



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

September 19, 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. 2024-663 / Application No. L-5963-24C

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 2024-663 on September 19, 2024.

P&DD Recommendation APPROVE

PC Issues: The Commissioners were in support of the commercial uses at this location. However, discussion involved the appropriateness of the particular commercial use (RV and Boat Storage) as identified in the companion PUD.

PC Vote: 7-0 APPROVE

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

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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

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Jacksonville, FL 32202

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – September 13, 2024

Ordinance/Application No.: 2024-663 / L-5963-24C

Property Location: 7827 Jones Road, in the southeast corner of Jones Road and Garden Street

Real Estate Number(s): 002893-0040

Property Acreage: 2.00 acres

Planning District: District 5, Northwest

City Council District: District 12

Applicant: Shelia Estes

Current Land Use: Agriculture (AGR)

Proposed Land Use: Community / General Commercial (CGC)

Development Area: Suburban Development Area

Current Zoning: Agriculture (AGR)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The applicant seeks to open an outdoor storage yard for RVs and boats.

BACKGROUND

The 2.0-acre subject property is located at the southeast corner of Garden Street and Jones Road. Both roads are classified as collector roads on the City’s Functional Highways Classification Map. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the *2045 Comprehensive Plan* from Agriculture (AGR) to Community/General Commercial (CGC), with a companion rezoning application from Agriculture (AGR) to Planned Unit Development (PUD) to allow for the development of an outdoor storage yard for RVs and boats. The companion rezoning, Ordinance 2024-664 is pending concurrently with this application.

Currently, the proposed land use amendment site is mostly vacant, with one single-family dwelling unit located at one end of the lot. The subject site abuts residential uses with an

AGR classification to it's east and vacant AGR land to it's south. Single-family residential and agricultural uses are located across Garden Street to the north, and property to the west, across Jones Road, was changed from Neighborhood Commercial (NC) and PUD to CGC and Commercial Community/General-1 (CCG-1) in 2023 to allow for commercial development. The specific property uses, zoning designations, and land use categories of adjacent and abutting properties are provided below.

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

North (across Garden Street):

Land Use: Low Density Residential (LDR) and AGR
Zoning: Residential Low Density-80 (RLD-80) and PUD 2002-1087
Property Use: single-family residential and pond

South:

Land Use: AGR
Zoning: AGR
Property Use: vacant and single-family residential

East:

Land Use: AGR
Zoning: AGR
Property Use: single-family residential

West (across Jones Road):

Land Use: CGC (2023-0852-E)
Zoning: Commercial Community General-1 (CCG-1, 2023-0853-E)
Property Use: undeveloped commercial land / tree farm

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.

Development Analysis 2 ACRES = 87,120 SF		
Development Boundary	SUBURBAN	
Roadway Frontage Classification / State Road	JONES RD AND GARDEN ST (COLLECTORS)	
Plans and/or Studies	Northwest Jacksonville Vision Plan	
Site Utilization	Current: VACANT/RESIDENTIAL	Proposed: RV AND BOAT STORAGE
Land Use / Zoning	Current: AGR / AGR	Proposed: CGC / PUD
Development Standards for Impact Assessment	Current: 1 DU / 2.5 ACRES	Proposed: Scenario 1 – 0.35 FAR Scenario 2 – 15 DU/ACRE
Development Potential	Current: 1 DU	Proposed: Scenario 1 – 30,492 SF Scenario 2 – 30 DUs
Net Increase or Decrease in Maximum Density	Net increase of 29 DU	
Net Increase or Decrease in Potential Floor Area	Net increase of 30,492 SF	
Population Potential	Current: 2 PEOPLE	Proposed: 70 PEOPLE
Special Designation Areas		
Aquatic Preserve	N/A	
Evacuation Zone	N/A	
Airport Environment Zone	300 HT. RESTRICTION ZONE (OLF Whitehouse) AND 500 FEET (JIA)	
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	0-4 INCHES	
Wellhead Protection Zone	N/A	
Boat Facility Siting Zone	N/A	
Brownfield	N/A	
Public Facilities		
Potential Roadway Impact	Scenario 1: INCREASE OF 763 DAILY TRIPS Scenario 2: INCREASE OF 193 DAILY TRIPS	
Potential Public School Impact	INCREASE OF 6 STUDENTS	
Water Provider	PRIVATE WELL	
Potential Water Impact	Scenario 1: INCREASE OF 1,258.6 GPD Scenario 2: INCREASE OF 6,784 GPD	
Sewer Provider	PRIVATE SEPTIC	
Potential Sewer Impact	Scenario 1: INCREASE OF 943.95 GPD Scenario 2: INCREASE OF 5,088 GPD	
Potential Solid Waste Impact	Scenario 1: INCREASE OF 46.19 TONS PER YEAR Scenario 2: INCREASE OF 75.4 TONS PER YEAR	
Drainage Basin/Sub-basin	TROUT RIVER / BAY DRAIN	
Recreation and Parks	N/A	
Mass Transit Access	N/A	
Natural Features		
Elevations	49 FEET	
Land Cover	2110: IMPROVED PASTURES (MONOCULT, PLANTED FORAGE CROPS)	
Soils	(14) BOULOGNE FINE SAND, 0-2% SLOPES	
Flood Zones	N/A	

Development Analysis	2 ACRES = 87,120 SF
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).

A JEA letter dated May 20, 2024 was provided by the applicant. Project information within the application states that the site would only need to be served with electricity. Water and sewer were not requested by the applicant, and there is no connectivity in the area. The site is served by private well and septic.

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 Planning and Development Department completed a transportation analysis and determined that the proposed amendment could result in 763 or 193 net new daily trips under scenario 1 and scenario 2, respectively. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office. A copy of the transportation analysis is on file with the Planning and Development Department.

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.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information:

The subject site is 2.0 acre and is located at 7827 Jones Road. This segment of Jones Road is a 2-lane collector road, operating at 8 percent of its maximum capacity. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 5. The applicant proposes to change the existing land use from Agriculture (AGR) to Community/General Commercial (CGC).

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

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

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.

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 AGR land use would result in 9 trips. If the land use is amended to allow for this proposed CGC development, this will result in 772 or 202 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 763 or 193 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
AGR	210	1 DU	T= 9.43 (X)	9	0	9
<i>Total Trips for Existing Land Use- Scenario</i>						9
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	30,492 SF	T = 54.45 (X) /1000	1660	888	772
<i>Total Trips for Proposed Land Use- Scenario 1</i>						772
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	220	30 DUs	T = 6.74 (X)	202	0	202
<i>Total Trips for Proposed Land Use- Scenario 1</i>						202
Scenario 1 Difference in Daily Trips						763
Scenario 2 Difference in Daily Trips						193

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

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed

land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element – Aquifer Recharge Sub-Element

Policy 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridian Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

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 developments 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 site is located within the 300-foot Height and Hazard Zone for Outlying Landing Field (OLF) Whitehouse and the 500-foot Height and Hazard Zone for the Jacksonville International Airport (JIA). Zoning will limit development to a maximum height of 300 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.

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.

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 2.0 acre proposed land use map amendment has a development potential of 30 dwelling units. The proposed development was analyzed in accordance with the adopted levels 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 determine whether there is adequate school capacity for each school type (elementary, middle and high school) to accommodate a proposed development). The LOS (105 percent 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 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-5963-24C
 Requested By: Marcus Salley
 Reviewed By: LeVonne Griggs
 Date: 8/27/2024

Analysis based on maximum dwelling units: 30

School Type	CSA ¹	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 2, 7&8
Elementary	1	11,216	56%	3	57%	1,822	1,801
Middle	1	6,876	80%	1	86%	992	696
High	1	7,054	72%	2	64%	775	1,059
Total New Students				6			

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 available seats in the CSA and adjacent CSAs include concurrency reservations.

The analysis of the proposed 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 3.1 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-5963-24C
 Requested By: Marcus Salley
 Reviewed By: Levonne Griggs
 Date: 8/27/2024

Analysis based on maximum dwelling units: 30

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Dinesmore ES #45	1	3	683	590	86%	93%
Highlands MS #244	1	1	1148	682	59%	58%
Jean Ribault HS #96	1	2	1680	1331	79%	77%
		6				

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

PROCEDURAL COMPLIANCE

Upon submittal of the sign posting affidavit and photos of the posted signs on September 4, 2024, it was determined that the required notices of public hearing signs were posted. Nineteen (19) 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 September 3, 2024. No members of the public were present.

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 1.2.8 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.

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.

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

Property Rights Element

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.

Agriculture (AGR) is intended to provide for agricultural uses and to preserve the existing rural character of outlying areas of the City. Most AGR lands are located in the Rural Area of the City where full urban services and facilities will not be provided by the City during the planning time frame. Accordingly, the principal activities allowed in these categories are agriculture and related uses, such as farming, horticulture, forestry and logging, storage, processing and wholesale distribution of farm supplies and products, and other resource dependent uses. In order to preserve the rural character of these areas, residential uses are permitted at very low densities.

Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. The CGC category also allows for multi-family residential at densities of up to 20 units per acre in the Suburban Area, except in the absence of the availability of centralized potable water and/or wastewater. In these circumstances, the maximum gross density of development permitted shall be two (2) units per acre with a minimum lot size of half an acre when both centralized potable water and wastewater are not available.

The applicant is proposing a land use change from AGR to CGC to allow for commercial development on a site that is in the Suburban Development Area and that abuts an intersection of collector roads (Garden Street and Jones Road). Specifically, the applicant seeks to develop an outdoor storage yard for RVs and boats. A companion rezoning application, Ordinance 2024-664, has been filed concurrently with this land use amendment. The application seeks to amend the zoning district from Agriculture (AGR) to Planned Unit Development (PUD).

The site is surrounded by AGR, CGC, and Low Density Residential (LDR) categories. Approximately 34.28 acres of land opposite Jones Road from the subject site was recently amended from Neighborhood Commercial (NC) to CGC, via Ordinance 2023-0852-E. Two (2) properties abut the subject site. Both are categorized as AGR. One, to the south, appears to be vacant, and the other, to the east, contains a single-family residence. Given the recent, adjacent land use change to CGC, and the construction of single-family subdivisions on the south side of Garden Street over the past 15 to 20 years, this area is undergoing a transition in character and is consistent with FLUE Policy 1.1.21. As a result

of the surrounding conditions, the proposed amendment is also consistent with FLUE Goal 1 and Policy 1.1.9 as the proposed CGC land use, located at the intersection of two (2) collector roads, optimizes economic benefit, while the proposed PUD rezoning allows for appropriate combinations of complementary land uses, densities and intensities.

According to a JEA availability letter dated May 20, 2024, the site is not served by public water or sewer services. Project information within the application states that the site would only need to be served with electricity. Centralized service is not available to the site, and the proposed amendment is therefore consistent with FLUE Policy 1.2.8

The proposed small-scale amendment would increase the amount of commercially designated land available, furthering 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; development of this site is considered infill development. Thus, the proposed amendment is consistent with FLUE Goal 2 and Policies 1.1.21 and 3.2.1.

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.

Northwest Vision Plan

The subject property is located within the boundaries of what is identified as of the Northwest Vision Plan (September 2003). While the Vision Plan does not specifically address the commercial areas throughout the district, the Plan recommends strategies to improve the visual appearance of corridors with landscaping, street trees, gateways, and signs. These methods should be considered in developing commercial properties. Therefore, the proposed land use amendment is compatible with the Northwest Jacksonville Vision Plan.

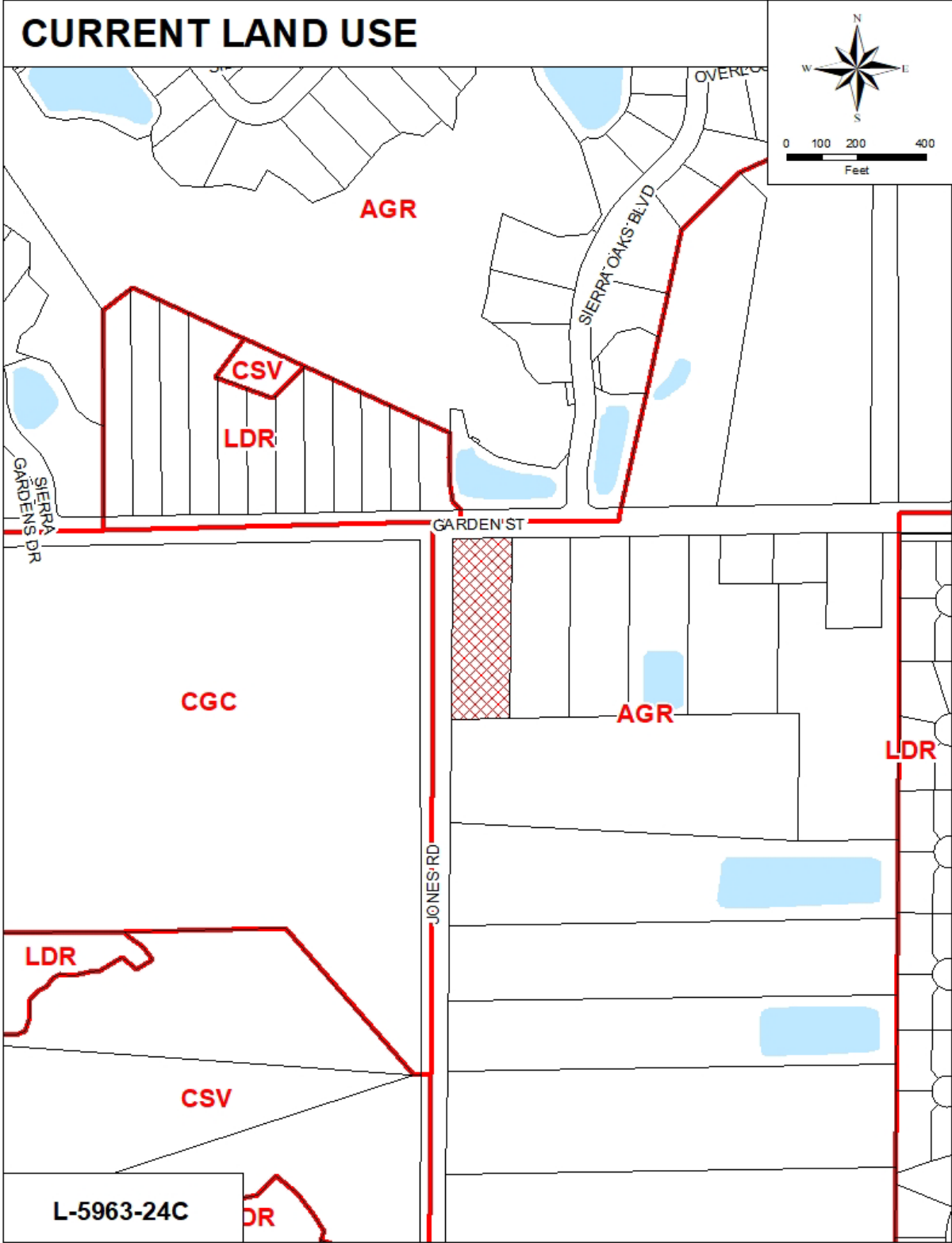
Strategic Regional Policy Plan

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

Policy 4: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Infill and redevelopment.

The proposed amendment would allow for the redevelopment of land at a node. The proposed amendment would therefore allow for an infill redevelopment opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.



LAND UTILIZATION MAP

