



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

October 9, 2025

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

RE: Planning Commission Advisory Report / Ordinance No. 2025-0623/Application No. L-6049-25C

Dear Honorable Council President Carrico, Honorable Council Member and LUZ Chairman Carlucci 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 2025-0623 on October 9, 2025.

PD Recommendation: APPROVE

PC Discussion: None

PC Vote: 7-0 APPROVE

Charles Garrison, Chair	Aye
Moné Holder, Vice Chair	Aye
Michael McGowan, Secretary	Aye
Lamonte Carter	Aye
Amy Fu	Absent
Dorothy Gillette	Aye
Ali Marar	Aye
D.R. Repass	Aye

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

Sincerely,

A handwritten signature in cursive script that reads "Susan Kelly".

Susan Kelly, AICP
Chief of Community Planning
City of Jacksonville Planning Department
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Jacksonville, FL 32202
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Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – September 12, 2025

Ordinance/Application No.:	2025-623 / L-6049-25C
Property Location:	425 and 431 Stockton Street, between Lewis Street and Edison Avenue
Real Estate Number(s):	055840-0000 and 055841-0000
Property Acreage:	0.45 of an acre
Planning District:	District 5, Northwest
City Council District:	District 7
Applicant:	Muhammed Tuncer, North Royal Construction
Current Land Use:	Medium Density Residential (MDR)
Proposed Land Use:	Community / General Commercial (CGC)
Development Boundary:	Urban Priority Area
Current Zoning:	Residential Medium Density – A (RMD-A)
Proposed Zoning:	Planned Unit Development (PUD)
RECOMMENDATION:	APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The proposed amendment from MDR to CGC is to allow the development of a warehouse at 425 and 431 Stockton Street, Jacksonville, FL 32204. This use aligns better with the character and current uses of surrounding parcels, many of which are commercial or industrial in nature. The site’s location and access make it more suitable for commercial use, contributing to the area’s economic vitality and more efficient land utilization.

BACKGROUND

The 0.45 of an acre subject site is located on the east side of Stockton Street, between Edison Avenue and Lewis Street. According to the City’s Functional Highways Classification Map, both Stockton Street and Edison Avenue are classified as collector roadways, and Lewis Street is classified as a local roadway.

The applicant is proposing a Future Land Use Map (FLUM) amendment from Medium Density Residential (MDR) to Community / General Commercial (CGC) to allow for the development of a warehouse. The applicant has filed a companion rezoning from Residential Medium Density – A (RMD-A) to Planned Unit Development (PUD), which is pending concurrently with this application, pursuant to Ordinance 2025-624.

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

<u><i>North:</i></u>	Land Use:	MDR
	Zoning:	RMD-A
	Property Use:	Church and residential
<u><i>South:</i></u>	Land Use:	CGC and Light Industrial (LI)
	Zoning:	Commercial Community/General-2 (CCG-2) and Industrial Light (IL)
	Property Use:	Service garage, restaurant, and light industrial uses
<u><i>East:</i></u>	Land Use:	MDR and CGC
	Zoning:	RMD-A and CCG-2
	Property Use:	Single family residential and commercial uses adjacent to railroad
<u><i>West:</i></u>	Land Use:	MDR, Residential-Professional-Institutional (RPI), and CGC
	Zoning:	Commercial Office (CO), RMD-A, and CCG-2
	Property Use:	Office, single family residential, and commercial uses along Edison Avenue

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 (0.45 of an acre)		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Stockton St – Collector	
Plans and/or Studies	Northwest Vision Plan and North Riverside Neighborhood Action Plan	
Site Utilization	Current: Vacant Land	Proposed: Warehouse
Land Use / Zoning	Current: MDR/RMD-A	Proposed: CGC/PUD
Development Standards for Impact Assessment	Current: 15 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 45 DU/Acre
Development Potential	Current: 6 DU	Proposed: Scenario 1: 6,860 SQFT Scenario 2: 20 DU
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease 6 dwelling units Scenario 2: Increase 14 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase 6,860 SQFT Scenario 2: N/A	
Population Potential	Current: 14 people	Proposed: Scenario 1: N/A Scenario 2: 47 people
PUBLIC FACILITIES IMPACTS		
Potential Roadway Impact	Scenario 1: Increase of 337 daily trips Scenario 2: Increase of 87 daily trips	
Potential Public School Impact	Increase of 3 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease 1,067 gallons per day Scenario 2: Increase 3,290 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease 800.25 gallons per day Scenario 2: Increase 2,467.5 gallons per day	
Potential Solid Waste Impact	Scenario 1: Decrease 4.624 tons per year Scenario 2: Increase 36.4 tons per year	
ENVIRONMENTAL FEATURES		
Aquatic Preserve	No	
Brownfields	Brownfields study area	
Boat Facility Siting Zone	No	
Contours/Elevations	23 – 24 feet above sea level	
Drainage Basin/Sub-basin	Upstream of Trout River/ McCoy Creek	
Groundwater Aquifer Recharge Area	Discharge	
Land Cover	1300: residential, high density - 6 or more dwelling units/acre 1400: commercial and services	

DEVELOPMENT ANALYSIS (0.45 of an acre)	
Recreation and Parks	Mccoys Creek Boulevard Park (0.25 miles away)
Wellhead Protection Zone	No
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	(72) Urban Land-Ortega-Kershaw complex, 0 to 8 percent slopes
Wetlands	No
Wildlife (<i>applicable to sites greater than 50 acres</i>)	N/A
HISTORIC FEATURES	
Archaeological Sensitivity	Low
Cultural Resources	No
Historic District	No
LAND USE & ZONING FEATURES	
Industrial Preservation Area	No
Adaptation Action Area	No
TRANSPORTATION FEATURES	
Airport Environment Zone	500' height restriction zone – Jax NAS & Herlong Recreational Airport
Mass Transit Access	200 feet from JTA route 14 – off Edison Ave
Evacuation Zone	Zone C

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 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 addition).

The applicant has provided a JEA Availability Letter, dated May 9, 2025, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main along Stockton Street. Additionally, there is an 8-inch gravity sewer main along Stockton Street.

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. Plan amendment requests for the CGC land use category are preferred in locations supplied with full urban services.

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 or 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 $\frac{1}{4}$ mile from the proposed subdivision.
 - b. Each lot is a minimum of $\frac{1}{2}$ acre unsubmerged property.
 - c. Installation of greyline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections.

TRANSPORTATION

The subject site comprises approximately 0.45 acres and is located on Stockton Street, a designated collector roadway situated north of the I-10 West Expressway (an FDOT facility). The property lies within the Urban Priority Area and Mobility Zone 9. The applicant is requesting a land use amendment to change the designation from Medium Density Residential (MDR) to Community/General Commercial (CGC) to allow for a broader range of commercial uses.

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, specifically 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 plan for future multi-modal transportation needs for right-of-way, in order to support future land uses shown on the Future Land Use Map series. |

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 existing MDR designation and the proposed CGC designation, illustrating the potential transportation impacts on the roadway network.

Tabel A - Trip Generation Estimation Scenarios

Land Use Scenario	ITE Land Use Code	Potential Units / SF	Estimation Method	Daily Trips
Current Land Use (MDR)	220	6 DUs	$T = 6.21(X)$	37
<i>Total Trips – Existing Land Use (Scenario 1)</i>				37
Proposed Land Use (CGC – Scenario 1)	822	6,860 SF	$T = 54.45(X) / 1000$	374
<i>Total Trips – Proposed Land Use (Scenario 1)</i>				374
Proposed Land Use (CGC – Scenario 2)	220	20 DUs	$T = 6.21 (X)$	124
<i>Total Trips – Proposed Land Use (Scenario 2)</i>				124
Scenario 1 Difference in Daily Trips				337
Scenario 2 Difference in Daily Trips				87

Source: Trip Generation Manual, 12th Edition, Institute of Transportation Engineers (ITE)

Summary of Scenarios

Under the current MDR designation, the site would generate approximately 37 daily trips. If amended to CGC, two potential development scenarios were evaluated:

- Scenario 1 (ITE 822 – Shopping Center): Estimated 6,860 square feet of commercial use could generate approximately 374 daily trips, representing a net increase of 337 daily trips.
- Scenario 2 (ITE 220 – Multifamily Housing, Low-Rise): Estimated 20 dwelling units could generate approximately 124 daily trips, representing a net increase of 87 daily trips.

These scenarios illustrate the potential range of transportation impacts depending on the ultimate development under the CGC designation.

Transportation Analysis

Based on the ITE Trip Generation Manual, the proposed amendment could generate between 87 and 337 net new daily trips compared to the existing land use designation.

Transportation Planning Division Recommendation

The Transportation Planning Division recommends ongoing coordination with the City of Jacksonville Traffic Engineer to determine whether a traffic operational analysis will be required to evaluate potential site-specific impacts.

SCHOOL CAPACITY

The 0.45 of an acre proposed land use map amendment has a development potential of 20 dwelling units and 3 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-6049-25C 425 Stockton St & 431 Stockton St							
Requested By: Jermaine Anderson							
Reviewed By: LeVonne Griggs							
Due: 8/29/2025							
Analysis based on maximum dwelling units: 20							
School Type	CSA ¹	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1,7, & 8
Elementary	1	10,189	62%	2	67%	2,331	2,369
Middle	2	1,656	77%	0	72%	278	2,087
High	2	3,312	85%	1	87%	319	2,056
				3			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-120

MS-041

HS-072

0.233

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 (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

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

The analysis of the proposed residential development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2 **Adopted Level of Service (LOS) Standards**
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-6049-25C 425 Stockton St & 431 Stockton St Requested By: Jermaine Anderson Reviewed By: Levonne Griggs Due: 8/29/2025 Analysis based on maximum dwelling units: <u>20</u>						
SCHOOL	CSA ¹	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
S.P. Livingston ES #149	1	2	852	402	47%	84%
Lake Shore MS #69	2	0	1194	759	64%	62%
Riverside HS #33	2	1	1806	1628	90%	94%
		3				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.120

MS-.041

HS-.072

0.233

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 (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

AIRPORT ENVIRONMENT ZONE

Height Restriction Zone

The site is located within the 500-foot Height and Hazard Zone for Jacksonville Naval Air Station (NAS) and Herlong Recreational Airport. Zoning will limit development to a maximum height of 500 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.

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.

BROWNFIELDS STUDY AREA

This site is located within a Brownfields Study Area designated by Resolution 2011-383-A, and as defined in Section 376.79(5), F.S. Since the property is located within a Brownfields Study Area, the owner may request that the property be designated as a Brownfield Site. Not all properties located within the Brownfield Study Area are contaminated. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Tax credits may be available for properties designated as a Brownfield Site.

EVACUATION ZONE

The subject site is within Evacuation Zones C. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review. EPD was provided with the land use application and the development potential of the proposed land use amendment change.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

The applicant submitted proof that the required notices of public hearing signs were posted on August 11, 2025. Seventy-one (71) 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 for the application was held on September 2, 2025. Aside from the applicant, one member of the public attended the Citizen Information Meeting to hear more information on the intended use of the site.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as defined in this Plan. The UPA does not include the Central Business District Land Use Category boundaries.

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.

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 1.1.8 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

Policy 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

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

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate

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

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:

- a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
- b. Each lot is a minimum of ½ acre unsubmerged property.
- c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's 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.

Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

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 improve⁴ 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 Category Descriptions of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan, Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. The maximum gross density in the Urban Priority Area shall be 20 units per acre unless otherwise specified in the Comprehensive Plan, and the minimum gross density shall be greater than 7 units per acre. There shall be no minimum density for single family dwellings when the predominant surrounding development typology is single family.

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. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. The maximum gross density for CGC in the Urban Priority Area is 60 units per acre, and the minimum gross density shall be 20 units per acre; except as otherwise provided in the Comprehensive Plan.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

The applicant is seeking to amend the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan for the 0.45 of an acre subject site from MDR to CGC, with a companion PUD rezoning. The specific uses

allowed on the site will be controlled by the PUD zoning district. As such, the proposed amendment is consistent with FLUE Policy 1.1.9.

The applicant has provided a JEA Availability Letter, dated May 9, 2025, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main along Stockton Street. Additionally, there is an 8-inch gravity sewer main along Stockton Street. As such, the proposed land use amendment is consistent with FLUE Policy 1.2.8.

The subject site is located on the east side of Stockton Street, which is classified as a collector roadway on the City's Functional Highway Classifications Map. The subject site is located between Edison Avenue, which is classified as a collector roadway, and Lewis Street, which is classified as a local roadway. Specifically, the site is approximately 200 feet north of the intersection of Stockton Street and Edison Avenue. Edison Avenue is a commercial corridor at this location, and the proposed land use amendment would provide a logical extension of the abutting CGC uses along the Edison Avenue corridor. The site abuts a church to the north, single-family properties to the east, a restaurant to the south, with an office and single-family properties across Stockton Street, to the west. The office use across Stockton Street and on the north side of Orion Street is currently designated as RPI, which is a commercial category. Given the balanced mix of uses surrounding the subject site, the roadway classification as a collector, and the availability of full urban services, the proposed land use amendment to CGC offers a compatible land use with an efficient urban service delivery system to service future growth needs, consistent with FLUE Goals 1 and 3, Objectives 1.1 and 3.2, and Policies 1.1.8, 1.1.21, 1.1.22, 3.2.1 and 3.2.6.

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.

NORTH RIVERSIDE NEIGHBORHOOD ACTION PLAN (2003)

The subject site is located within the boundaries of the North Riverside Neighborhood Action Plan created in 2003. Throughout the plan, there is mention of vacant lots being located within this area and the need for economic development. Changing the designation of the subject site from MDR to CGC provides infill development of a vacant lot and will contribute to the revitalization of the North Riverside Neighborhood. Therefore, the proposed amendment to change the land use category from MDR to CGC is consistent with the intent of the North Riverside Neighborhood Action Plan.

NORTHEAST FLORIDA 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 land use amendment would allow for the redevelopment of currently underutilized property. The proposed amendment would therefore allow for an appropriate underutilized redevelopment opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE AND LAND UTILIZATION MAP

