



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)

August 21, 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. 2025-489/Application No. L-6048-25C**

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 2025-489 on August 21, 2025.

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

Michael McGowan, Chair	Aye
Tina Meskel, Vice Chair	Aye
Moné Holder, Secretary	Absent
Lamonte Carter	Aye
Amy Fu	Aye
Charles Garrison	Aye
Dorothy Gillette	Aye
Ali Marar	Aye

Planning Commission Report  
August 21, 2025  
Page 2

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**  
*Acting 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 – August 15, 2025**

**Ordinance/Application No.:** 2025-489 / L-6048-25C

**Property Location:** 1660 Lindsey Road, between Normandy Boulevard and Greek Road

**Real Estate Number(s):** 009255-0010

**Property Acreage:** 1.5 acres

**Planning District:** District 4, Southwest

**City Council District:** District 12

**Applicant:** Cyndy Trimmer, Esquire

**Current Land Use:** Low Density Residential (LDR)

**Proposed Land Use:** Community/General Commercial (CGC)

**Current Zoning:** Residential Low Density-60 (RLD - 60)

**Proposed Zoning:** Commercial Community / General -1 (CCG-1)

**Development Boundary:** Suburban Development Area

**RECOMMENDATION:** **APPROVE**

### **APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

The applicant seeks this amendment to permit development consistent with surrounding uses.

### **BACKGROUND**

The 1.50-acre subject site is located between Normandy Boulevard (SR-228) to the north and Greek Road to the south. Normandy Boulevard is a FDOT Principal Arterial roadway. Greek Road is a local road. Access to the site is via a narrow portion of the property fronting Lindsey Road, a local road, to the east. The site is adjacent to the Normandy Boulevard commercial corridor. 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 site currently contains a single-family dwelling unit with a detached garage. There are two parcels abutting the site

to the east that are both owned by the owner of the subject site. Those parcels are both in the CGC land use category. The land use was amended in 1998 from LDR to CGC pursuant to Ordinance 1998-845-E. This would unify all three parcels owned by the applicant under the CGC land use category.

The applicant is also proposing a companion rezoning from RLD-60 to CCG-1. This would unify the zoning across all three parcels. The companion rezoning application is pending concurrently with this application, pursuant to Ordinance 2025-490.

The site abuts properties in the CGC, Recreation and Open Space (ROS), and LDR land use categories. The surrounding area includes commercial uses to the north and east abutting the site. Normandy Park abuts the site to the south and west. Herlong Recreational Airport is approximately 1 mile southwest of the subject site. There are also two parcels abutting the site to the south in the LDR land use category. One is vacant and the other contains a duplex.

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

**North:** Land Use: CGC and LDR (LDR land use is across Normandy Blvd)  
Zoning: CCG-1, Planned Unit Development (PUD)  
Property Use: Enclosed storage. Across Normandy Boulevard: there are commercial uses on the north side of Normandy Boulevard and single family residences past the commercial uses.

**South:** Land Use: CGC (Ordinance 1998-845-E), LDR, and ROS  
Zoning: RLD-60 (Ordinance 2008-969-E), CCG-1 (Ordinance 1998-846-E), and Public Buildings and Facilities – 1 (PBF-1)  
Property Use: Vacant, Duplex, and Normandy Park, which contains baseball diamonds

**East:** Land Use: CGC (Ordinance 1998-845-E), LDR, and Residential Institutional Professional (RPI - past CGC to the east - Ordinance 2021-647-E)  
Zoning: RLD-60 (Ordinance 2008-969-E), CCG-1 (Ordinance 1998-846-E), and CRO (Ordinance 2021-648-E)  
Property Use: Contractor business, Funeral Home, Commercial Businesses, Single-family residences.

**West:** Land Use: ROS, CGC, and Medium Density Residential (MDR land use is west of Normandy Park)  
Zoning: PBF-1 (1993-1641-1225-E), CCG-2, PBF-2 (2000-1244-E)  
Property Use: Normandy Park, Portable storage shed sales

## **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**

<b>Development Analysis (1.5 Acres / 65,340 sq. ft.)</b>		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Lindsey Road – Local Road	
Plans and/or Studies	Southwest Vision Plan (close to Northwest Vision Plan)	
Site Utilization	Current: Residential	Proposed: CGC Uses
Land Use / Zoning	Current: LDR / RLD-60	Proposed: CGC / CCG-1
Development Standards for Impact Assessment	Current: 5 DU / Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 DU / Acre
Development Potential	Current: 7 SF DU	Proposed: Scenario 1: 22,869 sq. ft. Scenario 2: 22 DU
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 7 DU Scenario 2: Increase of 15 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 22,869 sq. ft. Scenario 2: N/A	
Population Potential	Current: 18 people	Proposed: Scenario 1: N/A Scenario 2: 51 people
<b>Public Facilities Impacts</b>		
Potential Roadway Impact	Scenario 1: 1,179 net new daily trips Scenario 2: 82 net new daily trips	
Potential Public School Impact	3 additional students	
Water Provider	Normandy Village	
Potential Water Impact	Scenario 1: Decrease of 719 gpd Scenario 2: Increase of 3,308 gpd	
Sewer Provider	Normandy Village	
Potential Sewer Impact	Scenario 1: Decrease of 539 gpd Scenario 2: Increase of 2,481 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 18 tpy Scenario 2: Increase of 39 tpy	

<b>Development Analysis (1.5 Acres / 65,340 sq. ft.)</b>	
<b>Environmental Features</b>	
Aquatic Preserve	No
Brownfields	No
Boat Facility Siting Zone	N/A
Contours/Elevations	72' – 76'
Drainage Basin/Sub-basin	Ortega River / Normandy Village Run
Groundwater Aquifer Recharge Area	0-4 inches
Land Cover	1400: Commercial and services
Recreation and Parks	Normandy Park (abutting)
Wellhead Protection Zone	No
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	14: Boulogne Find Sand, 0-2% slopes 32: Leon Fine Sand, 0-2% slopes
Wetlands	No
Wildlife ( <i>applicable to sites greater than 50 acres</i> )	N/A
<b>Historic Features</b>	
Archaeological Sensitivity	Low
Cultural Resources	See Historic Division Review
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	50' HHZ – Herlong Recreational Airport
Mass Transit Access	Yes – Route 14
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).

The applicant provided a letter of availability, dated May 9<sup>th</sup>, 2025. The letter indicates that JEA is not the service provider for the property. According to the application, the applicant intends to use Normandy Village central sewer and water.

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

### **Transportation**

The subject site is 1.5 acres and is located at 1660 Lindsey Road, a local roadway, just south of Normandy Boulevard (SR-228), an FDOT principal arterial roadway. The proposed land use amendment is located within the Suburban Area and Mobility Zone 6. 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 66 trips. If the land use is amended to allow for this proposed CGC development, this will result in 1,245 or 148 daily trips depending on the scenario.

### Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is 1,179 and 82 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A  
Trip Generation Estimation Scenarios

Current Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
LDR	210	7 DUs	$T = 9.43 (X)$	66
		<b>Total Trips for Existing Land Use- Scenario 1</b>		66
Proposed Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
CGC	822	22,869 SF	$T = 54.45 (X) / 1000$	1,245
		<b>Total Trips for Proposed Land Use- Scenario 1</b>		1,245
Proposed Land Use Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
CGC	220	22 DUs	$T = 6.74 (X)$	148
		<b>Total Trips for Proposed Land Use- Scenario 2</b>		148
		<b>Scenario 1 Difference in Daily Trips</b>		1,179
		<b>Scenario 2 Difference in Daily Trips</b>		82

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



## School Capacity

The 1.5-acre proposed land use map amendment has a development potential of 22 dwelling units and 3 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-6048-25C Lindsey Rd Requested By: Eric Hinton Reviewed By: LeVonne Griggs Due: 7/18/2025  Analysis based on maximum dwelling units: 22							
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 1,2 & 8
Elementary	8	6,160	78%	2	80%	1,379	3,411
Middle	7	2,097	91%	0	101%	847	1,463
High	2	3,312	84%	1	87%	312	1,992
				3			

### 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-.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 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 380.06, 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-6048-25C Lindsey Rd						
Requested By: Eric Hinton						
Reviewed By: Levonne Griggs						
Due: 7/18/2025						
Analysis based on maximum dwelling units: 22						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Normandy Village #221	8	2	658	497	76%	78%
Chaffee Trail MS#140	7	0	986	1195	121%	144%
Edward White HS #248	2	1	2077	1684	81%	82%
		3				

**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.

## 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.

## 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. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

#### 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.

#### **Airport Environment Zone**

##### Height and Hazard Zone

The site is located within the 50-foot Height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of 50 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.

## **PROCEDURAL COMPLIANCE**

Upon inspection by the Planning Department on July 23, 2025, the required notices of public hearing signs were posted at the site. Twenty-nine (29) 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 July 28, 2025. No members of the public attended to provide comments or ask questions of the applicant.

## **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 1.1.21	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  $\frac{1}{4}$  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 CGC uses in the Suburban Development Area. The site is owned by the owner of two adjoining properties to the east that are in the CGC land use category and at which the owners operate a general contracting business. The site is approximately 250 feet south of Normandy Boulevard, with easy access to Normandy Boulevard via Lindsey Road. Normandy Boulevard serves as a commercial corridor in the area with numerous commercial businesses along the road with the intensity of commercial development increasing eastward towards I-295. The proposed amendment would extend the existing commercial land use westward. Therefore, the amendment is consistent with FLUE Goals 1 and 3, and Policy 1.1.22.

The applicant provided a JEA letter of availability, dated May 9<sup>th</sup>, 2025. The letter indicates that JEA is not the service provider for the property. However, according to the application, the applicant intends to use Normandy Village central sewer and water. Connection to central water and sewer services would provide consistency with FLUE Policy 1.2.8.

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, defined in the 2045



Comprehensive Plan as development or redevelopment of land that is/has been vacant, bypassed, and underutilized but is located within areas that already have infrastructure, utilities, and public facilities. 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 Southwest Jacksonville Shared Vision Plan. While the plan does not identify specific recommendations in the vicinity of the subject site, the proposed amendment would allow for further commercial development. This is consistent with the area and would support continued commercial development along Normandy Boulevard, which is an established commercial corridor.

### **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:

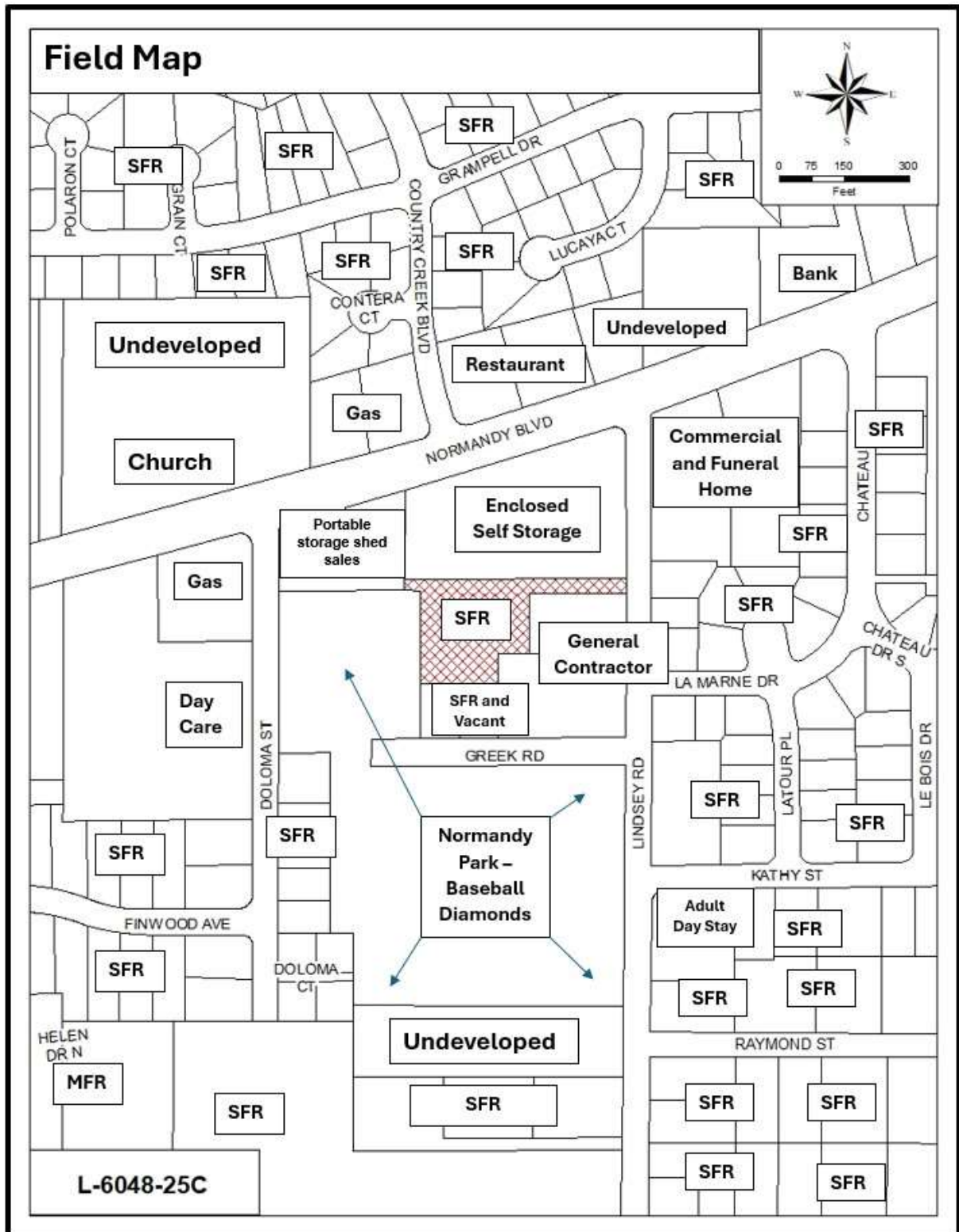
Objective: Integrated planning: The link between land use, resources, and mobility

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.

## Utilization Map



## **Land Use Map with Recent Changes**

