

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
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Jacksonville, FL 32202
(904) 630-CITY
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July 20, 2023

The Honorable Ronald B. Salem, Pharm. D., 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. 2023-357/Application No. L-5804-23C

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

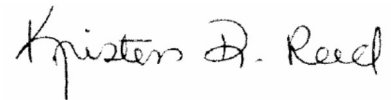
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2023-357 on July 20, 2023.

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

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 the 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 – July 14, 2023

Ordinance/Application No.: 2023-357 / L-5804-23C

Property Location: 14801 and 14839 Main Street north, between Bernard Road and Lake Run Boulevard

Real Estate Number(s): 108160-0000; 108163-0000

Property Acreage: 7.08 acres

Planning District: District 6, North

City Council District: District 7 (as of July 1, 2023 District 8)

Applicant: Marshall H. Phillips, Esquire

Current Land Use: Community/General Commercial (CGC) (6.13 acres) and Low Density Residential (LDR) (0.95 of an acre)

Proposed Land Use: Residential-Professional-Institutional (RPI) (7.08 acres)

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Commercial Residential Office (CRO)

Development Boundary: Suburban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To allow for multifamily development of the property.

BACKGROUND

The 7.08 acre subject site is located along the east side of Main Street North (US-17), a major arterial road, between Bernard Road and Lake Run Boulevard, both unclassified roads. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) and Low Density Residential (LDR) to Residential-Professional-Institutional (RPI) to allow for multi-family residential uses on the site. The applicant is also proposing a companion rezoning from Planned Unit

Development (PUD) to Commercial Residential Office (CRO), which is pending concurrently with this application, pursuant to Ordinance 2023-358.

There have been three land use changes near the subject site. Approximately 500 feet to the north of the subject site, across Bernard Road, the land use was amended from LDR to CGC on a 1.94 acre site, pursuant to Ordinance 2017-554-E. Approximately 200 feet to the west, across Main Street North, the land use on a 92.24 acre site was amended from LI to MDR and CSV, pursuant to Ordinance 2021-633-E. Approximately 200 feet south of the subject site, along Main Street North, a 4.4 acre site was amended from CGC to LDR pursuant to 2002-770-E.

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

North: Land Use: CGC and LDR
 Zoning: CCG-2, RLD-120, and PUD
 Property Use: Single-family, and Commercial

South: Land Use: CGC and LDR
 Zoning: PUD
 Property Use: Utility and Single-family

East: Land Use: LDR
 Zoning: RLD-120
 Property Use: Single-family

West: Land Use: CGC and MDR
 Zoning: IL and PUD
 Property Use: Undeveloped and CSX Railroad

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	Main Street - Major Arterial (US-17) Bernard Road-local
Plans and/or Studies	Dunn and Main Corridor Study and North Jacksonville Vision Plan

Development Analysis		
Site Utilization	Current: Vacant	Proposed: Multi-family
Land Use / Zoning	Current: CGC (6.13 acres) and LDR (0.95 of an acre) / PUD	Proposed: RPI (7.08 acres) / CRO
Development Standards for Impact Assessment	Current: CGC - <u>Scenario 1</u> : 100% non-residential at 0.35 FAR <u>Scenario 2</u> : 80% residential at 15 DUs / acre and 20% non-residential at 0.35 FAR LDR - 5 DUs/ acre	Proposed: <u>Scenario 1</u> : 100% non-residential at 0.5 FAR <u>Scenario 2</u> : 90% residential at 15 DUs / Acre and 10% non-residential at 0.5 FAR
Development Potential	Current: <u>Scenario 1</u> : CGC : 96,812 Sq. Ft. LDR : 4 DUs Total: 96,812 Sq. Ft. and 4 DUs <u>Scenario 2</u> : CGC: 19, 362 Sq. Ft. and 76 DUs LDR: 4 DUs Total: 19,362 Sq. Ft. and 80 DUs	Proposed: <u>Scenario 1</u> : 153,549 Sq. Ft. <u>Scenario 2</u> : 15,354 Sq. Ft. and 95 DUs
Net Increase/Decrease in Maximum Density	<u>Scenario 1</u> : Decrease of 4 DUs <u>Scenario 2</u> : Increase of 15 DUs	
Net Increase/Decrease in Potential Floor Area	<u>Scenario 1</u> : Increase of 56,737 Sq. Ft. <u>Scenario 2</u> : Decrease of 4,008 Sq. Ft.	
Population Potential	Current: <u>Scenario 1</u> : 10 people <u>Scenario 2</u> : 188 people	Proposed: <u>Scenario 1</u> : Not applicable <u>Scenario 2</u> : 223 people
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	150 Foot Height and Hazard zone	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard Area	No	

Development Analysis	
Adaptation Action Area	No
Groundwater Aquifer Recharge Area	Discharge
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	22 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: increase of 4,870 gallons per day Scenario 2: increase of 3,510 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: increase of 3,653 gallons per day Scenario 2: increase of 2,632 gallons per day
Potential Solid Waste Impact	Scenario 1: increase of 80 tons per year Scenario 2: increase of 32 tons per year
Drainage Basin/Sub-basin	Deese Creek / Dunn Creek
Recreation and Parks	Seaton Creek Historic Preserve
Mass Transit Access	No
Natural Features	
Elevations	31-38 feet
Land Cover	1100: Residential Low Density
Soils	32: Leon Fine Sand 0 to 2 percent slopes
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 Availability Letter, dated May 22, 2023, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water

main within the Main Street North Right of Way. There is an existing 12-inch sewer force main within the Main Street North Right of Way. The letter also lists special sewer connection conditions, including the requirement of a JEA owned and maintained pump station and a JEA dedicated forcemain.

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 1/2 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 7.08 acres and is accessible from Main St North (US 17), which is an urbanized highway facility. The proposed land use amendment is located within the Suburban Area and Mobility Zone 3. The applicant proposes to change the existing land use from Community General Commercial (CGC) and 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).

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 3,960 or 1,182 daily trips, depending on the scenario. If the land use is amended to allow for this proposed RPI development, this will result in 1,664 or 806 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in zero 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 to determine if a traffic operational analysis is needed.

**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
CGC	821	96,812 SF	T= 67.52 (X) / 1000	6,537	2,615	3,922
LDR	210	4 SF DUs	T= 9.43 (X)	38	0	38
				Total Trips for Existing Land Use- Scenario 1		3,960
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	19,362 SF	T = 54.45 (X) / 1000	1,054	422	632
CGC- R	220	76 MF DUs	T = 6.74 (X)	512	0	512
LDR	210	4 SF DUs	T= 9.43 (X)	38	0	38
				Total Trips for Existing Land Use- Scenario 2		1,182
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	153,549 SF	T = 10.84 (X) / 1000	1,664	0	1,664
				Total Trips for Proposed Land Use- Scenario 1		1,664
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	15,354 SF	T = 10.84 (X) / 1000	166	0	166
RPI- R	220	95 MF DUs	T = 6.74 (X)	640	0	640
				Total Trips for Proposed Land Use- Scenario 2		806
			Scenario 1 Difference in Daily Trips			0
			Scenario 2 Difference in Daily Trips			0

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

School Capacity

The 7.08 acre proposed land use map amendment has a development potential of 95 dwelling units and 22 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-5804-23C Main St N
 Requested By: Ed "Luke" Lukacovic / Krista Fogarty
 Reviewed By: Shalene B. Estes
 Due: 6/6/2023

Analysis based on maximum dwelling units: 95

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&8 (MS 2&7)
Elementary	7	3,107	87%	11	70%	7,119	9,263
Middle	1	6,876	80%	4	86%	1,610	433
High	7	2,095	95%	7	73%	649	1,649
Total New Students				22			

NOTES:

¹ Proposed Development's Concurrently 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-5804-23C Main St N
 Requested By: Ed "Luke" Lukacovic / Krista Fogarty
 Reviewed By: Shalene B. Estes
 Due: 6/6/2023

Analysis based on maximum dwelling units: 95

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	11	680	646	95%	90%
Oceanway MS #62	1	4	1009	930	92%	90%
First Coast HS #265	7	7	2212	2095	96%	89%
		22				

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 (104,757) 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 the 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.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on July 3, 2023, the required notices of public hearing signs were posted. Thirty-five (35) 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 June 20, 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 1.1.21 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.

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 to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 20 units per acre in the Suburban Area. Single-use multi-family development is permitted when 50 percent or more of the contiguous CGC category land area within up to one quarter of a mile radius is developed for non-residential uses. Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses shall not exceed 80 percent of a development

Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 7 units/acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density; except as provided herein. The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be 4 units/acre and the minimum lot size shall be $\frac{1}{4}$ of an acre if either one of centralized potable water or wastewater services are not available.

Residential Professional Institutional (RPI) is a category primarily intended to accommodate medium to high density residential, office, and institutional uses. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods may also be a part of single or mixed-use developments. RPI is generally intended to provide transitional uses between commercial, office and residential uses, although it may also provide a transition between industrial and residential uses when industrial uses pose no health or safety risks to residents. Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services. Development within the category should be compact and connected and should support multi-modal transportation. 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.

Single-use developments in the RPI land use category shall be limited to residential, institutional, restaurant, or office uses, unless 50 percent of the contiguous RPI category within one quarter of a mile radius of the subject site is developed for residential, institutional, restaurant, or office uses. Developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and shall be subject to the limitation that uses that are not permitted as single-uses shall not exceed 90 percent

of a development. The maximum gross density permitted in the Suburban Area shall be 20 units/acre and there shall be no minimum density.

The applicant is proposing a change from CGC and LDR to RPI to allow for multi-family development for a site that is in the Suburban Development Area and that abuts an arterial road. The proposed residential development will facilitate the provision of a variety of housing options on a site that is located approximately 2 miles north of the River City Market Place and approximately 1 and a half miles north of the UF Health North Campus. The provision of multi-family housing near a major employment center is complementary to meeting the employment needs of the area while also meeting the goal of creating a land use pattern that minimizes vehicle mile traveled. Therefore, the amendment is consistent with FLUE Goals 1 and 3, Objective 3.1, and Policies 1.1.21 and 1.1.22.

Consistent with FLUE Policy 1.2.8, the applicant has provided a JEA Availability Letter, dated May 22, 2023, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main within the Main Street North Right of Way. There is an existing 12-inch sewer force main within the Main Street North Right of Way. The letter also lists special sewer connection conditions, including the requirement of a JEA owned and maintained pump station and a JEA dedicated forcemain.

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 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. Additionally, the JIA CRA is scheduled to sunset on September 30, 2023. In preparation for this, the JIA CRA Advisory Board is no longer holding meetings. Therefore, no recommendations were made for the proposed land use amendment.

Dunn and Main Corridor Study

The subject site is located within the boundaries of the Dunn and Main Corridor Study, within the Pecan Park District. The Pecan Park District serves as a transition between

urbanizing districts to the south and more rural areas to the north. The Corridor Study makes no specific recommendations for the subject site. However, it notes nearby vacant uses and older single family residential uses. The implementation of new development proposed by the land use amendment 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 three quarters of a mile of Pecan Park Road. The Vision Plan identifies the interchange of I-95 and Pecan Park Road as an area suited for a regional power center, a development with a strong focus on automobile oriented commercial development. The proposed amendment would allow for residential development, which could support future commercial development at the I-95 and Pecan Park Road interchange.

Strategic Regional Policy Plan

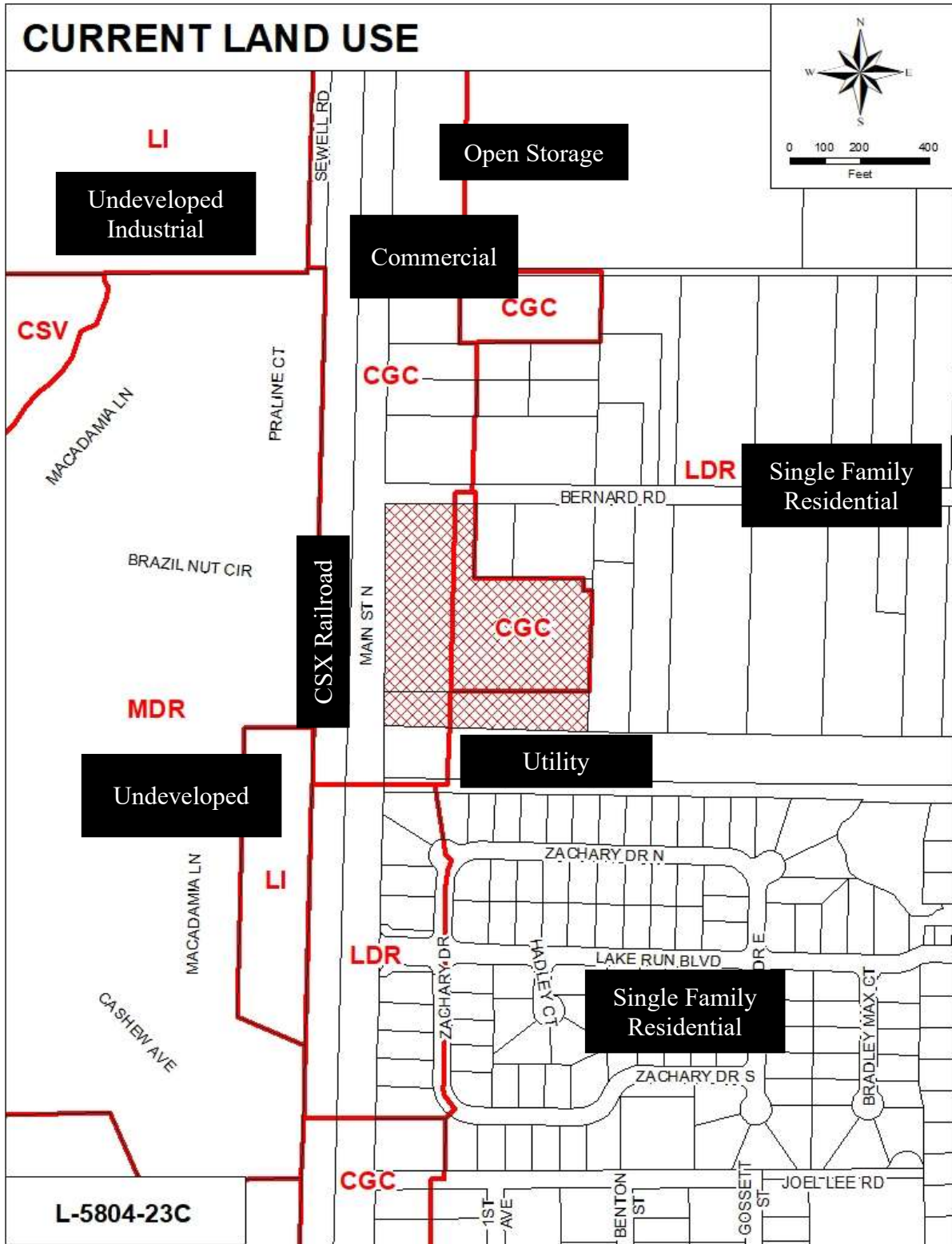
The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

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

