

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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May 18, 2023

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. 2023-258/Application No. L-5806-23C

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 2023-258 on May 18, 2023.

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a large initial 'K' and a distinct 'D'.

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – May 12, 2023

Ordinance/Application No.: 2023-258 / L-5806-23C

Property Location: 0 Hyatt Road and 0 Woodland Drive, between Max Leggett Parkway and Pecan Park Road

Real Estate Number(s): 107853 0000 and 107856 0000

Property Acreage: 14.35 acres

Planning District: District 6, North

City Council District: District 7

Applicant: Paul Harden, Esquire

Current Land Use: Medium Density Residential (MDR)

Proposed Land Use: Medium Density Residential (MDR) with Site Specific FLUE Policy 4.4.40

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop as multi-family residential with a site specific text amendment to increase density to permit up to 296 dwelling units.

BACKGROUND

The subject site is 14.35 acres and is located on the east side of Hyatt Road, an unclassified road, between Hyatt Road and Main Street North (US-17), a major arterial road. The site contains two parcels, one of which is primarily undeveloped, but was used at one time as industrial parking. The applicant is proposing a Future Land Use Map (FLUM) amendment from Medium Density Residential (MDR) to Medium Density Residential (MDR) with Site Specific FLUE Policy 4.4.40 (detailed below and included as Exhibit 3, dated April 10, 2023 to the Ordinance) to allow for residential development with

a density of up to 296 dwelling units. The applicant is also proposing a companion rezoning from Planned Unit Development (PUD) to Planned Unit Development (PUD), which is pending concurrently with this application, pursuant to Ordinance 2023-259.

4.4.40

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2023-258 for a small scale amendment is approved subject to the following:

To implement Policy 1.1.24 of the 2045 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- Single use residential development shall not exceed 296 dwelling units.

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.

A land use amendment was approved on the subject site in 2022. Ordinance 2022-539-E changed the land use on the subject site from LI and LDR to MDR. The proposed land use amendment includes a Site Specific Policy which allows for an increase in density from the previous amendment by an additional 9 units, for a total of 296 units. This change results in an increase of less than one dwelling unit per acre, compared to what is currently permitted.

Additionally, there have been four proximate land use amendments. Ordinance 2002-778-E is located approximately 100 feet south of the subject site, along the east side of Hyatt Road. This ordinance amended the land use on a 1.0 acre subject site from Low Density Residential (LDR) to Business Park (BP). Ordinance 2022-76-E is located approximately 450 feet south of the subject site, along the south side of Hyatt Lane. This ordinance changed the land use of a 11.04 acre site from LI to RPI (Residential-Professional-Institutional) to allow for a mixed-use development including a residential component. Ordinance 2021-633-E is located approximately 1,480 feet north of the subject site, along the east side of Main Street North. This ordinance changed a 92.4 acre site from LI to MDR and Conservation (CSV) to allow for the development of residential uses. Ordinance 2022-707-E is located approximately 170 feet east of the subject site, along the east side of Main Street North. This amendment changed land use on an 11.64 acre site from CGC in the Urban and Suburban Development Areas to CGC in the Urban Development Area with FLUE Site Specific Policy 4.4.37, which allows for single use residential development on 100% of the site and exempts the development from the CGC Urban Area Development Characteristic prohibiting ground floor residential

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

North: Land Use: LI
Zoning: IL
Property Use: Warehouse

South: Land Use: LDR, BP, LI, RPI
 Zoning: IBP, RLD-60, IL, PUD
 Property Use: Single Family Residential, Warehouse, Undeveloped

East: Land Use: CGC
 Zoning: CCG-2, PUD
 Property Use: Warehouse, CSX Railroad

West: Land Use: CGC
 Zoning: PUD
 Property Use: Undeveloped

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.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Hyatt Road – Unclassified / No	
Plans and/or Studies	North Jacksonville Vision Plan; Dunn and Main NAP	
Site Utilization	Current: Industrial, Vacant	Proposed: Residential
Land Use / Zoning	Current: MDR / PUD	Proposed: MDR with FLUE Site Specific Policy 4.4.40 / PUD
Development Standards for Impact Assessment	Current: 15 DUs / Acre	Proposed: 296 DUs
Development Potential	Current: 215 DUs	Proposed: 296 DUs
Net Increase/Decrease in Maximum Density	Increase of 81 DUs	
Net Increase/Decrease in Potential Floor Area	No increase or decrease	
Population Potential	Current: 505 people	Proposed: 695 people
Special Designation Areas		
Aquatic Preserve	No	

Development Analysis	
Evacuation Zone	Zone E
Airport Environment Zone	150' Height and Hazard Zone for Jacksonville International Airport
Industrial Preservation Area	No
Cultural Resources	No
Archaeological Sensitivity	Low
Historic District	No
Coastal High Hazard Area	No
Adaptation Action Area	No
Groundwater Aquifer Recharge Area	No
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	496 net new daily trips
Potential Public School Impact	73 new students
Water Provider	JEA
Potential Water Impact	Increase of 19,035 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Increase of 14,276 gallons per day
Potential Solid Waste Impact	Increase of 210 tons per year
Drainage Basin/Sub-basin	Broward River/Little Cedar Creek
Recreation and Parks	Tom Marshall Park
Mass Transit Access	No
Natural Features	
Elevations	28-36 feet
Land Cover	4410: Pine Plantation
Soils	32:Leon fine sand
Flood Zones	No
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 June 24, 2022, which was submitted with the companion PUD rezoning application identifying the closest access points to both water and sewer connections. An 8 inch water main is proposed along Hyatt Road, approximately 200 feet south of Hyatt Lane and there is an existing water main along Main Street North. The closest existing sewer connection point is a force main along Main Street North. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main. Additionally, the companion PUD indicates that water and sewer will be provided by JEA.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements

Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 14.35 acres and is accessible from Hyatt Rd, a local road. 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 Medium Density Residential (MDR) and to Medium Density Residential (MDR) subject to a site-specific policy that allows for 100% of 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 1,499 daily trips. If the land use is amended to allow for this proposed MDR development with site specific policy, this will result in 1,995 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 496 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 to determine if a traffic operational analysis is needed as a result of this land use amendment.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	215 MF DU	T= 6.74 (X)	1,449	0	1,499
				Total Trips for Existing Land Use		1,499
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	296 MF DU	T= 6.74 (X)	1,995	0	1,995
				Total Trips for Proposed Land Use		1,995
				Difference in Daily Trips		496

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

School Capacity

The 14.35 acre proposed land use map amendment has a development potential of 296 dwelling units and 73 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-5806-23C Hyatt Road
 Requested By: Ed "Luke" Lukacovic / Krista Fogarty
 Reviewed By: Shalene B. Estes
 Due: 5/8/2023

Analysis based on maximum dwelling units: 296

School Type	CSA ¹	2022-23 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 1&2 MS 2&7
Elementary	7	3,107	87%	37	70%	522	9,780
Middle	1	6,876	80%	15	86%	1,610	433
High	7	2,095	95%	21	73%	649	1,544
				Total New Students			
					73		

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² 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.

³ Available CSA seats include current reservations

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-5806-23C Hyatt Road
 Requested By: Ed "Luke" Lukacovic / Krista Fogarty
 Reviewed By: Shalene B. Estes
 Due: 5/8/2023

Analysis based on maximum dwelling units: 296

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2022/23)	% OCCUPIED	4 YEAR PROJECTION
Oceanway ES # 270	7	37	680	646	95%	90%
Oceanway MS #62	1	15	1009	930	92%	90%
First Coast HS #265	7	21	2212	2095	95%	89%
		73				

NOTES:

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

² 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 (1,04,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Does not include ESE & room exclusions

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. 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 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of 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 2.6 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 in accordance with the requirements of Section 163.3177, F.S.

Evacuation Zone

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

EPD Response:

The proposed property in land use amendment L-5806-23C will be in close proximity to Main Street and Max Leggett Parkway, indicating sufficient access to I-95 (2.28 road miles) and I-295 (3.84 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone E, and Zone D), nearest evacuation routes, and the estimate of 496 additional daily trips, the development of the proposed property could create a localized impact to the traffic flow on I-95 and I-295 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5806-23C 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 May 1, 2023, the required notices of public hearing signs were posted. Twenty-seven (27) 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 May 1, 2023. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2045 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 defined in this Plan.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness 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 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of

complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21

Rezoning and 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 and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide 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.

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 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Objective 1.6 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.

- 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 residents. 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 Comprehensive Plan and Land Development Regulations.

Recreation and Open Space Element (ROSE)

- Objective 2.2 The City's Land Development Regulations, through the Subdivision Ordinances or other Ordinances, shall ensure the provision of active recreation and open space by private enterprise.
- Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.
- Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

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), Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Plan amendment requests for new MDR designations 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. Development within the category should be compact and connected and should support multi-modal transportation. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept and Transit Oriented Development (TOD) are permitted. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein. MDR in the Suburban Development Area permits residential densities at a minimum of 7 units per acre and up to 20 units per acre, when the site does not front along a road classified as collector or higher.

The applicant is proposing an amendment from MDR to MDR with Site Specific FLUE Policy 4.4.40 to allow for residential development with a density of up to 296 dwelling units, which is an increase of less than one dwelling unit per acre than what is currently permitted on the site. This amendment provides for a negligible increase in dwelling units that will allow for compact development and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area, which has been experiencing a recent trend of shifting towards residential designations, demonstrated by the recent proximate land use changes 2021-633-E to the north and 2022-76-E to the south, and offering a wider mix of residential uses in the area, consistent with FLUE Goals 1 and 3, Objective 3.1, and Policy 1.1.22.

Consistent with FLUE Policy 1.2.8, the applicant has provided a JEA letter of service availability dated June 24, 2022, which was submitted with the companion PUD rezoning application identifying the closest access points to both water and sewer connections. An 8 inch water main is proposed along Hyatt Road, approximately 200 feet south of Hyatt Lane and there is an existing water main along Main Street North. The closest existing sewer connection point is a force main along Main Street North. The letter also identified special conditions that need to be met in order to obtain sewer service, including the

design and construction of a pump station and dedicated force main. Additionally, the companion PUD indicates that water and sewer will be provided by JEA.

The proposed small-scale amendment would increase the amount of residentially designated land available to further meet the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Additionally, the property is underutilized land in the Suburban Development Area which has access to centralized water and sewer services. Development of this site is considered infill development. Thus, the proposed amendment is consistent with FLUE Objective 1.6 and Policy 1.1.21.

The companion PUD rezoning provides an opportunity to permit development in a manner that promotes compatibility and an appropriate transition to surrounding uses and fulfills the recreation and open space required outlined within the Comprehensive Plan, Consistent with FLUE Policy 1.1.9 and ROSE Objective 2.2 and Policies 2.2.2 and 2.2.5.

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.

Jacksonville International Airport (JIA) CRA

The application site lies within the Jacksonville International Airport JIA CRA. Therefore, the application was routed to the City's Office of Economic Development (OED) for review. According to OED, applications do not require review from the JIA CRA Advisory Board. They are informational items only. Therefore, no recommendations were made for the proposed land use amendment.

Dunn and Main Corridor Study

The subject site is within the Dunn Avenue and Main Street Corridor Redevelopment Plan. The site is west of Main Street North and is currently a mix of vacant land and residential uses. Establishing new residential uses will eradicate the outdated and unappealing aesthetic along major streets and protect the corridors as emphasized within the plan. Introducing a multi-family residential use offers a sense of community and may establish great neighborhoods that enhance connections to the places along the corridor. This subject property is located in District 7 of the corridor study— Duval Station District, it is noted that there are substantial vacant parcels and older residences. The implementation of new development will create a revitalized character within the district. Therefore, the proposed Land Use Amendment is consistent with the goals of this plan.

Vision Plan

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. However, the site is located adjacent to Main Street North, a principal arterial road, and is within a half mile of Max Leggett Parkway. The area north of I-295 near Max

Leggett Parkway and I-95 is identified within the Plan as a town center site. Since the adoption of the Vision Plan in 2003, this area has become a major commercial corridor and town center leading to the River City Marketplace. The proposed land use amendment for residential uses would have close access to the River City Marketplace commercial center at the Max Leggett Parkway / I-95 interchange to serve the future residents.

Strategic Regional Policy Plan

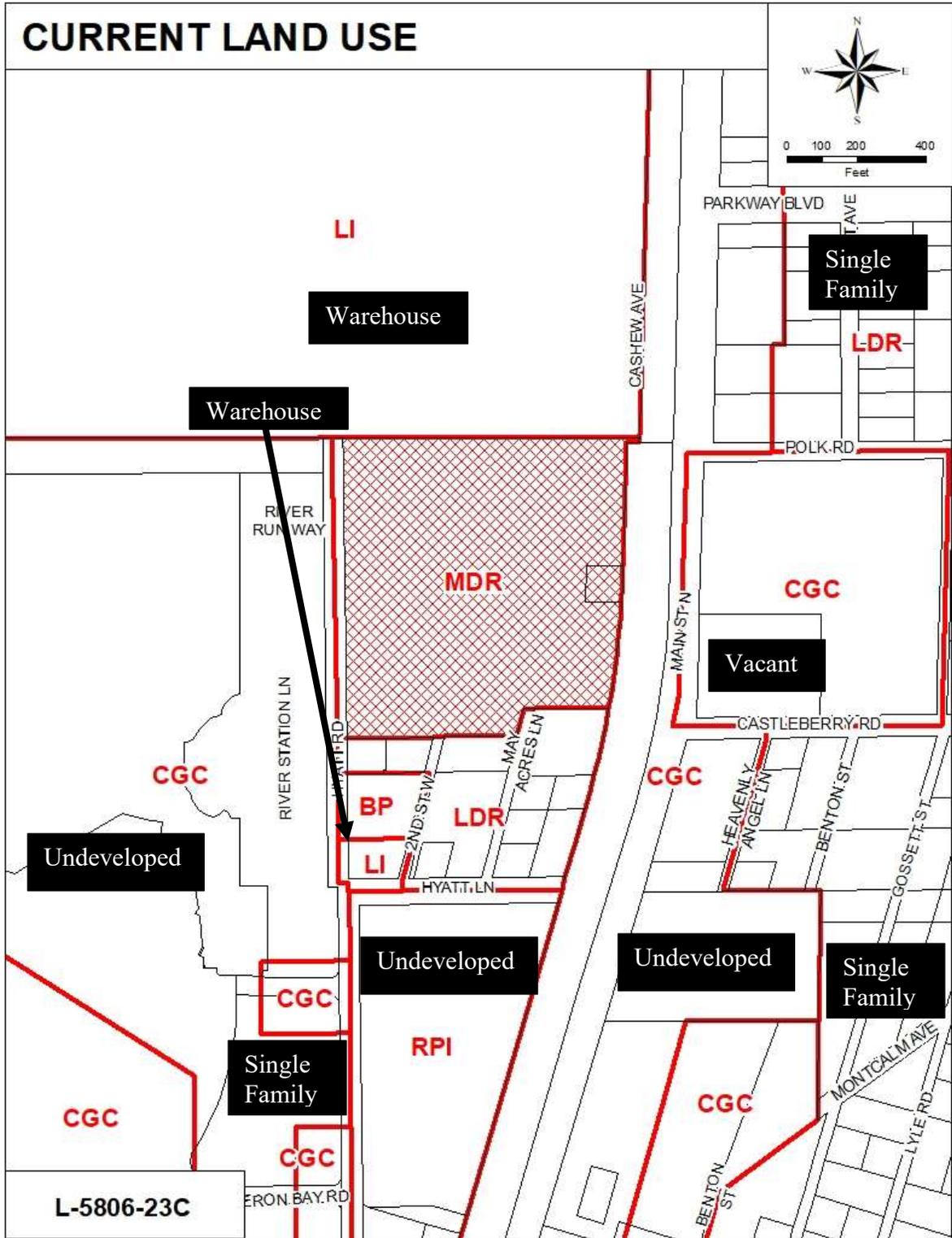
The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

Objective: Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

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



PROXIMATE LAND USE
AMENDMENTS MAP

