

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

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November 5, 2020

The Honorable Tommy Hazouri, President  
The Honorable Michael Boylan, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2020-608/Application No. L-5473-20C**

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairman Boylan 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 2020-608 on November 5, 2020.

P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>6-0 APPROVE</b>

Joshua Garrison, Chair	Aye
Dawn Motes, Vice-Chair	Absent
David Hacker, Secretary	Aye
Marshall Adkison	Aye
Daniel Blanchard	Absent
Ian Brown	Aye
Alexander Moldovan	Aye
Jason Porter	Aye

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

Sincerely,

*Kristen D. Reed*

Kristen D. Reed, AICP  
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**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment –October 30, 2020**

**Ordinance/Application No.:** 2020-608 / L-5473-20C  
**Property Location:** 3029 New Berlin Road  
**Real Estate Number(s):** 106926-0200  
**Property Acreage:** 3.14 acres  
**Planning District:** District 6  
**City Council District:** Council District 2  
**Applicant:** Timothy Joy  
**Current Land Use:** LDR  
**Proposed Land Use:** CGC  
**Development Area:** Suburban  
**Current Zoning:** RR-Acre  
**Proposed Zoning:** CCG-1  
**RECOMMENDATION:** **Approve**

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

To change use of property to commercial usage.

**BACKGROUND**

The subject site consists of 3.14 acres and is located on the northwest corner of the intersection of New Berlin Road and Yellow Bluff Road. According to the Functional Highway Classification System Map, both roads are collector roads. The site is also located in the Suburban Development Area, Planning District 6, and Council District 2. Additionally, the land use amendment site is located within the boundaries of the North Jacksonville Vision Plan.

The applicant is proposing a land use amendment from Low Density Residential (LDR) to Community General Commercial (CGC) on the 3.14-acre parcel on the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030

Comprehensive Plan. A companion rezoning is pending concurrently with this application to change from Residential Rural-Acre (RR-Acre) to Commercial Community General-1 (CCG-1) pursuant to Ordinance 2020-609.

The proposed amendment site is located on the northwest corner of the intersection of New Berlin Road and Yellow Bluff Road. It is the only corner at the intersection, which is not commercially developed. The property to the east will be developed with a Publix, the southeast corner has a Walgreens and the southwest corner contains a strip shopping center with a Subway sandwich shop at the corner. The area farther to the southwest and northwest are single-family homes.

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

North: Land Use: LDR  
Zoning: RR-Acre  
Property Use: Single family homes

South: Land Use: LDR  
Zoning: PUD, RR-Acre  
Property Use: Neighborhood shopping center and single-family homes

East: Land Use: CGC  
Zoning: PUD  
Property Use: Vacant Commercial

West: Land Use: LDR  
Zoning: RR-Acre  
Property Use: Single family homes

## **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.

Where there is not an associated site specific policy or note on the Annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

## Impact Assessment Baseline Review

<b>Development Analysis</b>		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Collector	
Plans and/or Studies	North Jacksonville Vision Plan	
Site Utilization	Current: Single family residential	Proposed: Commercial
Land Use / Zoning	Current: LDR/RR-Acre	Proposed: CGC/ CCG-1
Development Standards for Impact Assessment	Current: 5 DU per acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 80% residential at 15 DU/acre and 20% at 0.35 FAR
Development Potential	Current: 15 DU	Proposed: Scenario 1: 47,872.44 sf Scenario 2: 37 DU and 9,574.4 FAR
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease 15 DU Scenario 2: Increase of 22 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 47,872.44 FAR Scenario 2: Increase of 9,574.4 FAR	
Population Potential	Current: 39 people	Proposed: Scenario 1: 0 people Scenario 2: 86 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	High and Low	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
<b>Public Facilities</b>		
Potential Roadway Impact	Scenario 1: 1,935 new net daily trips Scenario 2: 545 new net daily trips	
Potential Public School Impact	Scenario 1: 0 students Scenario 2: 11 students	
Water Provider	Well currently/ JEA connection proposed	
Potential Water Impact	Scenario 1: Decrease of 1,596 gallons per day Scenario 2: Increase of 6330 gallons per day	

<b>Development Analysis</b>	
Sewer Provider	Septic currently proposed JEA connection
Potential Sewer Impact	Scenario 1: Decrease of 1,197 gallons per day Scenario 2: Increase of 4748 gallons per day
Potential Solid Waste Impact	Scenario 1: Decrease of 39 tons per year Scenario 2: Increase of 72.5 tons per year
Drainage Basin/Sub-basin	Dunn Creek / Caney Creek
Recreation and Parks	William Sheffield Regional Park
Mass Transit Access	N/A
<b>Natural Features</b>	
Elevations	17 feet
Land Cover	1100 residential low density
Soils	Surrency loamy fine sand
Flood Zones	Yes 0.08 of an acre on northwest corner
Wetlands	Yes 0.05 of an acre on northwest corner
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).

The applicant submitted a JEA availability letter with the companion rezoning application. According to a JEA letter dated August 27, 2020 there is an existing 16-inch water main within the New Berlin Road and Yellow Bluff Road right-of-ways, adjacent to this property. There is an existing 12-inch force main within the New Berlin Road right of way adjacent to this property. The applicant has indicated that they intend on utilizing city water and sewer.

### Future Land Use Element

**Policy 1.2.9** Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

### Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department, and determined that the proposed amendment from LDR to CGC has the development potential under scenario 1 as 100 percent non-residential and under scenario 2 as 80% percent residential and 20 non-residential. If the land use is amended to CGC, development could result in

1,935 new net vehicular trips under scenario 1 and an increase of 545 new net vehicular trips under scenario 2. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

#### 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.

#### Capital Improvements Element

**Policy 1.6.1** Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

#### Supplemental Transportation Information

**Objective 2.4** of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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** of the TE of the 2030 Comprehensive Plan requires that 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.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 3.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes

determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility 3 is **0.53**.

Subject site is accessible via Yellow Bluff Road and New Berlin Road. Both roadways are collector facilities and the proposed development will have significant impacts on the roadway network. The Transportation Planning Division recommends ongoing coordinating efforts with COJ Traffic Engineer Division to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

### **Flood Zones**

Approximately 0.08 of an acre of the subject site is located within the AE flood zone and is at the eight (8) foot elevation. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AE flood zones are areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

The 0.08 acres of flood zones are also within the boundaries of the proposed Adaptation Action Area (AAA) boundary. The impacts are minimal but development should be clustered outside of this area. An Adaptation Action Area (AAA) is a designation in the Conservation/Coastal Management Element (CCME) of the City's Comprehensive Plan which identifies an area that experiences coastal flooding due to extreme high tides and storm surge and that is vulnerable to the related impacts of rising sea levels, for the purpose of prioritizing funding for infrastructure needs and adaptation planning. The recommended boundary expansion of the City's current AAA is specifically defined as those areas within the projected limits of the Category 3 storm surge zone and those contiguous areas of the 100-year and 500-year Flood Zone.

### **Conservation /Coastal Management Element (CCME)**

**Policy 1.4.4**            The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

**Policy 2.7.1**            The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.



**Policy 2.7.3**

The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by: A. Land acquisition or conservation easement acquisition; B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and C. Incentives, including tax benefits and transfer of development rights.

**Wetlands**

Review of City data indicates the potential existence of wetlands on the subject site and as such based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), 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. There is a small wetland on the application site that is a portion of a larger wetland system that is associated with Caney Branch (Creek) and follows the seven (7) foot elevation. Caney Branch then drains south and empties into Dunn Creek. Dunn Creek drains south and then empties into the St. Johns River.

Wetlands Characteristics:

- Approximate Size: 0.05 of an acre
- General Location(s): Category II wetlands are located on the northwest corner of the application site.
- Quality/Functional Value: This small wetland is a considered to have a high functional value due its association with a larger wetland system of Caney Branch and has a high water filtration attenuation and flood water storage capacity. The Category II wetlands overlap AE flood zone.
- Soil Types/  
Characteristics: Surrency loamy fine sand, frequently flooded. Surrency soils consists of nearly level, very poorly drained soils and are formed in thick sandy and loamy marine sediments. They occur on flood plains and are moderately slowly permeable. Generally, the high water table is at or near the surface and areas are frequently flooded for brief periods.
- Wetland Category: Category II
- Consistency of  
Permitted Uses: Commercial development is not permitted in Category II. Development must be clustered away from this area.

Environmental Resource Permit (ERP): None

Wetlands Impact: Insufficient information to determine impacts. Upon submittal at site plan review, the site plan will be evaluated for compliance with wetlands policies.

Associated Impacts: The wetlands are associated with the AE flood zones associated with Caney Branch, boundaries of the recommended AAA.

Relevant Policies: See below

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;

(c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
  - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

- (f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

#### **CCME Policy 4.1.5**

The permitted uses within Category I and II 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) Conservation uses, provided the following standards are met:

- (a) Dredge and fill  
Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

- (b) Vegetation  
For Category I wetlands:  
All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:  
No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii buildings shall be clustered together to the maximum extent practicable; and
- iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

(4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

(5) Any use which 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.

- (6) For Category II wetlands only, silvicultural uses are allowed, 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.

**School Capacity**

The Planning and Development Department determined that the proposed amendment from LDR and RPI to CGC has the development potential under scenario 1 as 100% non-residential and under scenario 2 as 80% residential and 20 percent non-residential. Under scenario 2, the proposed amendment could result in development of 37 multi-family dwelling units.

The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

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

- **Elementary School**
  - Concurrency Service Area (CSA) 7
  - 2019/2020 enrollment: 3,192
  - Current utilization: 89%
  - New student development from amendment: 6
  - 5-year utilization: 84%
  - Available seats in CSA 7: 41
  - Available seats in adjacent CSA(s) 1 and 8: 7,652
  
- **Middle School**
  - CSA 1

- 2019/2020 enrollment: 8,270
  - Current utilization: 83%
  - New student development from amendment: 2
  - 5-year utilization: 88%
  - Available seats in CSA 1: 244
  - Available seats in adjacent CSA(s) 2 and 7: 408
- High School
    - CSA 7
    - 2019/2020 enrollment: 2,163
    - Current utilization: 98%
    - New student development from amendment: 3
    - 5-year utilization: 89%
    - Available seats in CSA 7: 98
    - Available seats in adjacent CSA(s) 1 and 8: 786

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.

Supplemental School Information

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

- Louis Sheffield Elementary School
  - CSA 7
  - Amendment student generation: 6
  - School Capacity including permanent spaces and portables: 942
  - Current enrollment 20 day county for 2019/2020: 755
  - Percent Occupied: 80%
  - 4-year projection: 69%

- Ocenway Middle School
  - CSA 1
  - Amendment student generation: 2
  - School Capacity including permanent spaces and portables: 1009
  - Current enrollment 20 day county for 2019/2020: 1,074
  - Percent Occupied: 106%
  - 4-year projection: 83%
  
- First Coast High School
  - CSA 7
  - Amendment student generation: 3
  - School Capacity including permanent spaces and portables: 2,212
  - Current enrollment 20 day county for 2019/2020: 2,163
  - Percent Occupied: 98%
  - 4-year projection: 82%

**Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

**PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on October 2, 2020, the required notices of public hearing signs were posted. Twenty-one (21) 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 October 19, 2020 for the adoption of the small-scale land use amendment. Other than the applicant, no members of the public were present.

# **CONSISTENCY EVALUATION**

## **Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies**

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

*Suburban Area (SA):* The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

Policy 1.1.5      The amount of land designated for future development should provide for a balance of uses that:

- A. Fosters vibrant, viable communities and economic development opportunities;
- B. Addresses outdated development patterns;
- C. Provides for 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.

Policy 1.1.11    Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

Policy 1.1.21    Future 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 of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. 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 1.2.9** Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

**Goal 3** To achieve a well balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

**Objective 3.2** Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

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

**Objective 6.3** 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.

### **Recreation and Open Space Element**

**Policies 2.2.1** The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

According to the Category Description of the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Suburban Development Area is intended to provide for low density residential uses at to 7 dwelling units per acre. The predominant development typology in this category is single-family residential development.

The Community/General Commercial (CGC) land use category in the Suburban Area is intended to provide development in a nodal development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with

full urban services; about a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

Given the land development pattern in the area, the proposed amendment from LDR to CGC follows the area's commercial development pattern at the intersection of the two collector roads. The Comprehensive Plan encourages non-residential development to be located along corridors and particularly at commercial nodes along the corridor. Commercial development has occurred to support residential development in the North Planning District. The amendment application is compatible with the existing commercial development in the area. This proposed pattern of development is encouraged by FLUE Goal 3, Objective 3.2, and Policies 1.1.5, 1.1.11, 1.1.22 and 3.2.1

This site is an appropriate commercial infill location. The amendment site achieves a well-balanced combination of commercial uses served by a convenient and efficient transportation network, which will offer a full range of employment, shopping, and opportunities to support the nearby residential neighborhoods. Therefore, the amendment is consistent with FLUE Policy 1.1.21, Goal 3, Objective 3.2

Consistent with FLUE Policy 1.2.9, the subject site will be served by city water and sewer services. According to a JEA letter dated August 27, 2020 there is a 16-inch water main within the New Berlin Road and Yellow Bluff Road right-of-ways. In addition an 8-inch sanitary sewer force main is adjacent to the property within the Yellow Bluff Road right-of-way.

The proposed amendment to CGC promotes a compact and compatible land development pattern using underutilized property along two collector roadways consistent with FLUE Policies 1.1.11, 1.1.22, and Objective 6.3. In addition, the development will be required to comply at site plan review with ROSE Policy 2.2.1 concerning the adequate provision of open space.

#### **North Jacksonville Vision Plan**

The amendment site is located within the boundaries of the North Jacksonville Vision Plan. The Plan identifies the intersection of New Berlin and Yellow Bluff roads as an area to be developed as a low country village center concept. The concept of the Low Country Village Center is to create a highly themed, low intensity, mixed-use center to serve the daily needs of the residents of surrounding neighborhoods, and to provide some internal residential opportunities. The Center should contain a mix of uses consisting of a core storefront area of retail, restaurants, and office with some surrounding residential uses. The amendment change to CGC supports this concept and is consistent with the Vision Plan.

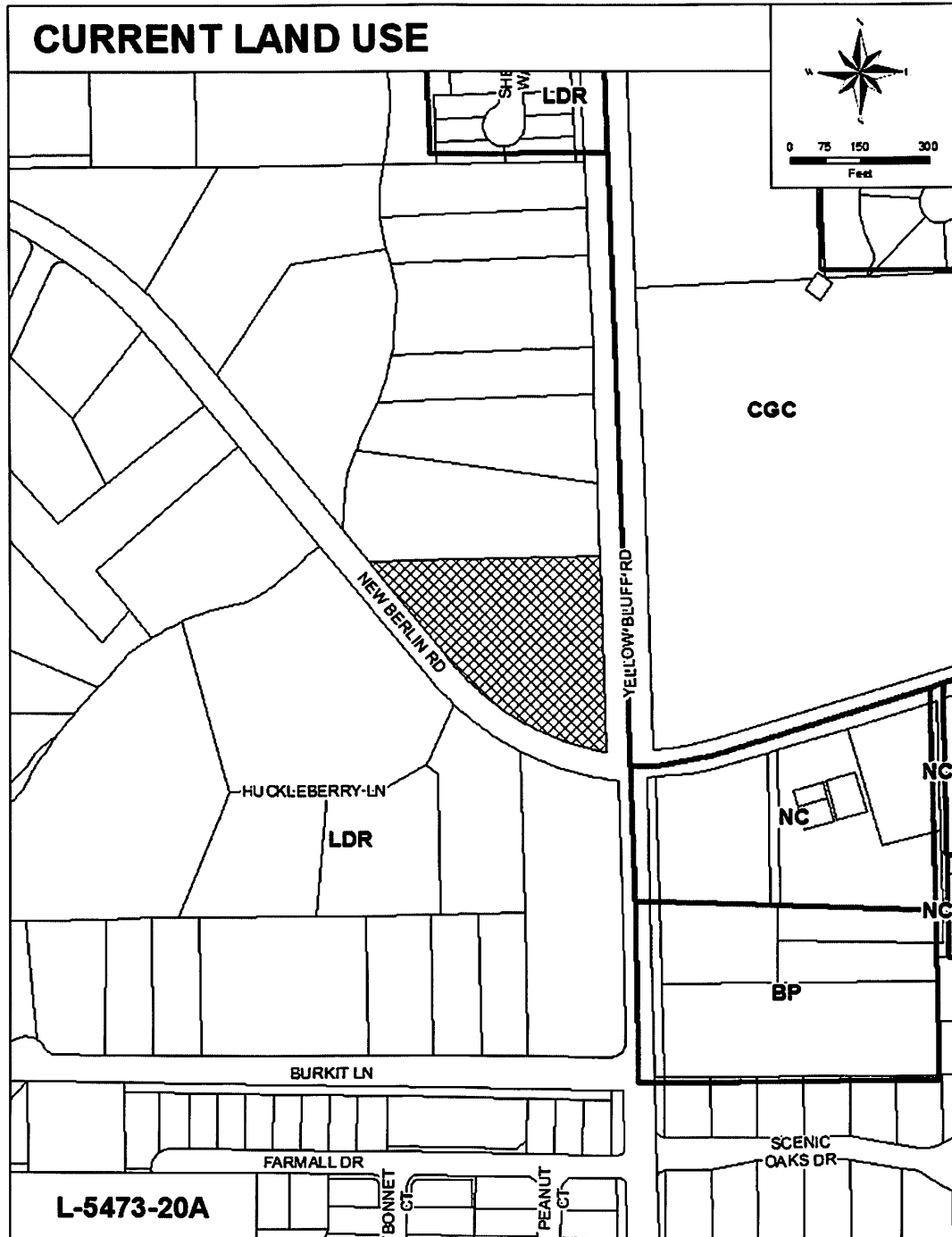
#### **Strategic Regional Policy Plan**

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

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

The proposed land use amendment promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

# LAND USE AMENDMENT SITE AND CURRENT LAND USE MAP



# CURRENT LAND UTILIZATION MAP

