



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](http://www.Jacksonville.gov)

December 4, 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. 2025-0825/Application No. L-6080-25C**

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 2025-0825 on December 4, 2025.

PD Recommendation

APPROVE

PC Discussion:

No discussion from the Commissioners. One resident attended to find out more information about the proposal but did not express any opposition.

**PC Vote:**

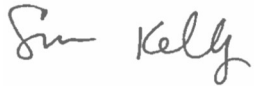
**8-0 APPROVE**

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

Planning Commission Report  
December 4, 2025  
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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  
214 North Hogan Street, Suite 300  
Jacksonville, FL 32202  
(904) 255-7837  
[KSusan@coj.net](mailto:KSusan@coj.net)

## **Report of the Jacksonville Planning Department**

### **Small-Scale Future Land Use Map Amendment – November 26, 2025**

<b>Ordinance/Application No.:</b>	<b>2025-825 / L-6080-25C</b>
<b>Property Location:</b>	0 St. Johns Bluff Road South
<b>Real Estate Number(s):</b>	163683-0000, 163684-0000, and 163685-0000
<b>Property Acreage:</b>	2.45 acres
<b>Planning District:</b>	District 2, Greater Arlington/Beaches
<b>City Council District:</b>	District 4
<b>Applicant:</b>	Curtis Hart
<b>Current Land Use:</b>	Residential-Professional-Institutional (RPI)
<b>Proposed Land Use:</b>	Business Park (BP)
<b>Current Zoning:</b>	Commercial Residential Office (CRO)
<b>Proposed Zoning:</b>	Planned Unit Development (PUD)
<b>Development Area:</b>	Suburban Development Area
<b>Recommendation:</b>	<b><i>Approve</i></b>

### **BACKGROUND**

The 2.45-acre subject site is located on the west side of St. Johns Bluff Road South, between Beach Boulevard and Alden Road. According to the City's Functional Highway Classification map, St. Johns Bluff Road South is a minor arterial roadway, Beach Boulevard is a FDOT Principal Arterial roadway, and Alden Road is a local roadway. The site is located in Council District 4 and Planning District 2 (Greater Arlington/Beaches), within the Suburban Development Area. The applicant is proposing a Future Land Use Map (FLUM) amendment to the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan to amend the land use designation of the subject site from RPI to BP. The applicant is also proposing a companion rezoning from a CRO to PUD that is pending concurrently with this application, pursuant to Ordinance 2025-826.

The surrounding area consists of a broad mix of uses including single-family residential, warehousing, and commercial retail sales and service. East of the subject site, across St. Johns Bluff Road South, is an approximately 110-acre tract designated BP. North of the

subject site is designated RPI. There is a large tract of LDR west of the site, consisting of single-family residential. The land south of the property is designated RPI and consists of office buildings. This is followed by land designated CGC along Beach Boulevard, a commercial corridor consisting of various retail and service establishments.

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

North: Land Use: RPI

Zoning: Commercial Residential Office (CRO) and PUD

Property Use: Single-family residential, offices, warehousing, church, and vacant lots

South: Land Use: Community/General Commercial (CGC) and RPI

Zoning: PUD, Commercial Office (CO), Commercial Community/General-2 (CCG-2)

Property Use: Offices, warehousing, hotels, and commercial retail and service establishments

East: Land Use: BP

Zoning: IBP and PUD

Property Use: Warehousing and vacant lots

West: Land Use: LDR

Zoning: Residential Low Density-60 (RLD-60), and Residential Low Density-100A (RLD-100A)

Property Use: Single-family residential

## **IMPACT ASSESSMENT**

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

## Land Use Amendment Impact Assessment - Application Number L-6080-25C

Development Analysis (2.45 Acres, 106,722 sq ft)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	St. Johns Bluff Rd S: Minor arterial roadway	
Plans and/or Studies	Greater Arlington / Beaches Vision Plan St. Johns Bluff Corridor Study	
Site Utilization	Current: Vacant	Proposed: BP Uses
Land Use / Zoning	Current: RPI / CRO	Proposed: BP / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.5 FAR Scenario 2: 15 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 DU/Acre
Development Potential	Current: Scenario 1: 53,361 sq ft Scenario 2: 36 DU	Proposed: Scenario 1: 37,352.7 sq ft Scenario 2: 36 DU
Net Increase or Decrease in Maximum Density	None	
Net Increase or Decrease in Potential Floor Area	Decrease of 16,008.3 sq ft	
Population Potential	Current: 84 people	Proposed: 84 people
Public Facilities Impacts		
Potential Roadway Impact	Scenario 1: Net decrease of 46 daily trips Scenario 2: No change	
Potential Public School Impact	6 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 1,123.4 gallons per day Scenario 2: No change	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 842.54 gallons per day Scenario 2: No change	
Potential Solid Waste Impact	Scenario 1: Decrease of 25.61 tons per year Scenario 2: No change	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	38-42 ft above sea level	
Drainage Basin/Sub-basin	Intracoastal Waterway / Mill Dam Branch	
Groundwater Aquifer Recharge Area	0-4 inches	
Land Cover	6250: Hydric pine flatwoods 2150: Field crops	
Recreation and Parks	Carol Road Park	
Wellhead Protection Zone	No	
Coastal High Hazard Area (CHHA)	No	
Flood Zones	No	

<b>Development Analysis (2.45 Acres, 106,722 sq ft)</b>	
Soils	22: Evergreen Wesconnett complex, depressional, 0 to 2 percent slopes 32: Leon fine sand, 0 to 2 percent slopes
Wetlands	Cat III
Wildlife ( <i>applicable to sites greater than 50 acres</i> )	N/A
<b>Historic Features</b>	
Archaeological Sensitivity	Low and High
Cultural Resources	No
Historic District	No
<b>Land Use &amp; Zoning Features</b>	
Industrial Preservation Area	No
Adaptation Action Area	No
<b>Transportation Features</b>	
Airport Environment Zone	No
Mass Transit Access	FCF Red Line, ReadIRide Zone, and routes 23 and 205
Evacuation Zone	No

### 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 edition).

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated August 26, 2025. According to the letter, there is an existing 16-inch water main along St. Johns Bluff Road. There is also an existing 12-inch force sewer main and an existing 6-inch force sewer main along the west side of St. Johns Bluff Road south of the parcel.

### Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
  - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
  - b. Each lot is a minimum of 1/2 acre unsubmerged property.
  - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

### **Transportation**

The subject site comprises approximately 2.45 acres and is located on St. John's Bluff Road South, a minor arterial roadway. The property lies within the Suburban Area and Mobility Zone 2. The applicant is requesting a land use amendment to change the designation from Residential-Professional-Institute (RPI) to Business Park (BP) to allow for business park 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 (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 RPI land use would result in 418 or 224 trips depending on the scenario. If the land use is amended to allow for this proposed BP development, this will result in 372 or 224 daily trips, depending on the scenario.

### **Transportation Planning Division RECOMMENDS the following:**

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.

**Table A**  
**Trip Generation Estimation Scenarios**

<b>Current Land Use Scenario 1</b>	<b>ITE Land Use Code</b>	<b>Potential Number of Units</b>	<b>Estimation Method</b>	<b>Daily Trips</b>
RPI	710	53,361 SF	$T = 7.83 (X) / 1000$	418
		<b>Total Trips for Existing Land Use 1</b>		418
<b>Current Land Use Scenario 2</b>	<b>ITE Land Use Code</b>	<b>Potential Number of Units</b>	<b>Estimation Method</b>	<b>Daily Trips</b>
RPI	220	36 DUs	$T = 6.21 (X)$	224
		<b>Total Trips for Existing Land Use 2</b>		224
<b>Proposed Land Use Scenario 1</b>	<b>ITE Land Use Code</b>	<b>Potential Number of Units</b>	<b>Estimation Method</b>	<b>Daily Trips</b>
BP	770	37,353 SF	$T = 9.97 (X) / 1000$	372
		<b>Total Trips for Proposed Land Use- Scenario 1</b>		372
<b>Proposed Land Use Scenario 2</b>	<b>ITE Land Use Code</b>	<b>Potential Number of Units</b>	<b>Estimation Method</b>	<b>Daily Trips</b>
BP	220	36 DUs	$T = 6.21 (X)$	224
		<b>Total Trips for Proposed Land Use- Scenario 2</b>		224
		<b>Scenario 1 Difference in Daily Trips</b>		(46)
		<b>Scenario 2 Difference in Daily Trips</b>		0

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

### **School Capacity**

The 2.45-acre proposed land use map amendment has a development potential of 36 dwelling units and 6 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:

<b>Application Review Request:</b> COJ PDD: School Impact Analysis <b>Proposed Name:</b> L-6080-25C St Johns Bluff Rd S <b>Requested By:</b> Sophie Fogg <b>Reviewed By:</b> LeVonne Griggs <b>Due:</b> 11/7/2025  Analysis based on maximum dwelling units: 36							
School Type	CSA <sup>1</sup>	2025-26 Enrollment/CSA	Current Utilization (%)	New Student/ Development <sup>3</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 3,4,8,5
Elementary	3	6,882	66%	3	68%	826	3,479
Middle	5	1,858	66%	1	71%	903	823
High	3	4,261	84%	2	90%	337	1,737
				6			

**NOTES:**

<sup>1</sup> Proposed Development's Concurrency Service Area (CSA)

<sup>2</sup> Available CSA seats include current reservations

<sup>3</sup> Student Distribution Rate

ES-110

MS-045

HS-070

0.225

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 (100,095) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.225.

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

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-6080-25C St Johns Bluff Rd S Requested By: Sophie Fogg Reviewed By: LeVonne Griggs Due: 11/7/2025 Analysis based on maximum dwelling units: 26						
SCHOOL	CSA <sup>1</sup>	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2025/26)	% OCCUPIED	4 YEAR PROJECTION
Brookview ES#206	3	3	593	413	70%	78%
Kernan MS#279	5	1	1151	1040	90%	99%
Englewood HS #90	3	2	1876	1774	95%	104%
		6				

**NOTES:**

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

<sup>2</sup> Does not include ESE & room exclusions

<sup>3</sup> Student Distribution Rate

ES-.110

MS-.045

HS-.070

0.225

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 (100,095) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.225.

**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. 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.

#### **Aquifer Recharge**

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protection. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources.

#### Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

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

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

#### **Wetlands**

Review of City data and the St Johns River Water Management District Website indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the applicant's site plan and the District's website. The City's GIS indicates the location, size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed

amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size:	0.32 of an acre
General Location(s):	The wetland is a small isolated wetland pocket located in the western portion of the application site.
Quality/Functional Value:	The wetland has a low functional value due to its size for water filtration attenuation and flood water capacity and is not located in a flood zone. The wetland also does not have a direct impact on the City's waterways.
Soil Types/ Characteristics:	(22) Evergreen-Wesconnett complex – The Evergreen and Wesconnett series consists of nearly level, very poorly drained, soils. The Evergreen soils formed in decomposed organic materials underlain by thick sandy marine sediments while the Wesconnett soils formed in thick sandy marine sediments. Both soils are in depressions and are moderately permeable and moderately slowly permeable. The high water table is at or above the soil surface for very long periods.
Wetland Category:	Category III
Consistency of Permitted Uses:	Category III Wetlands: Uses permitted subject to the limitations of CCME Policy 4.1.6 shown below – conservation uses permitted.
Environmental Resource Permit (ERP):	According to the St. Johns River Water Management District web site the application has issued an Environmental Resource Permit (ERP #218856-1) on June 23, 2025.
Wetlands Impact:	According to the PUD site plan, the wetland is to be impacted by approximately 0.02 of an acre by slopes from building and storm water retention facility.
Associated Impacts:	None.
Relevant Policies:	CCME Policies 4.1.3 and 4.1.6

**CCME Policy 4.1.3**

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

- (a) Encroachment  
Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
- (b) No net loss  
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:
  - i the habitat of fish, wildlife and threatened or endangered species,
  - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
  - iii the food sources of fish and wildlife including those which are threatened or endangered,
  - iv the water quality of the wetland, and
  - v the flood storage and flood conveyance capabilities of the wetland; and
- (c) Floodplain protection  
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) Stormwater quality  
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
  - i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
  - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) Septic tanks  
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant

to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

- (f) Hydrology  
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

#### **CCME Policy 4.1.6**

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

- (1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

- (a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

- (b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

- (2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

#### **PROCEDURAL COMPLIANCE**

The required notices of public hearing signs were posted on October 1, 2025, evidenced by the notarized Notice of Public Hearing Sign Posting Affidavit and pictures of the posted signs submitted by the applicant. Twenty-seven (27) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on November 17, 2025. No members of the public attended to speak on this item.

#### **CONSISTENCY EVALUATION**

##### **Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies**

## Future Land Use Element (FLUE)

### 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 1.1.9 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 1.1.22 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 3.2 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 3.1.2 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- 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 3.2.17 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

#### 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 Future Land Use Element (FLUE), Residential-Professional-Institutional (RPI) is a category primarily intended to accommodate medium to high density residential,

office, and institutional uses. RPI in the Suburban Area is intended to provide low to medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. The maximum gross density within the Suburban Area is 20 units/acre, unless otherwise stated in the Comprehensive Plan.

Business Park (BP) is a category primarily intended to accommodate business offices and low intensity light industrial uses. Uses, with the exception of ancillary and accessory outside storage uses, shall be conducted within an enclosed building. Business offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Residential uses are also permitted in appropriate locations as identified within the Comprehensive Plan. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally 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.

BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary. Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services. The maximum gross density in Suburban Area shall be 20 units/acre and there shall be no minimum density, unless otherwise stated in the Comprehensive Plan.

The proposed amendment to BP would be complimentary to the existing BP east of the site, maintaining a compatible land use pattern along the St Johns Bluff Road South corridor. The subject site is approximately 0.3 miles north of Beach Boulevard, which has a variety of commercial uses, as well as 0.5 miles from the I-295 Expressway, an FDOT Interstate. This transportation access along with the full urban services meets the locational criteria. The BP land use designation also maintains the gradual transition of uses between the commercial uses along Beach Boulevard to the south to the residential areas northwest of the subject site. Additionally, the proposed amendment to BP would allow for the infill development of an underutilized property. Therefore, the amendment is consistent with FLUE Goals 1 and 3, Objectives 1.1 and 3.2, and Policies 1.1.22, 3.1.2, 3.2.1, and 3.2.17.

The companion PUD rezoning application also includes site design techniques such as buffering to aid in the transition of uses between the residential areas. Therefore, the proposed amendment is consistent with FLUE Policy 1.1.9.

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated August, 26, 2025. According to the letter, there

are water and sewer connection points available for the site. There is an existing 16-inch water main along St. Johns Bluff Road South. There is also an existing 12-inch force sewer main and 6-inch force sewer main along the west side of St. Johns Bluff Road South. As such, the proposed land use 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.

### **Greater Arlington/Beaches Vision Plan**

The subject property is located within the boundaries of the Greater Arlington/Beaches Vision Plan (2010). The proposed land use amendment is consistent with Sub-Principle 2.1: Promote greater density/diversity of land uses in appropriate locations. This portion of the Plan states that, "mixed uses are most sustainable when they are developed in locations that maximize adjacencies to existing land uses, have the greatest opportunity for connectivity, and reuse vacant or underutilized land in developed areas. This generally includes infill sites on major corridors and nodes, redevelopment and adaptive reuse." The proposed land use amendment would promote business development on an underutilized property along a minor arterial roadway.

### **St. Johns Bluff Corridor Study (2003)**

The subject property is located within the boundaries of the St. Johns Bluff Road Corridor Study (2003). The study states that there are "clusters" of adjacent vacant parcels on the west side of the southern segment of the corridor that are under common ownership, which could facilitate assembly of land for larger development. Additionally, the study recommends the provision of appropriate transition among uses to ensure a gradual transition between intensity and density of uses, stating that BP is an appropriate transitional use between the Beach Boulevard commercial corridor and the residential uses. The proposed land use amendment would allow for development on an underutilized vacant property that allows for a gradual transition of uses between the commercial corridor along Beach Boulevard to the residential areas north and west of the subject property.

### **Strategic Regional Policy Plan**

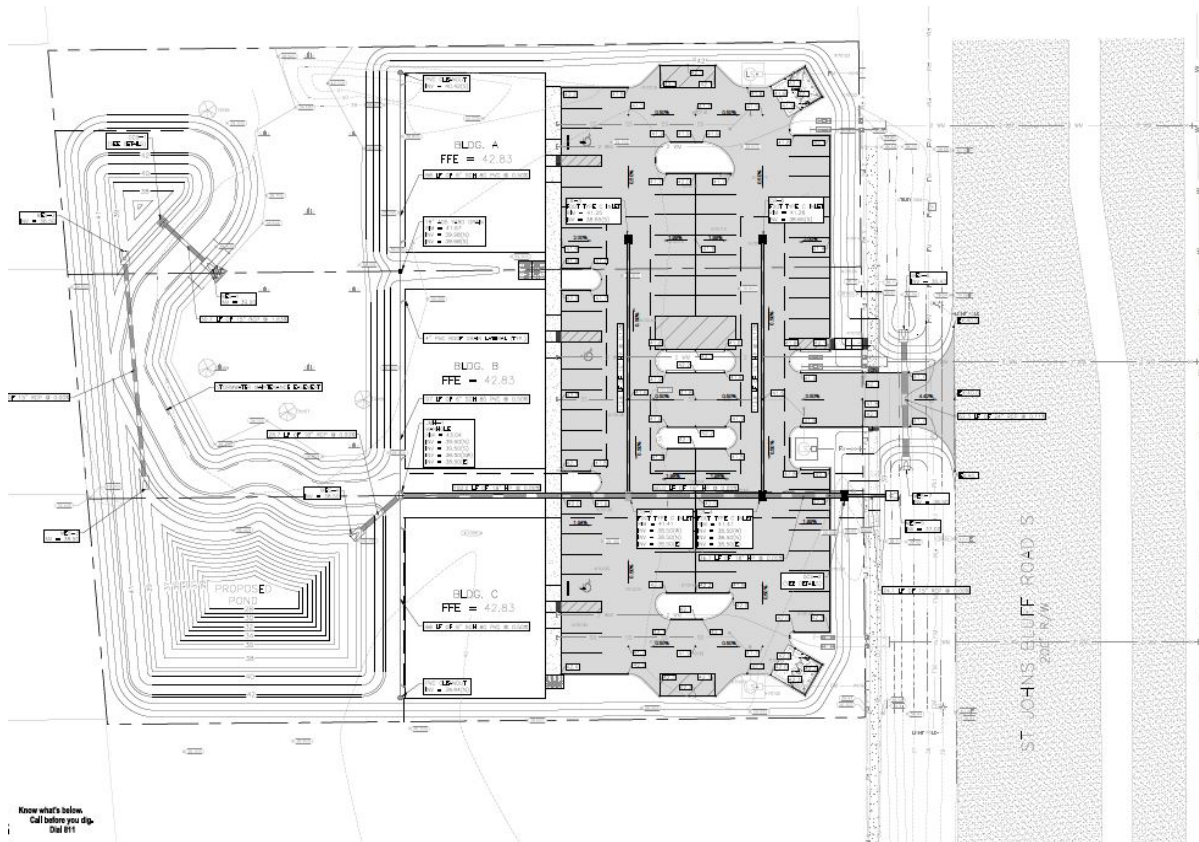
The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal	Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.
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- Policy 4      The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:
- Infill and redevelopment.

The proposed amendment would allow for the development of a currently vacant property within the Suburban Area. The proposed amendment would therefore allow for redevelopment of an underutilized property, consistent with Policy 4 of the Strategic Regional Policy Plan.

## Wetlands Map



## Current Land Use and Land Utilization Map

