



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY

www.Jacksonville.gov

December 5, 2024

The Honorable Randy White
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2024-861/Application No. L-5960-24C

Dear Honorable Council President White, 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 2024-861 on December 5, 2024.

P&DD Recommendation APPROVE

PC Issues: None

PC Vote: 6-0 APPROVE

Michael McGowan, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Absent
Charles Garrison	Aye
Julius Harden	Absent
Moné Holder	Aye
Ali Marar	Aye
Jack Meeks	Absent
Tina Meskel	Aye

Planning Commission Report
December 5, 2024
Page 2

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

Sincerely,



Helena A. Parola, MAURP

Chief of Community Planning

City of Jacksonville - Planning and Development Department

214 North Hogan Street, Suite 300

Jacksonville, FL 32202

(904) 255-7842

HParola@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – November 27, 2024

Ordinance/Application No.: 2024-861 / L-5960-24C
Property Location: 3701, 3731, and 3697 Hemlock Street
Real Estate Number(s): 019466-0020, 019466-0030, 019466-0170, 019466-0180
Property Acreage: 9.80 acres
Planning District: District 6, North
City Council District: District 8
Applicant: Brian Small
Current Land Use: Rural Residential (RR)
Proposed Land Use: Medium Density Residential (MDR)
Current Zoning: Residential Rural-Acre (RR-Acre)
Proposed Zoning: Planned Unit Development (PUD)
Development Boundary: Suburban Development Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To add additional duplexes to the community Hansen Creek.

BACKGROUND

The 9.80-acre subject site is located along the north side of Hemlock Street, between Western Avenue and Loggia Lane. The applicant is proposing a Future Land Use Map (FLUM) amendment from Rural Residential (RR) to Medium Density Residential (MDR). According to the applicant, this is to expand the neighboring Cedar Creek PUD (ORD: 2022-891-E) with duplexes. The applicant is also proposing a companion rezoning from Residential Rural-Acre (RR-Acre) to Residential Medium Density-A (RMD-A), which is pending concurrently with this application, pursuant to Ordinance 2024-862.

The subject property currently includes large lot single family residential properties in the Rural Residential land use category. North of the property is undeveloped land. To the east and south of the property are single family homes on similarly sized lots. Further south of the site is an RV park. To the east of the site is a 14-acre site amended in 2022 to MDR which will connect to the proposed amendment. This site is currently undeveloped.

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

North: Land Use: Rural Residential (RR)
 Zoning: Rural Residential-Acre (RR-Acre)
 Property Use: Undeveloped

South: Land Use: RR, Recreation and Open Spaces (ROS), Medium Density Residential (MDR)
 Zoning: ROS, RR-Acre
 Property Use: Single family residential, Flamingo Lakes RV park, undeveloped

East: Land Use: MDR (pursuant to ORD 2022-0890-E), RR
 Zoning: PUD, RR-Acre
 Property Use: Undeveloped, single family residential

West: Land Use: RR, LDR (pursuant to ORD 2005-0542-E)
 Zoning: RR-Acre, Planned Unit Development (PUD)
 Property Use: Single family residential

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.

Land Use Amendment Impact Assessment - Application Number L-5960-24C

Development Analysis		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Hemlock Street - Unclassified	
Plans and/or Studies	NW Jacksonville Vision Plan	
Site Utilization	Current: 4 single family homes	Proposed: residential duplexes

Development Analysis		
Land Use / Zoning	Current: RR/RR-Acre	Proposed: MDR/RMD-A
Development Standards for Impact Assessment	Current: 2 DU/Acre	Proposed: 15 DU/Acre
Development Potential	Current: 19 DUs	Proposed: 147 DUs
Net Increase or Decrease in Maximum Density	Increase of 128 DUs	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 50 people	Proposed: 345 people
Special Designation Areas		
Aquatic Preserve	N/A	
Evacuation Zone	Zone A	
Airport Environment Zone	JIA 60 db, JIA civilian notice zone, 150' height restriction	
Industrial Preservation Area	N/A	
Cultural Resources	N/A	
Archaeological Sensitivity	Low	
Historic District	N/A	
Coastal High Hazard	N/A	
Adaptation Action Area	N/A	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	N/A	
Boat Facility Siting Zone	N/A	
Brownfield	N/A	
Public Facilities		
Potential Roadway Impact	812 net new daily trips	
Potential Public School Impact	35 new students generated	
Water Provider	JEA	
Potential Water Impact	Increase of 29,491 gal/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 22,118.25 gal/day	
Potential Solid Waste Impact	Increase of 332.8 tons/year	
Drainage Basin/Sub-basin	Broward River/ Broward River	
Recreation and Parks	N/A	
Mass Transit Access	N/A	
Natural Features		
Elevations	16ft – 30ft	
Land Cover	1100: Residential, low density - less than 2 dwelling units/acre	
Soils	N/A	

Development Analysis	
Flood Zones	0.55 acres of AE flood zone along northern border of site
Wetlands	N/A
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 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 October 17, 2024, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main located along Hemlock Street, and a 10 8-inch force sewer force main along Hemlock Street.

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. The MDR land use category requires connection to centralized JEA and water and sewer to develop multi-family dwellings.

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 to the JEA Collection Systems available within a five (5) year period.

Transportation:

The subject site is 9.8 acres and is located on Hemlock Street, a local roadway, which is west of Lem Turner Road (SR-115), a minor arterial roadway, and north of Interstate 295. This segment of Lem Turner Road between I-295 and Gerald Road is operating at 42% of capacity. 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 Rural Residential (RR) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the 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 RR land use would result in 179 trips. If the land use is amended to allow for this proposed MDR development, this will result in 991 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 812 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.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RR	210	19 DUs	T= 9.43 (X)	179	0	179
				<i>Total Trips for Existing Land Use- Scenario</i>		179
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	147 DUs	T = 6.74 (X)	991	0	991
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		991
Scenario 1 Difference in Daily Trips						812

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

School Capacity

The 9.8 acre proposed land use map amendment has a development potential of 147 dwelling units and 35 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-5960-24C Hemlock Street**
 Requested By: **Sam Roberts**
 Reviewed By: **Levonne Higgins**
 Date: **11/17/2024**

Analysis based on maximum dwelling units: **142**

School Type	CSA ¹	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 7 & 8
Elementary	1	10,763	53%	18	55%	1,886	2,105
Middle	1	6,288	81%	7	81%	1,033	794
High	1	2,103	95%	10	73%	816	1,225
				Total New Students			
						35	

NOTES:

¹ Proposed Development's Current Enroll Service Area (CSA)

² Available CSA seats include current reservations

Student Distribution Rate

ES-419
 MS-650
 HS-078

0.248

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 (107,110) by the number of total permitted housing units (413,431) for the same year, generating a yield of 0.248.

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 EE space requirements.

Application Review Request: COJ PDD- Baseline Checklist Review
Proposed Name: L-5960-24C Hemlock Street
Requested By: Sam Roberts
Reviewed By: Leronne Giggis
Due: 11/1/2024

Analysis based on maximum dwelling units: 147

SCHOOL ¹	GSA	STUDENTS GENERATED ² (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Bisrayne FSH#269	1	18	667	814	1.22%	100%
Highlands MS#244	1	7	1148	664	58%	45%
Leah Ribault HS#96	1	10	1680	1246	74%	77%
		35				

- NOTES:**
- ¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)
 - ² Does not include ESF & room exclusions

³ Student Distribution Rate

ES-113
 MS-050
 HS-079
 0.248

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 (102,110) by the number of total permitted housing units (411,511) for the same year, generating a yield of 0.248.

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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

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 application 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.

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.

Airport Notice Zone

The site is also located in a Civilian Influence Zone for Jacksonville International Airport. Civilian Influence Zones - These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on the Military and Civilian Influence Zones Map.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

Future Land Use Element

Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

Airport Noise Zone

The amendment site is located within the 60db Day-Night Sound Level (DNL) zone for Jacksonville International Airport. Future Land Use Element Policy 2.6.8 and 2.6.9 includes requirements related to density, use, and noise level reduction in construction for sites within this noise zone.

Future Land Use Element

Policy 2.6.8 Within the 65 to 74.99 DNL noise zone as depicted on the Military and Civilian Influence Zones Map, the City does not permit mobile home parks. Single-family residential structures that are unable to achieve a 30dB noise level reduction are also not permitted. Again, as listed in the Instruction Manual, non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are not allowed. All allowed development is subject to disclosure requirements.

Policy 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.

Evacuation Zone

The subject site is within Evacuation Zone A. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. EPD determined that the impact of the subject small scale land use

amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

EPD Review

The proposed property in land use amendment L-5960-24C will be near Lem Turner Road, indicating sufficient access to I-295 (0.6 road miles), a primary evacuation route.

In consideration of the surrounding evacuation zones (Zone A) nearest evacuation routes, and the estimate of 812 new daily trips, the changes proposed through land use amendment application L-5960-24C 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

Flood Zone

Approximately 0.55 acres of the subject site is located within the AE flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

Policy 2.6.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.6.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

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

rights.

Policy 13.7.10 The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;
- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 26, 2024, the required notices of public hearing signs were posted. Fifteen (15) 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 November 18, 2024. No members of the public attended the meeting.

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 and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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 1.1.21 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 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 to the JEA Collection Systems available within a five (5) year period.

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.

Policy 3.1.5 The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics

and socioeconomic profiles of the City's households as described in the Housing Element.

Policy 3.1.12 The City shall, through Land Development Regulations and land use category descriptions, require higher density residential development and supporting commercial uses to locate on or near arterial or collector roads used for mass transit routes and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

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.

Rural Residential (RR) is a category intended to provide rural estate residential opportunities in the Suburban and Rural Development Areas of the City. Generally, single-family detached housing will be the predominant development typology in this category. Development density and minimum lot size for sites not served by centralized potable water and/or wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and 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. MDR in the Suburban Development Area permits residential densities at a minimum of 7 units per acre and up to 20 units per acre, with water and sewer services.

According to the application, the proposed amendment from RR to MDR to extend an abutting and previously amended MDR designated site. The construction of multi-family housing will diversify the housing stock in the area by placing multifamily units in an area with a mix of housing options available. The proposed amendment will provide redevelopment and infill on underutilized parcels situated just west of Lem Turner Road, a Minor Arterial roadway. An amendment to MDR was recently approved, pursuant to ordinance 2022-0890-E, just east of the site. The proposed change to MDR would maintain the existing residential development pattern in the area, while providing an opportunity for development of a wide variety of housing types. The proposed amendment would maintain compatibility with the surrounding area. Therefore, the amendment is consistent with the FLUE Goals 1 and 3, Objective 1.1, and Policies, 1.1.21, 1.1.22, 3.1.5, 3.1.12, and 3.2.18.

The applicant has provided a JEA Availability Letter, dated October 17, 2024, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main located along Hemlock Street, and a 10 8-inch force sewer force main along Hemlock Street. Therefore, the application is consistent with FLUE Policy 1.2.8

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

Vision Plan

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan identifies the I-295/SR-9A and Lem Turner Road Interchange as a regional power center. Development in this location including large scale, automobile-oriented retail such as discount retailers, big box retailers and home stores are encouraged. The increase of residential development at this proposed amendment site will support the customer support for the commercialized interchange fulfills the goals of this Vision Plan.

Strategic Regional Policy Plan

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

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

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and create a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

CURRENT LAND USE MAP



LAND UTILIZATION MAP

