



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.coj.net

October 19, 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, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2023-654/Application No. L-5849-23C

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 2023-654 on October 19, 2023.

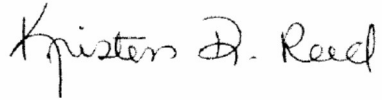
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

Charles Garrison, Chair	Aye
Daniel Blanchard, Vice Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Absent
Mone Holder	Absent
Ali Marar	Aye
Jack Meeks	Aye
Tina Meskel	Aye

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

Planning Commission Report
October 19, 2023
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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'.

Kristen D. Reed, AICP

Chief of Community Planning Division

City of Jacksonville - Planning and Development Department

214 North Hogan Street, Suite 300

Jacksonville, FL 32202

(904) 255-7837

KReed@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – October 13, 2023

Ordinance/Application No.:	2023-654 / L-5849-23C
Property Location:	3700 Collins Road and 8533 Malaga Avenue between Collins Road and Carmona Street
Real Estate Number(s):	100396-0000 & 100397-0000
Property Acreage:	3.94 acres
Planning District:	District 4, Southwest
City Council District:	Council District 14
Applicant:	Michael Herzberg
Current Land Use:	Low Density Residential (LDR)
Proposed Land Use:	Recreation and Open Space (ROS)
Development Area:	Suburban Development Area
Current Zoning:	Residential Low Density-60 (RLD-60)
Proposed Zoning:	Recreation and Open Space (ROS)
<i>RECOMMENDATION:</i>	<i>Approve</i>

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant requests this land use amendment to recognize a longstanding private club oriented towards teaching sailing. The request also enables the club to acquire needed frontage along the river for the operation of sailing vessels.

BACKGROUND

The 3.94-acre subject site is located at the southeast corner of Malaga Avenue and Collins Road. The site is on the St. Johns River, approximately 400 feet north of the Buckman Bridge (I-295). Malaga Avenue and Collins Road are both unclassified roadways according to the City’s Functional Highways Classification Map. Presently, the property is the home of the Rudder Club of Jacksonville, which has operated at that location since 1953. The site contains a clubhouse and provides wet and dry storage for sailboats.

The land use change and rezoning will serve two purposes. The first is to bring the longstanding use by the sailing club into conformance with current land use and zoning requirements. The club was established at its current location in 1953. At that time, the parcel was not a part of the City and little or no zoning restrictions applied. Therefore, since consolidation in 1969, the club and its operations have been a lawful non-conforming use. The second purpose relates to the club's recent acquisition of the residential property north of the club. The purchase of the parcel expanded the amount of water frontage available to the club, but the parcel is in the LDR land use category. A marina is not specifically allowed under the LDR land use category. A marina is a principal use under the ROS land use category.

The companion rezoning from Residential Low Density-60 (RLD-60) to Recreation and Open Space (ROS) is pending concurrently with this land use amendment application pursuant to Ordinance 2023-655.

The area surrounding the amendment site is a mix of vacant undeveloped land and single-family and mobile home residential in the Low Density Residential (LDR) land use category.

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

North: Land Use: Low Density Residential (LDR) and Public Buildings and Facilities (PBF)
Zoning: Residential Low Density - 60 (RLD-60) and Public Buildings and Facilities – 1 (PBF-1)
Property Use: Single family dwellings and Naval Air Station Jacksonville

South: Land Use: LDR
Zoning: RLD-60
Property Use: Single family dwellings, Buckman Bridge (I-295) Clay County

East: Land Use: Water
Zoning: Water
Property Use: St. Johns River

West: Land Use: LDR and Medium Density Residential (MDR)
Zoning: RLD-60 and Residential Medium Density-B (RMD-B)
Property Use: Single-family dwellings

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		3.94 Acres – 171,626 sq. ft.	
Development Boundary	Suburban Development Boundary		
Roadway Frontage Classification / State Road	Malaga Avenue – Local Road		
Plans and/or Studies	Southwest Vision Plan		
Site Utilization	Current: Sailing Club	Proposed: Same	
Land Use / Zoning	Current: LDR / RLD-60	Proposed: ROS / ROS	
Development Standards for Impact Assessment	Current: 5 DU / Acre	Proposed: 0.15 FAR	
Development Potential	Current: 19 SF DU	Proposed: 25,744 sq. ft.	
Net Increase or Decrease in Maximum Density	Decrease of 19 DU		
Net Increase or Decrease in Potential Floor Area	Increase of 25,744 sq. ft.		
Population Potential	Current: 50 People	Proposed: 0	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Evacuation Zone A		
Airport Environment Zone	150' Jacksonville Naval Air Station / Military Notice Zone		
Industrial Preservation Area	No		
Cultural Resources	No		
Archaeological Sensitivity	High, Low		
Historic District	No		
Coastal High Hazard	0.15 acres		
Adaptation Action Area	1 acre		
Groundwater Aquifer Recharge Area	Discharge		
Wellhead Protection Zone	No		
Boat Facility Siting Zone	Unacceptable – 1 dock per 100'		
Brownfield	No		
Public Facilities			
Potential Roadway Impact	0 Net new daily trips		
Potential Public School Impact	N/A		
Water Provider	Private		
Potential Water Impact	Decrease of 2,702 gpd		
Sewer Provider	Private		

Development Analysis	3.94 Acres – 171,626 sq. ft.
Potential Sewer Impact	Decrease of 2,027 gpd
Potential Solid Waste Impact	Increase of 2.2 tons per year
Drainage Basin/Sub-basin	Basin: St. Johns River upstream of Trout River Sub-Basin: St. Johns River
Recreation and Parks	Ringhaver Park
Mass Transit Access	None
Natural Features	
Elevations	0' to 15'
Land Cover	1100: Residential, low density - less than 2 dwelling units/acre 1840: Marinas & Fish Camps 5100: Streams and Waterways
Soils	2: Albany Fine Sand – 0 – 5% Slopes 99
Flood Zones	0.2% Annual Chance Flood Hazard – 0.25 acre AE – 0.25 acre
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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).

JEA does not provide central water or sewer service to the area. The applicant intends to continue using well water and a septic system for the site.

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 3.94 acres and is accessible from Malaga Ave, a local facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 7. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Recreational Open Space (ROS).

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

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 land use would result in 179 daily trips. If the land use is amended to allow for this proposed ROS development, this will result in 43 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 0 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
LDR	210	19 SF DUs	T = 9.43 (X)	179	0	179
				<i>Existing Scenario Total</i>		179
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
ROS	416	25,744 SF (3.94 Acres)	T = 10.89(X)	43	0	43
				<i>Proposed Scenario Total</i>		43
Proposed Net New Daily Total						0

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

School Capacity

This proposed amendment does not include a residential component. Therefore, the proposed development will have a 0 impact on school capacity.

Evacuation Zone

The site is in Evacuation Zone A. Because there is no residential component to the land use change, it does not affect evacuation times or capacity.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. 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:

Height Restriction Zone

The site is located within the 150-foot Height and Hazard Zone for Jacksonville Naval Air Station. 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.

Military Influence Zone

Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the 150-foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on the Military and Civilian Influence Zones.

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.

Coastal High Hazard Area (CHHA) - Attachment A

Approximately 0.15 of an acre of the subject site is located within a Coastal High Hazard Area (CHHA), as defined by Sections 163.3178(2)(h), and 163.3164(1), Florida Statutes. The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as established by the most current Northeast Florida Hurricane Evacuation Study. It is shown on The Coastal High Hazard Areas (CHHA) and Hurricane Evacuation Zones Map. No development is proposed on the portion of the site within the CHHA, and the amendment removes residential development potential in the CHHA.

Conservation/Coastal Management Element

Policy 7.2.3 In the event that the Chief of Emergency Preparedness determines that the shortage of shelter space requires mitigation, then policies 7.2.5, 7.2.6 and 7.2.7 shall apply.

Policy 7.2.5 The City shall require that all new development located in the Coastal High Hazard Area in land use categories that permit residential density greater than Low Density Residential shall contribute to the cost of emergency shelter space in existing school sites.

Policy 7.2.6 For purposes of determining an owner's assessment for the cost of emergency shelter space in new and existing school sites and community centers, the City shall use a quantitative formula where:

A equals the total number of residential units proposed;

B equals number of persons per household; and

C equals average cost to retrofit one shelter space;

D owners assessment

$A \times B \times C = D$ Owner's Assessment

Policy 7.2.7 The City shall use the most recent U.S. Census data related to average household size, population in households and households. In calculating the assessment owed, the City shall use the full unit count of the proposed development, the county-wide average household size from the U. S. Census, and the average shelter retrofit cost as provided by the City's Emergency Preparedness Division in consultation with the Duval County School District Facilities Services Division. The City shall not allow a reduction of the shelter space required based on

assumptions of smaller household sizes than the county-wide census data or reduced uses of public shelters for certain developments. These factors shall be updated as warranted by the City to ensure accuracy of costs and population factors.

The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection. Land use decisions will direct new development to areas outside of hazardous coastal areas.

Objective 7.4 Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA, and mitigate the impact of natural hazards in the area.

Policy 7.4.8 The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed development, and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

Flood Zones – Attachment B

Approximately 0.22 of an acre of the subject site is within the 0.2 Percent Annual Chance Flood Hazard Area, 0.25 of an acre is 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 0.2 PCT Annual Chance Flood Hazard are areas within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards.

The AE Flood Zone are 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.

Adaptation Action Area (AAA) – Attachment C

Approximately 1 acre of the amendment site is located within the AAA. The AAA boundary is a designation in the City's 2045 Comprehensive Plan which identifies areas that experience coastal flooding due to extreme high tides and storm surge, and that is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding

for infrastructure needs and adaptation planning. The AAA is defined as those areas within the projected limit of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone, and additional areas determined through detailed flood analysis.

The applicant is encouraged to consider site design measures, such as clustering development away from the AAA, to protect development from the impacts of flooding.

Conservation/Coastal Management Element

Policy 13.1.2 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

Policy 13.3.1 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Policy 13.3.6 In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development's use of low impact development stormwater solutions.

Manatee Protection Plan – Boat Facility Siting Zone

The subject property is located within an area that falls within the jurisdiction of the Manatee Protection Plan Boat Siting Zone. According to the Boat Facility Siting Zones of the Manatee Protection plan, the site is in an “Unacceptable” zone. Permits must be approved by the Florida Department of Environmental Protection and the St. Johns River Water Management District.

Development of docks may occur in an “Unacceptable” zone at a level of one slip for every 100 feet of shoreline owned or controlled by the applicant.

Conservation Coastal Management Element

Policy 10.1.1 The location of future boat facilities shall be consistent with the recommendations within the Future Land Use Element and the Recreation and Open Space Element of the Comprehensive Plan, as well as any Vision Plan, and any other special study or plan

adopted by the City such as the Boat Facilities Siting Plan located in the MPP.

Policy 10.1.4 The City shall review the application for any proposed boat facility to ensure consistency with Conservation/Coastal Management Element policies and objectives and with respect to the MPP. Development orders will not be issued for boat facilities that are not consistent with the MPP and the Comprehensive Plan.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 15, 2023, the required notices of public hearing signs were posted. Twenty-three (23) 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 October 2, 2023. There was one person in attendance who spoke in support of the application.

Due to the site's location on the St. Johns River, the application was presented to the Jacksonville Waterways Commission at its monthly meeting on October 12, 2023. The commission voted unanimously in favor of the land use application.

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 1.1.7 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.22 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.

Goal 2 To enhance and preserve for future generations geographic areas with unique economic, social, historic, or natural resource significance to the City.

Objective 2.8 Protect and enhance the City's shoreline areas, inclusive of the St. John's River and its tributaries, in order to improve quality of life, provide active living opportunities for residents, ensure continued function of these critical environmental systems, and enhance the City's economic development efforts.

- Policy 2.8.1 Establish and maintain specific guidelines and standards for shoreline and coastal area development and redevelopment that will at a minimum:
1. Aid in the creation of a river corridor open space system accessible to the public in urban areas and suburban areas;
 2. Promote visual access to waterways and their related vistas; and
 3. Promote recreational uses of shoreline and related areas.

- 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.

Conservation and Coastal Management Element (CCME)

- Goal 11 To ensure that development and redevelopment within the Coastal Area is compatible with the Coastal Area's natural character.

- Objective 11.1 To establish land use criteria which give priority to the siting and development of water-dependent uses within the Coastal Area, as compared with other shoreline uses.

- Policy 11.1.1 The City shall prioritize the siting of water-dependent and water-related uses according to the chronology listed hereinafter. Uses listed first shall generally be given the highest priority when being sited along the shoreline and uses listed last would be given the least priority when being sited along the shoreline.:
1. Conservation or Public Use
 2. Water-dependent
 - a. Military (where necessary to assure the security of the United States)
 - b. Ports and other water-dependent industry
 - c. Water-dependent transportation facilities
 - d. Water dependent utilities
 - e. Water-dependent commercial
 3. Water-related industries
 4. Water-related commercial
 5. Residential
 6. Proposed amendments to the Future Land Use Map (FLUM), where water-dependent and/or water-related uses are proposed to be prohibited or removed from the permitted use of waterfront properties. This is the least desirable option, as other alternatives to protect working waterfront components should be considered prior to amendments to the FLUM.

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.

According to the FLUE, the Low Density Residential (LDR) land use designation in the Suburban Development Area is intended to provide for low density residential development of up to seven dwelling units per acre. The principal uses include single-family dwellings.

Recreation and Open Space (ROS) includes lands used for activities that are associated with outdoor recreation. Principal uses include: Parks, Playgrounds; Golf courses; Driving ranges; Marinas; Fairgrounds and spectator sports facilities in public and private ownership; carbon sinks; Pastoral open space managed by the Parks, Recreation and Community Services Department is also included. Travel trailer parks are allowed as a secondary use but on-site recreational facilities must be included or the travel trailer park must be located in close proximity to a recreational attraction.

As mentioned above, the land use change will serve two purposes. The first is to bring the longstanding use by the sailing club into conformance with current land use and zoning requirements. The club was established at its current location in 1953. At that time, the parcel was not a part of the City and little or no zoning restrictions applied. Therefore, since consolidation in 1969, the club and its operations have been a lawful non-conforming use. The second purpose relates to the club's recent acquisition of the residential property north of the club. The purchase of the parcel expanded the amount

of water frontage available to the club, but the parcel is in the LDR land use category. A marina is not specifically allowed under the LDR land use category. A marina is a principal use under the ROS land use category.

The residential area and the marina have coexisted since the 1950's. Many of the nearby houses were built around the time the marina was established and the use is compatible with the residential uses of the area. The amendment from LDR to ROS discourages urban sprawl and protects the fabric and character of the neighborhood in accordance with Goal 1, Goal 3, and Policies 1.1.7 and 1.1.22.

The intent to continue to use the site as a marina will promote opportunities for outdoor recreation for the City's residents and will aid in continuing the historic use of the site as a marina. This will also protect and enhance the City's shoreline areas and promote public recreational uses of the shoreline in accordance with FLUE Goal 2, Objective 2.8, and Policy 2.8.1 and CCME Goal 11, Objective 11.1, and Policy 11.1.1.

JEA does not provide central water or sewer service to the area. The applicant intends to continue using well water and a septic system for the site, conforming with 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 subject property is located within the boundaries of the Southwest Jacksonville Vision Plan. The site is located within the Suburban Area of the Vision Plan. While the plan does not provide specific recommendations for the subject site, the expansion of the current use will provide more recreation opportunities for local residents both in Southwest Jacksonville and the city as a whole.

Strategic Regional Policy Plan

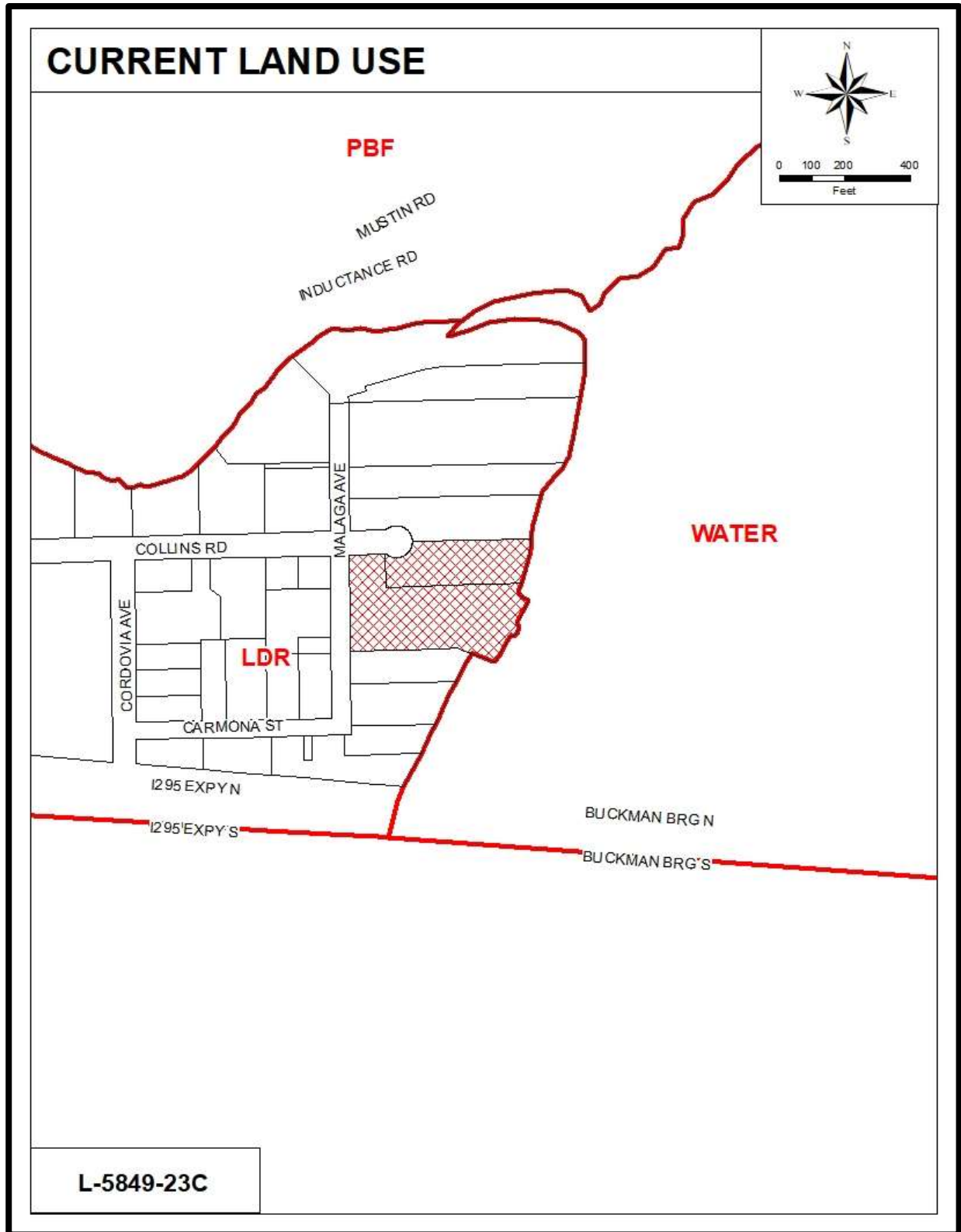
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

Objective: Integrated Planning: The link between land use, resources and mobility

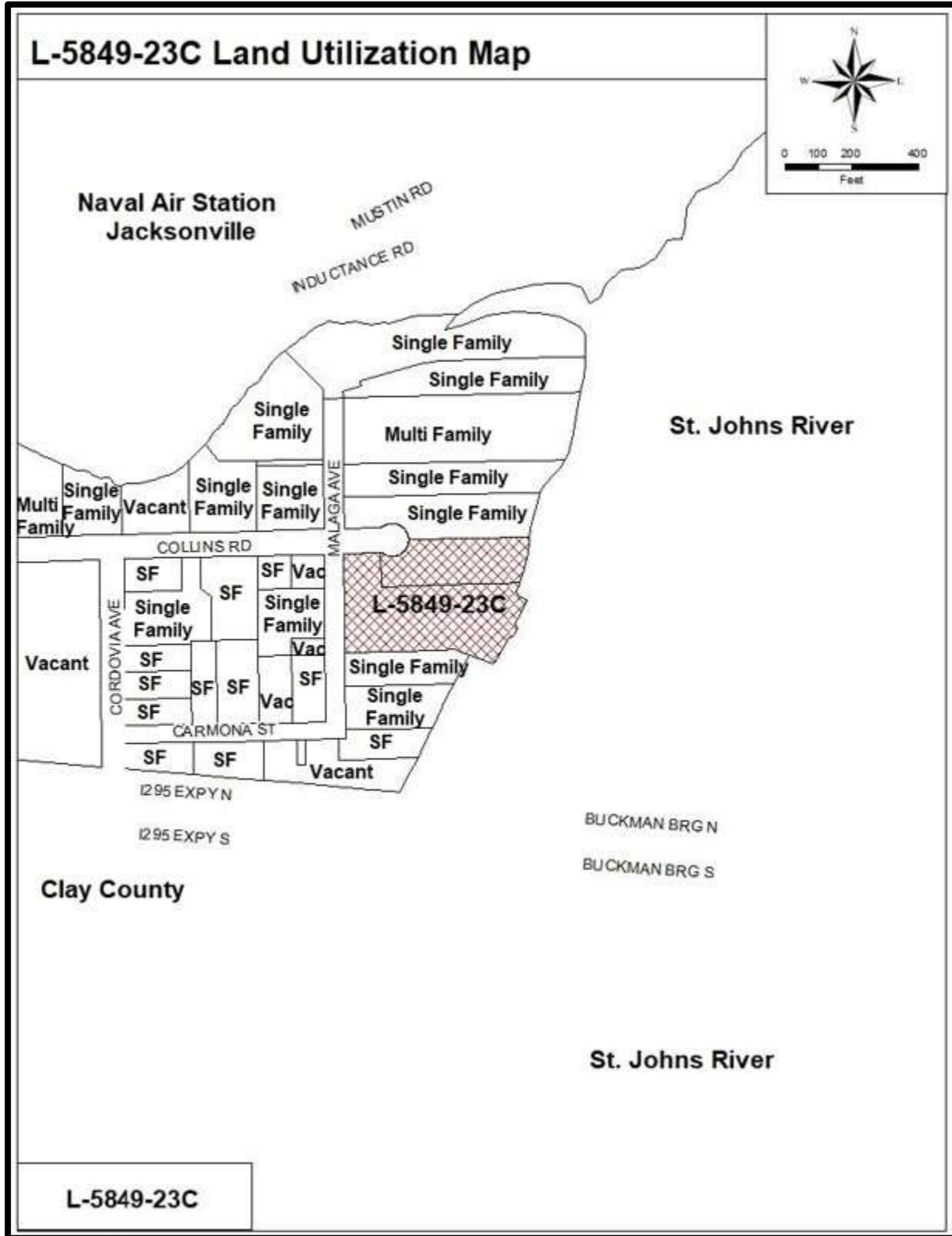
Policy 4: The two regional support strategies identified by the Regional Community Institute are: Incentives to private landowners to maintain wise forestry practices and maintain ecosystem services on their lands and Maintenance of a diversity of land use in the region.

The land use amendment is intended to be used to encourage the use of the City's natural resources and will not negatively affect the area with unintended development and urban sprawl.

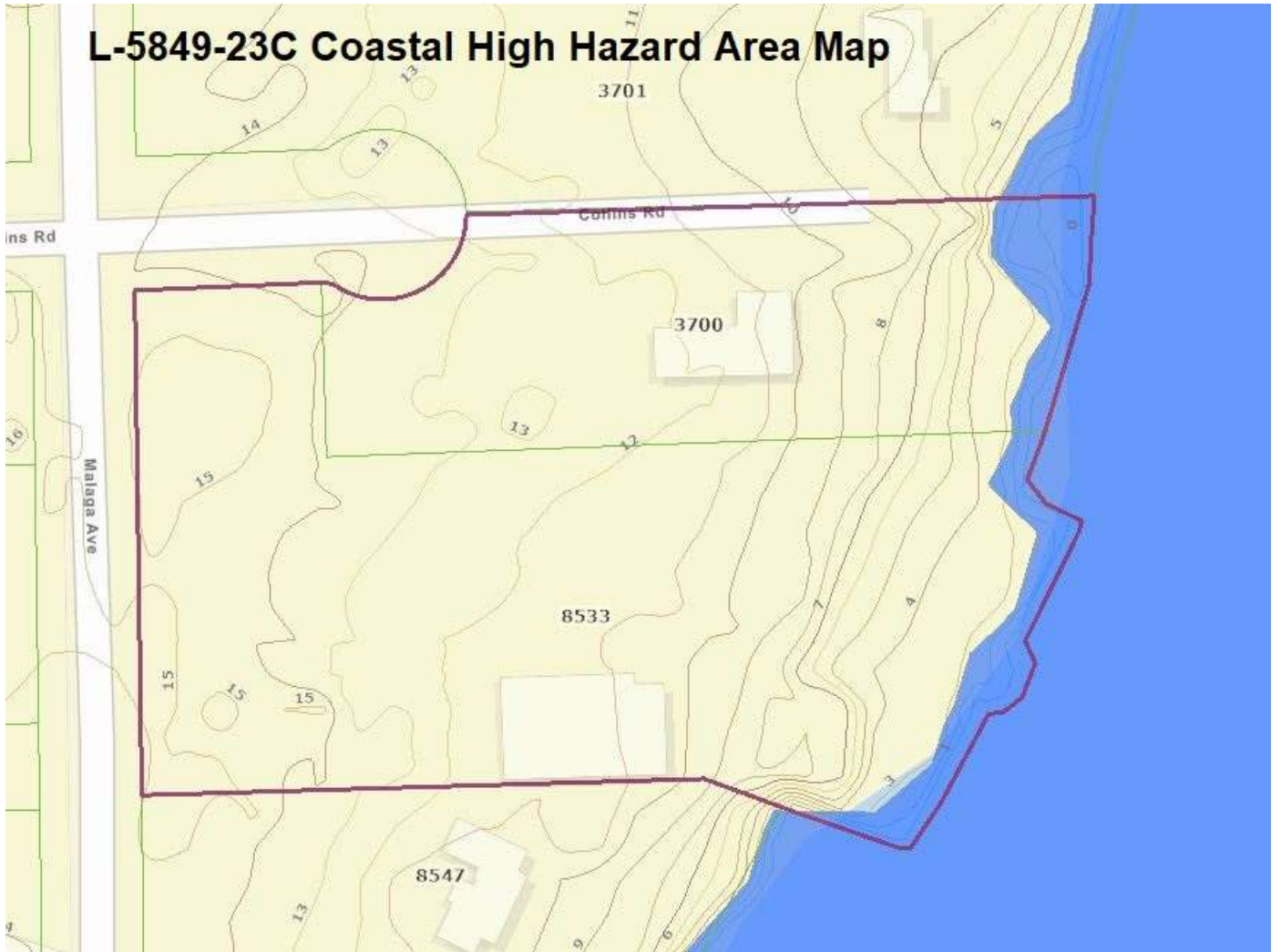
LOCATION AND CURRENT LAND USE MAP



LAND UTILIZATION MAP



Attachment A – Coastal High Hazard Area (CHHA)



Attachment B – Flood Zones



Attachment C – Flood Zones

