The Planning and Development Department determined that the proposed amendment from LDR to RPI has the development potential under scenario 1 as 100% non-residential and under scenario 2 as 90% residential. Under scenario 2, the proposed amendment could result in development of 70 dwelling units.

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-5720-22C Duval Road
Requested By: Ed "Luke" Lukacovic / Helena Parola
Reviewed By: Shalene B. Estes
Due: 6/27/2022

Analysis based on maximum dwelling units: 70

School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/ Development ²	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2&7
Elementary	1	10,520	53%	8	58%	8,314	3,373
Middle	1	7,527	88%	3	86%	807	791
High	1	8,087	80%	5	72%	1,116	1,778
Total New Students:				16			

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 reveals potential deficiency for school capacity of the CSA and adjacent CSAs for high schools. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

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

Supplemental School Information

The following additional information regarding the capacity of the assigned neighborhood schools is provided by the Duval County School Board. This information 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-5720-22C Duval Road
Requested By: Ed "Luke" Lukacovic / Helena Parola
Reviewed By: Shalene B. Estes
Due: 6/27/2022
 Analysis based on maximum dwelling units: **70**

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ¹	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES #269	1	8	667	703	105%	100%
Highland MS #244	1	3	1071	697	65%	75%
First Coast HS #265	7	5	2212	2194	99%	101%
		16				

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.

Evacuation Zone

The amendment site is located within the boundaries of Emergency Evacuation Zone E and was routed to the Emergency Preparedness Division (EPD) for review. EPD reviewed the application and found that the amendment 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. See EPD's full review below.

EPD Review

The proposed properties in land use amendment L-5720-22C will be in close proximity to Duval Road, indicating sufficient access to I-295 (1.57 road miles) and I-95 (0.68 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zone (Zone E), nearest evacuation routes, and the estimate of 351-994 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-5720-22C 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.

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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

Industrial Zones

The subject property is located within the “Industrial Situational Compatibility” Zone. “Industrial Sanctuary” and “Industrial Situational Compatibility” Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Map series of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development. The amendment site is converting from a residential land use category. FLUE Policy 3.2.33 does not restrict amendments for those areas already part of a non-industrial category.

Future Land Use Element

Policy 3.2.33 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

Jacksonville International Airport (JIA) Community Redevelopment Area (CRA)

The site is located within the boundaries of the JIA CRA. The JIA CRA Advisory Board does not have a requirement to review land use amendments. The staff to the CRA Board was notified of the application.

PROCEDURAL COMPLIANCE

The applicant provided documentation and photo proof to the Planning and Development Department on July 5, 2022 that the Notice of Public Hearing signs were posted. Forty-three (43) 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 July 18, 2022 via a virtual Zoom meeting. No one from the public attended the meeting.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- 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 for 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 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- 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 1.2.9 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.

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.

Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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 Category Description of the Future Land Use Element (FLUE), the LDR land use category provides for low density residential development for up to 7 units/acre when full urban services are available to the site.

The RPI land use category within the Suburban Development Area permits mostly low to medium density residential, with a maximum gross density of 20 units/acre, and professional office use. Generally, multi-family dwellings, office, institutional, commercial retail sales and service establishments are permitted in appropriate locations. Plan amendment requests for RPI are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. In the RPI land use category, single use developments are limited to residential or office uses.

According to the application, the 5.25 acre subject amendment site is intended to provide for the development of residential uses in the area. The development of the property with additional housing options would further the goal to provide sufficient land for residential choices in the City. Therefore, the proposed land use amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The applicant provided a JEA Availability letter dated April 7, 2022. Water and sewer connections for the subject site are available under special conditions. The water special conditions require private fire protection analysis for the review of fire protection

requirements. The sewer special conditions require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main. The development should comply with FLUE Policy 1.2.9 before moving through the land development site plan review process.

The proposed amendment to RPI is for land located within the Suburban Development Area that is situated along a 2-lane collector road abutting LDR, RPI and Business Park (BP) land uses. While residential uses are in the immediate vicinity of the site, the larger area is in transition of use due to the large scale Light Industrial (LI) and warehousing developments. The proposed RPI extends the existing RPI land use abutting the property to the north and further integrates the area with a mix of office, light industrial and residential uses acting as a transition between the remaining residential land uses and the industrial land uses and developments. Therefore, the proposed amendment results in a compact and compatible land use pattern that promotes opportunities for interconnected land uses to reduce the need for trip generation and supports mobility options as called for in FLUE Goal 3, Objectives 1.1, 3.1, 3.2 and 6.2 as well as Policies 1.1.10 and 1.1.22. The proposed amendment encourages use of an underutilized property, which has access to centralized services and sustains the viability of the surrounding residential area satisfying Objective 1.1, Policy 1.2.9, and Objective 6.3 of the FLUE.

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.

North Jacksonville Vision Plan

The site is also within the boundary of the *North Jacksonville Vision Plan*. Best practices for corridor redevelopment, as stated in the plan, are a response to the desires of the residents of North Jacksonville for a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. The site is located as part of the area identified as the Tradeport Center District and Distribution Center. According to the Plan, the Tradeport Center should be established as the premier location for office development. This amendment is consistent with the plan as the RPI land use allows for office, commercial and residential uses, with the intended development of residential uses in proximity to large scale employment centers.

Strategic Regional Policy Plan

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

Objective: Improve Quality of Life and Provide Quality Places in Northeast Florida

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment would create opportunities for housing choice, while maintaining the corridor development pattern of Duval Road and providing for redevelopment of an infill site. Therefore, the proposed amendment is consistent with Policy 3 of the Strategic Regional Policy Plan, Communities and Affordable Housing Element.

LOCATION, CURRENT LAND USE AND FIELD MAP

