



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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Jacksonville, FL 32203
(904) 630-CITY

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July 1, 2024

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

RE: Planning Commission Advisory Report / Ordinance No. 2024-399/Application No. L-5934-24C

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 2024-399 on June 20, 2024.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	6-0 APPROVE

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

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

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Sincerely,



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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – June 14, 2024

Ordinance/Application No.: 2024-399 / L-5934-24C

Property Location: 15453 Main Street N, on the east side of Main Street between Park Avenue and Clay Road

Real Estate Number(s): 108295-0000, a portion of

Property Acreage: 2.39 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Paul Harden, Esquire

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Community/General Commercial (CGC)

Current Zoning: Residential Low Density-100A (RLD-100A) and Commercial Community/ General -1 (CCG-1)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop as a mixed use site with commercial uses allowed in the CGC land use category.

BACKGROUND

The 2.39 acre subject site is a portion of a larger parcel that is located along the east side of Main Street, a principal arterial road, between Park Avenue and Clay Road, both local roadways. The site is just north of Pecan Park Road, a collector roadway. The portion of the larger parcel that abuts Main Street is already in the CGC land use category. The applicant is proposing a Future Land Use Map (FLUM) amendment from Low Density Residential (LDR) to Community/General Commercial (CGC) to allow for commercial development. The applicant is also proposing a companion rezoning from Residential

Low Density-100A (RLD-100A) and Commercial Community/ General -1 (CCG-1) to Planned Unit Development (PUD). The companion rezoning application, which is pending concurrently with this application, pursuant to Ordinance 2024-400, is larger than the land use amendment site with a total of 4.63 Acres.

The portion of the parcel that fronts Main Street is currently in the CGC land use category and does not need a land use change. The eastern portion of the parcel is currently in the LDR land use category. The proposed land use amendment would change the eastern portion of the parcel to CGC and therefore, allow CGC uses on the entire site. According to the companion PUD application, access to the site will be from the portion of the property that is currently in the CGC land use category and fronts Main Street.

The surrounding area of the east side of Main Street includes mostly residential uses with commercial/ office type uses fronting Main Street. Directly north of the site is vacant land to be developed with single family residential uses. Directly south of the site includes single family residential and a gas and convenience store fronting Main Street. Directly behind the site on the east side is vacant land. The CSX Rail line runs across the street from the site on the west side of Main Street. Undeveloped land in the LI land use category is on the west side of Main Street.

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

North: Land Use: LDR
Zoning: RLD-60
Property Use: vacant land, single-family residential

South: Land Use: CGC, LDR,
Zoning: CCG-2, RLD-100A
Property Use: vacant non-residential building, gas/convenience store, single-family residential

East: Land Use: LDR
Zoning: RLD-100A, RLD-60
Property Use: vacant undeveloped land, single-family residential

West: Land Use: CGC, LI
Zoning: CCG-1, IL, PUD
Property Use: vacant undeveloped land, CSX rail line

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy

1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Impact Assessment Baseline Review

Development Analysis 2.39 acres		
Development Boundary	Suburban Development Boundary	
Roadway Frontage Classification / State Road	Main Street / FDOT Principal Arterial Roadway	
Plans and/or Studies	North Jacksonville Vision Plan	
Site Utilization	Current: Vacant	Proposed: Mixed use commercial uses
Land Use / Zoning	Current: LDR	Proposed: CGC
Development Standards for Impact Assessment	Current: 5 units/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 units/acre
Development Potential	Current: 11 units	Proposed: Scenario 1: 36,437.9 sq. ft. Scenario 2: 35 units
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 11 units Scenario 2: Increase of 24 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 36,437.9 sq. ft. Scenario 2: N/A	
Population Potential	Current: 29 people	Proposed: Scenario 1: N/A Scenario 2: 82 people
Special Designation Areas		
Aquatic Preserve	NO	
Evacuation Zone	Zone E	
Airport Environment Zone	Entire Site 150-foot Height Restriction Zone, NW corner of site in 60 db Noise and Notice Contour for JIA	
Industrial Preservation Area	NO	
Cultural Resources	NO	
Archaeological Sensitivity	Low Sensitivity	
Historic District	NO	
Coastal High Hazard	NO	
Adaptation Action Area	NO	
Groundwater Aquifer Recharge Area	NO- Discharge	
Wellhead Protection Zone	NO	
Boat Facility Siting Zone	NO	
Brownfield	NO	
Public Facilities		
Potential Roadway Impact	Scenario 1: 729 net new daily trips Scenario 2: 132 net new daily trips	
Potential Public School Impact	Increase of 7 students	

Development Analysis 2.39 acres	
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 1,104.1 gallons per day Scenario 2: Increase of 5,299 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 828.08 gallons per day Scenario 2: Increase of 3,974.3 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 29.7 tons per year Scenario 2: Increase of 62.4 tons per year
Drainage Basin/Sub-basin	Dunn Creek / Deese Creek
Recreation and Parks	NO
Mass Transit Access	NO
Natural Features	
Elevations	35-36 Feet
Land Cover	1100: Residential, low density - less than 2 dwelling units/acre
Soils	32: Leon fine sand; 0 to 2% slopes
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 established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated March 27, 2024. According to the letter, there are water and sewer connection points available for the site. There is an existing 12-inch water main abutting the property along Main Street and there is an existing 12 inch force main along Main Street.

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 the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 2.39 acres and is located at 15453 Main Street N, between Park Avenue and Northside Drive South. Main Street/US 17 is a state highway facility which provides immediate access to the property. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 3. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Community General Commercial (CGC).

Comprehensive Plan Consistency:

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

Transportation Element

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 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 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 LDR land use would result in 104 daily trips. If the land use is amended to allow for this proposed CGC development, this will result in 833 and 236 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 729 and 132 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 and Florida Department of Transportation (FDOT) for access management and 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 Diverted & Pass-By Trips	Daily Trips
LDR	210	11 SF Dus	T= 9.43 (X)	104	0	104
<i>Total Trips for Existing Land Use- Scenario</i>						104
Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
CGC	822	36,438 SF	T = 54.45(X) / 1000	1984	1151	833
<i>Total Trips for Proposed Land Use- Scenario 1</i>						833
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
CGC - MDR	220	35 MF Dus	T= 6.74 (X)	236	0	236
<i>Total Trips for Proposed Land Use- Scenario 2</i>						236
Scenario 1 Difference in Daily Trips						729
Scenario 2 Difference in Daily Trips						132

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

School Capacity

The 2.39 acre proposed land use map amendment has a development potential of 35 dwelling units and 7 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-5934-24C Requested By: Helena Parola Reviewed By: Levenne Griggs Due: 5/27/2024									
Analysis based on maximum dwelling units: 35									
School Type	CSA ¹	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 2 & 7		
Elementary	7	3,107	87%	4	70%	683	1,354		
Middle	1	6,876	80%	1	86%	616	918		
High	7	2,095	95%	2	98%	691	403		
Total New Students				7					

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-125

MS-051

HS-074

0.250

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

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 3.2 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-5934-24C Requested By: Helena Parola Reviewed By: LeVonne Griggs Due: 5/27/2024 Analysis based on maximum dwelling units: 35						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Oceanway ES #270	7	4	680	690	101%	90%
Oceanway MS #62	1	1	1009	060	6%	90%
First Coast HS #265	7	2	2207	2147	97%	90%
		7				

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-125

MS-051

HS-074

0.750

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 (101,757) 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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Airport Environment Zone

Height and Hazard Zone

The site is located within the 150-foot Height and Hazard Zone for the Jacksonville International Airport (JIA). Zoning will limit development to a maximum height of 150 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Airport Notice Zone

The site is also located in a Civilian Influence Zone for JIA. These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on the Military and Civilian Influence Zones Map.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

The amendment site is located within the 60 Day-Night Sound Level (DNL) zone for JIA. Future Land Use Element Policy 2.6.9 and 2.6.13 includes requirements related to density, use, and noise level reduction in construction for sites within this noise zone.

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 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.
- Policy 2.6.13 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.
- Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.
- 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 E. 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 review, 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.

EPD Response

The proposed property in land use amendment L-5934-24C will be in close proximity to Main Street North, indicating sufficient access to I-95 (1.08 road miles) and I-295 (4.60 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone E, and Zone D), nearest evacuation routes, and the estimate of 132-729 additional daily trips the development of the proposed property could create a localized impact to the traffic flow on I-95 and I-295 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5934-24C 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.

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 site submittal of the sign posting affidavit and accompanying photos, the required notices of public hearing signs were posted on May 23, 2024. Thirty-three (33) 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 June 3, 2024. No members of the public attended to discuss the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land

development form and is therefore encouraged to employ urban development characteristics as defined in this Plan.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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

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

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;

B. Address outdated development patterns; and/or

C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

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

Policy 1.1.22 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.

Objective 1.6 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

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.

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), Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this

category. The maximum gross density in the Suburban Area shall be 7 units/acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density; except as provided herein. The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.

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 to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 20 units per acre in the Suburban Area. Single-use multi-family development is permitted when 50 percent or more of the contiguous CGC category land area within up to one quarter of a mile radius is developed for non-residential uses. Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses shall not exceed 80 percent of a development.

The applicant is proposing a change from LDR to CGC to allow for commercial development for a site that is in the Suburban Development Area. The site is the eastern portion of a larger parcel that abuts an arterial road. While the site is surrounded by LDR on three sides, the site abuts an area of CGC to the west, which is included in the companion PUD rezoning. The proposed amendment would allow for an extension of the existing commercial entitlements to the east. Therefore, the amendment is consistent with FLUE Goals 1 and 3, and Policies 1.1.21 and 1.1.22.

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated March 27, 2024. According to the letter, there are water and sewer connection points available for the site. There is an existing 12-inch water main abutting the property along Main Street and there is an existing 12 inch force main along Main Street. The connection to JEA water and sewer services would provide consistency with FLUE Policy 1.2.8.

Providing consistency with FLUE Goal 3 and Policy 1.1.9, the companion PUD provides for site access through Main Street and buffering around the perimeter of the property to buffer from the surrounding areas that are currently in the LDR land use category. Additionally, the PUD site plan provides a transition of intensity placing the retention pond of the development to the rear of the property providing more buffering and transition of use in the area of the site that is surrounded by property in the LDR land use category.

The proposed small-scale amendment would increase the amount of commercially designated land available to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Additionally, the property is underutilized

land in the Suburban Development Area which has access to centralized water and sewer. Development of this site is considered infill development. Thus, the proposed amendment is consistent with FLUE Objective 1.6 and Policy 1.1.21.

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

Vision Plan

The application site lies within the North Jacksonville Shared Vision and Master Plan in the Master Planned Communities area of the Vision Plan. While the plan does not identify specific recommendations in the vicinity of the subject site, the Master Planned Communities area of the plan is identified as having sufficient land to accommodate and support a mix of uses. The site is located on the east side of Main Street North, a principal arterial road, and is just north of Pecan Park Road. The Vision Plan identifies the interchange of I-95 and Pecan Park Road as an area suited for a regional power center, a development with a strong focus on automobile oriented commercial development. The proposed amendment would allow for commercial development within the vicinity of this intersection, which could support future commercial development at the I-95 and Pecan Park Road interchange.

Strategic Regional Policy Plan

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

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

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

- Maintenance of a diversity of land use in the Region.
- Infill and redevelopment.

The proposed land use amendment would increase opportunities for commercial development, helping to maintain a diversity of land use in the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

