



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

City Hall at St. James  
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Jacksonville, FL 32203  
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September 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. 2025-586/Application No. L-6034-25C**

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 2025-586 on September 4, 2025.

PD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>7-0 APPROVE</b>

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

Planning Commission Report  
September 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  
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Jacksonville, FL 32202  
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**Report of the Jacksonville Planning Department**  
**Small-Scale Future Land Use Map Amendment – August 29, 2025**

<b>Ordinance/Application No.:</b>	<b>2025-586 / L-6034-25C</b>
<b>Property Location:</b>	7046 and 7059 Ramona Boulevard, between I-295 Expressway and Faith Memorial Drive
<b>Real Estate Number(s):</b>	007485-0000 and 007515-0000
<b>Property Acreage:</b>	34.48 acres
<b>Planning District:</b>	District 5, Northwest
<b>City Council District:</b>	District 9
<b>Applicant:</b>	John Wallace, Esq.
<b>Current Land Use:</b>	Medium Density Residential (MDR) - 34.48 acres
<b>Proposed Land Use:</b>	Community / General Commercial (CGC) - 21.78 acres  Conservation (CSV) - 12.70 acres
<b>Development Boundary:</b>	Urban Development Area
<b>Current Zoning:</b>	Residential Medium Density – D (RMD-D) - 34.48 acres
<b>Proposed Zoning:</b>	Commercial Community / General -2 (CCG-2) - 21.78 acres Conservation (CSV) - 12.70 acres
<b>RECOMMENDATION:</b>	<b>APPROVE</b>

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

This parcel was formerly CGC land use, and the small-scale amendment would revert to the prior land use in order to allow site development for indoor vehicle upfitting. The surrounding uses are CGC to the North, CSV south of approximately the western half of the parcel, LDR south of approximately the eastern half, and LDR to the east.

## **BACKGROUND**

The 34.48-acre subject site is located at the west end of Ramona Boulevard, between I-295 Expressway North and Lane Avenue South, southwest from the Ramona Flea Market and I-10 Expressway East. According to the City's Functional Highways Classification Map, Ramona Boulevard is a local roadway, while Lane Avenue South is classified as a Minor Arterial Roadway and I-295 Expressway North is an FDOT Interstate.

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 Medium Density Residential (MDR) to Community / General Commercial (CGC) and Conservation (CSV) to allow for development of an indoor vehicle upfitter and preservation of the site's wetlands.

The 34.48- acre proposed land use site consists of two parcels, one of which is a portion of a larger parcel that is split between CGC to the north of Ramona Boulevard and MDR and CSV to the south. In addition, a companion rezoning application is pending concurrently to the land use application via Ordinance 2025-587, which seeks to change the zoning of the site from Residential Medium Density – D (RMD- D) to Commercial Community / General – 2 (CCG – 2) and Conservation (CSV). The applicant has also submitted a zoning exception application for the outdoor storage of automobiles on the subject site via Ordinance 2025-588.

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

<u><b>North:</b></u>	Land Use:	Community / General Commercial (CGC) and Light Industrial (LI) (Across I – 10 Expressway)
	Zoning:	Commercial Community / General – 2 (CCG-2) and Industrial Light (IL)
	Property Use:	Flea Market, Light Manufacturing, Interstate and Warehousing
<u><b>South:</b></u>	Land Use:	Low Density Residential (LDR) and Conservation (CSV)
	Zoning:	Planned Unit Development (PUD), Conservation (CSV) and Residential Low Density – 60 (RLD-60)
	Property Use:	Single Family Residential, Conservation
<u><b>East:</b></u>	Land Use:	LDR, Medium Density Residential (MDR) and Residential-Professional-Institutional (RPI)
	Zoning:	RLD – 60, Public Buildings and Facilities – 1 (PBF - 1), Public Buildings and Facilities – 2 (PBF - 2) and PUD
	Property Use:	Church, Single Family Residential, Parking Lot, School and Jacksonville Housing Authority

<u>West:</u>	Land Use:	MDR, LDR, PBF, Business Park (BP) and Neighborhood Commercial (NC) (Across I - 295 Expressway South)
	Zoning:	Residential Medium Density – D (RMD – D), Residential Medium Density – A (RMD – A), Industrial Business Park (IBP) Commercial Neighborhood (CN), PBF – 1 and RLD-60
	Property Use:	Vacant, Single Family Residential, Interstate and Church

## **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.

<b>Development Analysis (34.48 Acres Total – 12.70 Acres CSV and 21.78 Acres CGC)</b>		
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	Ramona Blvd- Local Roadway	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Single Family Home / Church	Proposed: Auto service / sales
Land Use / Zoning	Current: MDR / RMD-D	Proposed: CGC and CSV / CCG-2 and CSV
Development Standards for Impact Assessment	Current: 15 DU / Acre	Proposed: For CGC - Scenario 1: 0.35 FAR Scenario 2: 30 DU/ Acre For CSV – No Impact
Development Potential	Current: 517 DUs	Proposed: Scenario 1: 332,057.88 sqft Scenario 2: 653 DUs
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Increase of 136 DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 332,057.88 sqft Scenario 2: N/A	
Population Potential	Current: 1,214 people	Proposed: 1,534 people

<b>Development Analysis (34.48 Acres Total – 12.70 Acres CSV and 21.78 Acres CGC)</b>	
<b>Public Facilities Impacts</b>	
Potential Roadway Impact	Scenario 1: Increase of 8,802 net new daily trips Scenario 2: Zero net new daily trips
Potential Public School Impact	151 New Students
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 104,892 gallons per day Scenario 2: Increase of 31,960 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 78,669 gallons per day Scenario 2: Increase of 23,970 gallons per day
Potential Solid Waste Impact	Scenario 1: Decrease of 812.9 tons per year Scenario 2: Increase of 353.6 tons per year
<b>Environmental Features</b>	
Aquatic Preserve	No
Brownfields	No
Boat Facility Siting Zone	No
Contours/Elevations	30' – 21'
Drainage Basin/Sub-basin	Ortega River/ Cedar River
Groundwater Aquifer Recharge Area	Discharge
Land Cover	6300: Wetland Forested Mixed; 5300 Reservoirs – pits, retention ponds, dams; 1400- Commercial and services; 1180- Residential, rural – one unit on 2 or more acres; 4340- Upland mixed coniferous/ hardwood
Recreation and Parks	John D Liverman Park
Wellhead Protection Zone	No
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	66: Surrency loamy fine sand, depressionnal, 0 to 2 percent slopes; 55: Pits; 38: Mascotte fine sand, 0 to 2 percent slope; 99: water
Wetlands	Yes- 6300
Wildlife ( <i>applicable to sites greater than 50 acres</i> )	N/A
<b>Historic Features</b>	
Archaeological Sensitivity	Low
Cultural Resources	No
Historic District	No
<b>Land Use &amp; Zoning Features</b>	
Industrial Preservation Area	No
Adaptation Action Area	No

<b>Development Analysis (34.48 Acres Total – 12.70 Acres CSV and 21.78 Acres CGC)</b>	
<b>Transportation Features</b>	
Airport Environment Zone	Horizontal Surface Elevation 300 ft Herlong
Mass Transit Access	Route 13: Faith Memorial Dr. and Ramona Blvd
Evacuation Zone	Zone D (approximately 1 acre)

## Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, sewer and Reuse for New Development Projects document (latest addition).

The applicant has provided a JEA Availability Letter, dated April 2, 2025, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main along Ramona Blvd near the Faith Memorial Drive intersection, and an existing 8-inch water main at the north end of Le Brun Drive. There is also a 4-inch sewer main along Ramona Blvd near the intersection with Faith Memorial Drive and an existing 8-inch gravity sewer main at the north end of Le Brun Drive.

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

### Future Land Use Element

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

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

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

- a. The collection system of a regional utility company is greater than ¼ mile from the proposed subdivision.
- b. Each lot is a minimum of ½ acre unsubmerged property.
- c. Installation of greyline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections.

## **Transportation**

The subject site is 34.48 acres and is located on Ramona Boulevard, a local roadway, south of Interstate 10 (I-10). The proposed land use amendment is located within the Urban Area and Mobility Zone 7. The applicant proposes to change the existing land use from Medium Density Residential (MDR) to Community/General Commercial (CGC) and CSV (Conservation).

### **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 plan for future multi-modal transportation needs for right-of-way, in order to support future land uses shown on the Future Land Use Map series.
Policy 2.4.2	The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

### **Trip Generation Estimation:**

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current MDR land use would result in 3,485 trips depending on the scenario. If the land use is amended to allow for this proposed CGC and CSV development, this will result in 12,287 and 2,965 daily trips depending on the scenario.

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

The difference in daily trips for the proposed land use amendment is 8,802 and 520 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**

<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>
MDR	220	517 Dus	$T = 6.74 (X)$	3,485
		<b>Total Trips for Existing Land Use- Scenario 1</b>		<b>3,485</b>
<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>
MDR	220	517 DUs	$T = 6.74 (X)$	3,485
		<b>Total Trips for Existing Land Use- Scenario 2</b>		<b>3,485</b>
<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>
CGC	820	332,058 SF	$T = 37.01 (X) / 1000$	12,287
		<b>Total Trips for Proposed Land Use- Scenario 1</b>		<b>12,287</b>
<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>
CGC	221	653 DUs	$T = 4.54 (X)$	2,965
		<b>Total Trips for Proposed Land Use- Scenario 2</b>		<b>2,965</b>
		<b>Scenario 1 Difference in Daily Trips</b>		8,802
		<b>Scenario 2 Difference in Daily Trips</b>		(520)

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

## School Capacity

The 34.48-acre proposed land use map amendment has a development potential of 653 dwelling units and 151 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-6034-25C 7059 & 7046 Ramona Blvd Requested By: Kaleigh Shuler Reviewed By: Levoine Griggs Due: 8/14/2025  Analysis based on maximum dwelling units: 653							
School Type	CSA <sup>1</sup>	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>3</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 1.7 & 8
Elementary	2	5,842	72%	78	75%	639	3,688
Middle	2	1,656	77%	26	72%	278	2,063
High	2	3,312	84%	47	87%	319	2,034
				151			

NOTES:  
<sup>1</sup> Proposed Development's Concurrently Service Area (CSA)  
<sup>2</sup> Available CSA seats include current reservations  
<sup>3</sup> Student Distribution Rate  
 ES-120  
 MS-041  
 HS-072  
 0.233  
 The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

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

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

#### Public School Facilities Element

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

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

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

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

#### Supplemental School Information:

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

Application Review Request: <b>COJ PDD: Baseline Checklist Review</b> Proposed Name: L-6034-25C 7059 & 7046 Ramona Blvd Requested By: Kaleigh Shuler Reviewed By: Levenne Griggs Due: 8/14/2025 Analysis based on maximum dwelling units: <b>653</b>						
SCHOOL <sup>1</sup>	CSA1	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Ramona Blvd ES #79	2	78	509	298	59%	60%
Westside MS #207	2	26	944	897	95%	86%
Ed White HS #248	2	47	2077	1684	81%	82%
		151				

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-.120  
MS-.041  
HS-.072  
0.233

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

## **Airport Environment Zone**

### *Height Restriction Zone*

The site is located within the 300-foot Height and Hazard Zone for Herlong Recreational Airport. Zoning will limit development to a maximum height of 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

### Future Land Use Element

Objective 2.6 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

## **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current

version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

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

## **Evacuation Zone**

The subject site is within Evacuation Zones D. 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. EPD determined that the impact of the small-scale land use amendment on countywide evacuation timing would be negligible. Their response is provided below.

### EPD Response:

The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6034-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone D and nearest evacuation route at the I-295 and I-10 intersection, and the estimated 520 - 8,802 new daily trips generated by the proposed rezoning of 34.48 acres from Medium Density Residential (MDR) to 21.78 acres to Community/General Commercial (CGC) and 12.7 acres to Conservation (CSV) uses.

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.

## **Wetlands**

Review of City data indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the City's GIS analysis that 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. The Category III Wetlands on the site are proposed to be in the CSV land use category and CSV zoning designation.

### Wetlands Characteristics:

Approximate Size: 11.44 acres

General Location(s): The main wetland found in the western area of the subject site (11.20 acres) and east of the I-295 North Off Ramp is a portion of a larger wetland pocket located to the south of the application site. There is a smaller isolated wetland (0.24 of an acre) found along the eastern edge of the property.

Quality/Functional Value:

The small wetland pocket has a low functional value for water filtration attenuation and flood water storage capacity due to the pocket's isolation, size and adjacent development.

The larger wetland has a high functional value for water filtration attenuation and stormwater capacity. It is not located in a flood zone but it is a portion of the wetland located to the south of the subject site that is within the Conservation (CSV) land use category. This large wetland area does not impact on the City's waterways. However, it does help protect the adjacent large single-family subdivision from potential flooding from cataclysmic storm events.

Soil Types/  
Characteristics:

(66) Surrency loamy fine sand, depressional. The soil series consists of nearly level, very poorly drained soils and are formed in thick sandy and loamy marine sediments. The soils occur in depressions. The soil is moderately permeable and moderately slowly permeable. The water table is usually at or above the soil surface for very long periods.

(86) Yulee Clay, depressional. This soil series consists of nearly level, very poorly drained soils. This soil formed in thick clayey marine sediments. They are often found on floodplains and in depressions. The soil is very slowly permeable. In areas of depressions, the high water table generally is at or above the 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 website, no application for permit has been submitted for this recent application. A wetlands boundary determination will be required from the Water Management District prior to design and development.

Wetlands Impact: None proposed at this time.

Associated Impacts: None.

Relevant Policies: CCME Policies 4.1.3 and 4.1.6

Conservation /Coastal Management Element (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.

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**

Upon site inspection by the Planning Department on August 4, 2025, the required notices of public hearing signs were posted. Fifty-nine (59) 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 August 18, 2025, for the adoption of the small-scale land use amendment. Aside from the applicant, one member of the public attended the Citizen Information Meeting to hear more information on the intended use of the site.

## **CONSISTENCY EVALUATION**

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

#### **Future Land Use Element (FLUE)**

##### ***Development Area***

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect to the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as defined in this Plan.

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|---------------|--|
| 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 | 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.

Policy 1.5.10 In accordance with the Conservation/Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

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.

Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

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

#### Property Rights Element

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

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

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

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

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve<sup>4</sup> his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to Category Descriptions of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan, Medium Density Residential (MDR) in the Urban Area is intended to provide compact medium density development. Multi-family housing such as apartments, condominiums, townhomes and rowhomes should be the predominant development typologies in this category. The maximum gross density in the Urban Area shall be 20 units / acre and the minimum gross density shall be greater than 7 units / acre when centralized potable water and wastewater services are available to the site.

Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services, and which abut a roadway classified as a collector or higher on the Functional Highway Classification Map. CGC also allows for multi-family residential at densities up to 40 units per acre in the Urban Area. Development on a site that abuts LDR and / or Rural Residential (RR) may cluster density away from the LDR and / or RR and shall not exceed 20 units / acre within 30 feet of the abutting property line and there shall be no minimum density.

Conservation (CSV) is a category intended for lands with valuable environmental resources, such as sensitive vegetation, high value habitat, wetlands, high aquifer recharge potential, carbon sinks and unique coastal areas. Some resource systems are highly sensitive and easily destroyed by indiscriminate human activity. Development potential in these areas is generally limited to open space, resource and recreational uses.

The applicant is proposing a change from MDR to CGC and CSV within the Urban Area to allow for commercial development on the northern portion of the property while also preserving the wetlands on the southern portion of the property. The site had previously been amended to MDR from CGC via Ordinance 2020-0166-E. While there is a small portion of the amendment site that directly abuts residential uses to the southeast, the wetlands on the southern portion of the property provide a natural buffer to the majority of the residential sites next to the development. The proposed CGC is a logical extension of the CGC area abutting the subject site to the north across Ramona Boulevard. This proposed land use amendment site is located in an area that provides a large variety of

retail and commercial opportunities to surrounding neighborhoods while also being supported by full urban services. The proposed amendment would allow for an extension of these commercial uses on the northern portion of the parcel, while still providing adequate buffering for nearby residential neighborhoods. Therefore, the amendment is consistent with FLUE Goals 1 and 3, Objective 1.1, and Policies 1.1.21, 1.1.22, 1.5.10, 3.2.1. and 3.2.6.

The applicant has provided a JEA Availability letter, dated April 2, 2025, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main along Ramona Blvd near the Faith Memorial Drive intersection, and an existing 8-inch water main at the north end of Le Brun Drive. There is also a 4-inch sewer main along Ramona Blvd near the intersection with Faith Memorial Drive and an existing 8-inch gravity sewer main at the north end of Le Brun Drive. 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.

### **Northwest Vision Plan (2003)**

The application site lies within the boundary of the Northwest Vision Plan. While the Plan does not state specific goals for the subject site area, it does recommend commercial infill and redevelopment as a strategy to strengthen existing neighborhoods and job opportunities in the district. The Plan also underlines the need for creating employment that provides quality jobs and a skilled workforce. The proposed land use amendment would allow for the development of a vehicle upfitting facility on an underdeveloped parcel, providing opportunities for employment and urban infill.

### **Strategic Regional Policy Plan**

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

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

- Infill and redevelopment.

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

## CURRENT LAND USE

