



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 17, 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. 2024-759/Application No. L-5978-24C

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 2024-759 on October 17, 2024.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	5-0 APPROVE

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

Planning Commission Report
October 17, 2024
Page 2

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

Sincerely,



Helena A. Parola, MAURP
Chief of Community Planning
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7842
HParola@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – October 11, 2024

Ordinance/Application No.: 2024-759 / L-5978-24C

Property Location: 3707 Newcomb Road

Real Estate Number(s): 019488 0000

Property Acreage: 5.24 Acres

Planning District: District 6, North

City Council District: District 8

Applicant: Brian Small

Current Land Use: Rural Residential (RR)

Proposed Land Use: Medium Density Residential (MDR)

Current Development Area: Suburban Development Area

Current Zoning: Residential Rural-Acre (RR-Acre)

Proposed Zoning: Residential Medium Density-A (RMD-A)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Infill multi-family development.

BACKGROUND

The subject site is approximately 5.24-acres. The parcel is located on the north side of Newcomb Road (a local roadway) which has access to Lem Turner Road. According to the City’s Functional Highways Classification Map, Lem Turner Road is a minor arterial roadway. The subject site is currently a single-family residential property in the Suburban Development Area.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Rural Residential (RR) to Medium Density Residential (MDR) to allow for the development of

additional residential units. A companion rezoning application is pending concurrently with the land use application via Ordinance 2024-760, which seeks to change the zoning district from Residential Rural-Acre (RR-Acre) to Residential Medium Density-A (RMD-A).

The access road to the subject site is approximately ¼ mile north of the Lem Turner Road and I-295 interchange. Abutting the subject site to the east is approximately 4.88 acres of land recently amended from RR to MDR, per Ordinance 2024-408-E. From this parcel east to Lem Turner Road is currently classified as MDR.

The Flamingo Lakes RV Resort is located across Newcomb Road to the south of the subject site. In 2013, Flamingo Lakes expanded their operations to the parcel abutting the subject site to the west, amending the land use from RR to ROS via Ordinance 2013-335.

The dominant adjacent property use surrounding the application site is single-family residential. More specific adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: Rural Residential (RR)
Zoning: Residential Rural - Acre (RR-Acre)
Property Use: Single-Family Homes

South: Land Use: Recreation and Open Space (ROS)
Zoning: Recreation and Open Space (ROS)
Property Use: Recreational Vehicle (RV) Park

East: Land Use: Medium Density Residential (MDR)
Zoning: Residential Medium Density-A (RMD-A)
Property Use: Single-Family Residential

West: Land Use: Recreation and Open Space (ROS)
Zoning: Recreation and Open Space (ROS)
Property Use: Recreational Vehicle (RV) Park

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Land Use Amendment Impact Assessment

Development Analysis		5.24 Acres	
Development Boundary	Suburban Area		
Roadway Frontage Classification / State Road	Newcomb Rd – Unclassified		
Plans and/or Studies	North Jax Vision Plan		
Site Utilization	Current: Single Family Residential	Proposed: Residential	
Land Use / Zoning	Current: RR/RR-Acre	Proposed: MDR/RMD-A	
Development Standards for Impact Assessment	Current: 2 Dwelling Units/Acre	Proposed: 15 Dwelling Units/Acre	
Development Potential	Current: 10 dwelling units	Proposed: 78 dwelling units	
Net Increase or Decrease in Maximum Density	Increase of 68 units		
Net Increase or Decrease in Potential Floor Area	N/A		
Population Potential	Current: 26 people	Proposed: 183 people	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Zone A		
Airport Environment Zone	150ft Height Zone – Jax International Airport		
Industrial Preservation Area	No		
Cultural Resources	No		
Archaeological Sensitivity	Low		
Historic District	No		
Coastal High Hazard	No		
Adaptation Action Area	No		
Groundwater Aquifer Recharge Area	Discharge		
Wellhead Protection Zone	No		
Boat Facility Siting Zone	No		
Brownfield	No		
Public Facilities			
Potential Roadway Impact	432 Net New Daily Trips		
Potential Public School Impact	17 New Students		
Water Provider	JEA		
Potential Water Impact	Increase of 15,670 gallons per day		
Sewer Provider	JEA		
Potential Sewer Impact	Increase of 11,752.50 gallons per day		
Potential Solid Waste Impact	Increase of 176.8 tons per year		
Drainage Basin/Sub-basin	Trout River & Broward River /Half Creek		
Recreation and Parks	Garden City Park		
Mass Transit Access	No		
Natural Features			
Elevations	21 - 26ft		

Development Analysis	5.24 Acres
Land Cover	1100: Residential, low density - less than 2 dwelling units/acre
Soils	63 – Sabelo fine sand 38 – Mascotte fine soil
Flood Zones	No
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 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 established shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated April 10, 2024. According to the letter, there are water and sewer connection points available for the site. There is an existing 8-inch water main and a 4-inch force main along Newcomb Road. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.8.

Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.

b. Each lot is a minimum of ½ acre unsubmerged property.

c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 5.24 acres and is located at 3701 Newcomb Road, which is west of Lem Turner Road and north of I-295. This section of Lem Turner Road (SR-115) is a 4-lane minor arterial roadway operating at 33% of capacity. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Rural Residential (RR) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Transportation Element

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 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 RR land use would result in 94 trips. If the land use is amended to allow for this proposed MDR development, this will result in 526 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 432 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RR	210	10 DUs	T= 9.43 (X)	94	0	94
				<i>Total Trips for Existing Land Use- Scenario</i>		94
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	78 DUs	T = 9.43 (X)	526	0	526
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		526
Scenario 1 Difference in Daily Trips						432

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

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 5.24 acre proposed land use map amendment has a development potential of 78 dwelling units. 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:

<p>Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5978-24C Newcomb Rd Requested By: Jermaine Anderson Reviewed By: Levonne Griggs Date: 9/23/2024</p> <p>Analysis based on maximum dwelling units: 78</p>							
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 7 & 8
Elementary	1	10,763	53%	9	55%	1,850	2,059
Middle	1	6,288	70%	3	81%	1,018	774
High	1	6,762	72%	5	64%	792	1,196
				Total New Students			
							17

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.119

MS-.050

HS-.078

0.248

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

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

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

Objective 3.1 **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 is provided by the Duval County School Board. This information 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.

<p>Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5978-24C NEWCOMB RD Requested By: Jermaine Anderson Reviewed By: Levonne Griggs Due: 9/23/2024</p> <p>Analysis based on maximum dwelling units: 78</p>						
SCHOOL¹	CSA	STUDENTS GENERATED (Rounded)³	SCHOOL CAPACITY² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES#269	1	9	667	814	122%	100%
Highlands MS#244	1	3	1148	664	58%	58%
Jean Ribault HS#96	1	5	1680	1246	74%	77%
		17				

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-.119
MS-.050
HS-.078
0.248

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Airport Environment Zone

The site is located within the 150-foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of 150', 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.

Evacuation Zone

The subject site is within Evacuation Zone A. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

Emergency Preparedness Division Review

The proposed property in land use amendment L-5978-24C will be in close proximity to the I-295 Expressway (0.50 road miles), the primary evacuation route.

In consideration of the surrounding evacuation zone (Zone A), nearest evacuation routes, and the estimate of 432 new daily trips, the changes proposed through land use amendment application L-5978-24C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

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

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

Upon submittal of the sign posting affidavit and photos of the posted signs on October 3, 2024, it was determined that the required notice of public hearing signs were posted. Fourteen (14) 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 30, 2024, for the adoption of the small-scale land use amendment. Other than the applicant, 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.
- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.21 Rezonings and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:
- A. Foster vibrant, viable communities and economic development opportunities;
 - B. Address outdated development patterns; and/or
 - C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

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

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

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections 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 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the Comprehensive Plan and Land Development Regulations.

Policy 3.1.5 The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Property Rights Element (PRE)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2 The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Category Description within the Future Land Use Element (FLUE), Rural Residential (RR) in the Suburban Development Area is intended to provide rural estate residential opportunities in the suburban and rural areas of the city. The principal use in RR in Suburban Development Areas is single-family dwellings. The maximum gross density is two (2) units/acre when both centralized potable water and wastewater are available to the site; the maximum gross density is one (1) unit per acre when served with on-site potable water and wastewater. There is no minimum density.

According to the Future Land Use Element (FLUE), 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. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. 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 access road to the subject site is approximately ¼ of a mile north of the Lem Turner Road and I-295 interchange. Abutting the subject site to the east is approximately 4.88 acres of land recently amended from RR to MDR, per Ordinance 2024-408-E. From this parcel east to Lem Turner Road is currently classified as MDR. Amending the subject site's land use category from RR to MDR would continue the trend of increasing residential density adjacent to the Lem Turner Road and I-295 interchange. This trend optimizes the combination of various land uses at this node and ensures a compatible land use pattern and an increasingly efficient urban service delivery system, consistent with FLUE Goal 1, Objective 1.1, Policy 1.121 and 1.1.22, Objective 3.1 and Policy 3.1.5.

The Flamingo Lakes RV Resort is located across Newcomb Road to the south of the subject site. In 2013, Flamingo Lakes expanded their operations to the parcel abutting the subject site to the west, amending the land use from RR to ROS (Ordinance 2013-335). Land occupied by Flamingo Lakes is classified as Recreation and Open Space (ROS), and the land surrounding the Lem Turner/I-295 interchange is classified as Community/General Commercial (CGC), Business Park (BP), and Medium Density Residential (MDR). The proposed land use amendment to MDR is consistent with FLUE Goal 3 as it allows for an organized combination of uses around an important transportation node.

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated April 10, 2024. According to the letter, there

are water and sewer connection points available for the site. There is an existing 8-inch water main and a 4-inch force main along Newcomb Road. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.8.

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

North Jacksonville Shared Vision and Master Plan

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. However, the proposed land use amendment offers the opportunity for additional residential options in the area. The North Jacksonville Vision Plan emphasizes the importance of diversifying housing opportunities and redirecting growth from more favored regions in Jacksonville. Therefore, the proposed land use amendment encourages and fulfills the goals of this Vision Plan.

Strategic Regional Policy Plan

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

Objective: Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the North Planning District.

LAND USE & UTILIZATION MAP

