



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

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. 2025-485/Application No. L-6040-25C

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 2025-485 on August 21, 2025.

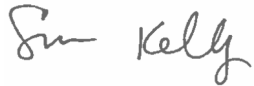
| | |
|-------------------|--------------------|
| PD Recommendation | APPROVE |
| PC Issues: | None |
| PC Vote: | 7-0 APPROVE |

| | |
|-------------------------|--------|
| 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

Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – August 15, 2025

| | |
|-----------------------------------|--|
| Ordinance/Application No.: | 2025-485 / L-6040-25C |
| Property Location: | 9527 Hood Road |
| Real Estate Number(s): | 149085 0010 |
| Property Acreage: | 1.79 acres |
| Planning District: | District 3, Southeast |
| City Council District: | District 5 |
| Applicant: | Jack Shad |
| Current Land Use: | Residential-Professional-Institutional (RPI) |
| Proposed Land Use: | Business Park (BP) |
| Current Zoning: | Commercial Office (CO) |
| Proposed Zoning: | Industrial Business Park (IBP) |
| Development Area: | Suburban Development Area |
| RECOMMENDATION: | Approve |

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

This application will allow an existing business to expand by building an office/warehouse building adjacent to their current office. BP land use is appropriate in this location and already existing to the east. Supports FLU 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.

BACKGROUND

The 1.79-acre subject site is located along the east side of Hood Road, a collector roadway, approximately 175' south of Sunbeam Road, a collector roadway. The site is located within the Southeast Planning District (District 3), Council District 5, and the Suburban Development Area. Pending concurrently with this application is a companion rezoning from Commercial Office (CO) to Industrial Business Park (IBP), pursuant to Ordinance 2025-486.

The land use designation on the property north of the subject site was changed from Neighborhood Commercial (NC) and RPI to Community / General Commercial (CGC) in 2020, per Ordinance 2020-475-E, and is currently developed with a commercial strip of retail stores. The land use designation on the properties west of the site was changed from BP and RPI to Community / General Commercial (CGC) in 2024, per Ordinance 2024-011-E, and is developed with warehouses and open storage.

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

North: Land Use: Community / General Commercial (CGC) and Light Industrial (LI)
 Zoning: Planned Unit Development (PUD) and Industrial Light (IL)
 Property Use: Retail stores, repair shops, and offices

South: Land Use: Residential-Professional-Institutional (RPI) and Low Density Residential (LDR)
 Zoning: Commercial Office (CO) and Rural Residential—Acre (RR-Acre)
 Property Use: Offices, parking lot, and single family dwellings

East: Land Use: Business Park (BP) and LI
 Zoning: Industrial Business Park (IBP) and IL
 Property Use: Offices, retail stores, and warehouses

West: Land Use: CGC and RPI
 Zoning: PUD, Residential Medium Density—D (RMD-D), CO, and RMD-A
 Property Use: Open storage, warehouses, multi-family dwellings, and single family dwellings,

IMPACT ASSESSMENT

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

| Development Analysis—1.79 acres | | |
|--|-----------------------------|---------------------------------|
| Development Boundary | Suburban Area | |
| Roadway Frontage Classification / State Road | Hood Road / Collector Road | |
| Plans and/or Studies | Southeast Vision Plan | |
| Site Utilization | Current: Business Office | Proposed: Office / Warehouse |
| Land Use / Zoning | Current: | Proposed: |

| Development Analysis—1.79 acres | | |
|---|---|---|
| | RPI / CO | BP / IBP |
| Development Standards for Impact Assessment | Current: Scenario 1: 0.5 FAR Scenario 2: 15 DU / Acre | Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 DU / Acre |
| Development Potential | Current: Scenario 1: 38,986.2' sq Scenario 2: 26 DU | Proposed: Scenario 1: 27,290.34' sq Scenario 2: 26 DU |
| Net Increase/Decrease in Maximum Density | Scenario 1: N/A Scenario 2: No increase | |
| Net Increase/Decrease in Potential Floor Area | Scenario 1: Decrease of 11,695.86' sq Scenario 2: N/A | |
| Population Potential | Current: Scenario 1: N/A Scenario 2: 61 people | Proposed: Scenario 1: N/A Scenario 2: 61 people |
| Public Facilities Impacts | | |
| Potential Roadway Impact | Scenario 1: Decrease of 84 daily trips Scenario 2: No change | |
| Potential Public School Impact | 5 students | |
| Water Provider | JEA | |
| Potential Water Impact | Scenario 1: Decrease of 820.76 gpd Scenario 2: No change | |
| Sewer Provider | JEA | |
| Potential Sewer Impact | Scenario 1: Decrease 615.57 gpd Scenario 2: No change | |
| Potential Solid Waste Impact | Scenario 1: Decrease of 18.71 tons per year Scenario 2: No change | |
| Environmental Features | | |
| Aquatic Preserve | No | |
| Brownfields | No | |
| Boat Facility Siting Zone | No | |
| Contours/Elevations | 27' to 28' | |
| Drainage Basin / Sub-basin | Julington Creek / Julington Creek | |
| Ground Water Aquifer Recharge Area | Discharge | |
| Land Cover | 1100: Residential, low density - less than 2 dwelling units / acre 1400: Commercial and services | |
| Recreation and Parks | None nearby | |
| Well Head Protection Zone | No | |
| Coastal High Hazard Area (CHHA) | No | |

| Development Analysis—1.79 acres | |
|---|---|
| Flood Zones | No |
| Soils | 14: Boulogne fine sand, 0 to 2 percent slopes |
| Wetlands | No |
| Wildlife (<i>applicable to sites greater than 50 acres</i>) | N/A |
| Historic Features | |
| Archaeological Sensitivity | Low |
| Cultural Resources | No |
| Historic District | No |
| Land Use and Zoning Features | |
| Industrial Preservation Area | Situational Compatibility |
| Adaptation Action Area | No |
| Transportation Features | |
| Airport Environ Zone | 500' Height and Hazard Zone for Jax Naval Air Station |
| Mass Transit Access | Approximately ½ mile from route 27 |
| 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 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 has provided a JEA Availability Letter, dated May 9, 2025, as part of the companion rezoning application. According to the letter, there is an existing 8-inch water main along Hood Road. Also along Hood Road is an existing 16-inch sewer force main, 8-inch sewer force main, and an 8-inch gravity sewer main. The letter also states that connection to the JEA owned sewer system will require the design and construction of an onsite, JEA owned and maintained pump station, and a JEA dedicated force main (min. 4-inch diameter).

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 new BP designations are preferred in locations which are 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 of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

TRANSPORTATION

The subject site is 1.79 acres and is located at 9527 Hood Road, a collector road. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 1. The applicant proposes to change the existing land use from Residential/Professional/Institutional (RPI) to Business Park (BP).

Comprehensive Plan Consistency:

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

Transportation Element

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips

to be produced or attracted to a particular land use when assessing a traffic impact.

Policy 2.4.2

The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current RPI land use would result in 423 and 175 trips depending on the scenario. If the land use is amended to allow for this proposed BP development, this will result in 339 and 175 daily trips, depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is 84 and zero 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 |
|------------------------------|-------------------|--|------------------------|-------------|
| RPI | 710 | 38,986 SF | $T = 10.84 (X) / 1000$ | 423 |
| | | Total Trips for Existing Land Use 1 | | 423 |
| | | | | |
| Current Land Use Scenario 2 | ITE Land Use Code | Potential Number of Units | Estimation Method | Daily Trips |
| RPI | 220 | 26 DUs | $T = 6.74 (X)$ | 175 |
| | | Total Trips for Existing Land Use 2 | | 175 |
| | | | | |
| Proposed Land Use Scenario 1 | ITE Land Use Code | Potential Number of Units | Estimation Method | Daily Trips |
| BP | 770 | 27,290 SF | $T = 12.44 (X) / 1000$ | 339 |
| | | Total Trips for Proposed Land Use- Scenario 1 | | 339 |
| | | | | |
| Proposed Land Use Scenario 2 | ITE Land Use Code | Potential Number of Units | Estimation Method | Daily Trips |
| BP | 220 | 26 DUs | $T = 6.74 (X)$ | 175 |
| | | Total Trips for Proposed Land Use- Scenario 2 | | 175 |
| | | | | |
| | | Scenario 1 Difference in Daily Trips | | (84) |
| | | Scenario 2 Difference in Daily Trips | | 0 |

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

SCHOOL CAPACITY

The 1.79-acre proposed land use map amendment has the potential to develop 26 dwelling units and generate 5 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-6040-25C Hood Road Requested By: Maddie Read Reviewed By: LeVonne Griggs Due: 6/30/2025 | | | | | | | |
|--|------------------|------------------------|-------------------------|--------------------------------------|------------------------|------------------------------------|--------------------------------------|
| Analysis based on maximum dwelling units: 26 | | | | | | | |
| School Type | CSA ¹ | 2024-25 Enrollment/CSA | Current Utilization (%) | New Student/Development ³ | 5-Year Utilization (%) | Available Seats - CSA ² | Available Seats - Adjacent CSA 3 & 5 |
| Elementary | 4 | 5,556 | 82% | 3 | 90% | 1,047 | 3,109 |
| Middle | 4 | 3,508 | 71% | 1 | 71% | 510 | 1,162 |
| High | 5 | 7,840 | 98% | 1 | 90% | 1,259 | 1,586 |
| | | | | 5 | | | |

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ 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.

Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office. The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

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

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the

evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2

Adopted Level of Service (LOS) Standards

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

Policy 3.1.1

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

Supplemental School Information

The following additional information regarding the capacity of the assigned neighborhood schools 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.

| Application Review Request: COJ PDD: Baseline Checklist Review | | | | | | |
|---|-----|---|---|--|------------|----------------------|
| Proposed Name: L-6040-25C Hood Road | | | | | | |
| Requested By: Maddie Read | | | | | | |
| Reviewed By: Levonne Griggs | | | | | | |
| Due: 6/18/2025 | | | | | | |
| Analysis based on maximum dwelling units: 26 | | | | | | |
| SCHOOL ¹ | CSA | STUDENTS GENERATED (Rounded) ¹ | SCHOOL CAPACITY ² (Permanent/Portables) | CURRENT ENROLLMENT 20 Day Count (2024/25) | % OCCUPIED | 4 YEAR PROJECTION |
| Mandarin Oaks ES #258 | 4 | 3 | 1072 | 1059 | 99% | 102% |
| Mandarin MS #259 | 4 | 1 | 1634 | 1117 | 68% | 71% |
| Atlantic Coast HS #268 | 5 | 1 | 2633 | 2895 | 110% | 111% |
| | | 5 | | | | |
| NOTES: | | | | | | |
| ¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA) | | | | | | |
| ² Does not include ESE & room exclusions | | | | | | |
| ³ Student Distribution Rate | | | | | | |
| ES-.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 HEIGHT RESTRICTION ZONE

The site is located within the 500' Height and Hazard Zone for Jax Naval Air Station. Zoning will limit development to a maximum height of 500 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.

INDUSTRIAL SITUATIONAL COMPATIBILITY OVERLAY

The subject property is in an area identified on the Industrial Preservation Map as an Industrial Situational Compatibility Zone. Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map as areas that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements. Industrial uses are crucial to the long-term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other applicable objectives and policies.

Future Land Use Element

- Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.
- Policy 3.2.22 The area shown on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.
- Policy 3.2.24 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion

of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning Department on July 7, 2025, the required notices of public hearing signs were posted. Twenty-seven (27) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on July 28, 2025. No members of the public attended to ask questions or provide comments on the subject application.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Suburban Area (SA)

The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as defined in this Plan.

- | | |
|---------------|--|
| Goal 1 | To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation. |
| Objective 1.1 | Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination. |
| Policy 1.1.21 | 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.

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

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

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

Policy 3.2.22 The area shown on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Property Rights Element (PRE)

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

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

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

Policy 1.1.2

The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Residential Professional Institutional (RPI) is a category primarily intended to accommodate medium to high density residential, office, and institutional uses. RPI in the Suburban Area is intended to provide low to medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. The maximum gross density within the Suburban Area is 20 units / acre.

Business Park (BP) is a category primarily intended to accommodate business offices and low intensity light industrial uses. Uses, with the exception of ancillary and accessory outside storage uses, shall be conducted within an enclosed building. Business offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Residential uses are also permitted in appropriate locations as identified under the Development Area Uses and densities. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

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

The subject site is a part of a node developed with business offices, building trade contractors, and warehouse space. The nodal development is located along the Sunbeam Road corridor which includes a mix of commercial, business, and light industrial uses. The site is also located within the boundaries of the Industrial Situational Compatibility

Zone, which presumes the area is appropriate for light industrial uses. The proposed amendment to BP would be complimentary to the existing BP and Light Industrial (LI) land use north and west of the site, while maintaining a compact and compatible land use pattern along the Sunbeam Road corridor, consistent with FLUE Goals 1 and 3, Objectives 1.1 and 3.2, and Policies 1.1.21, 1.1.22, 3.2.1 and 3.2.22.

The subject site is currently developed with a building contractor's business office. The land use amendment from RPI to BP is sought to allow for a warehouse building adjacent to the existing office. Outside storage is permitted as an accessory to a permitted use provided it is visually screened to supplemental performance standards and criteria of the Land Development Regulations. The proposed use of the site is consistent with the permitted uses described in the Business Park category of the 2045 Comprehensive Plan.

Consistent with FLUE Policy 1.2.8, the applicant has provided a JEA Availability Letter, dated May 9, 2025, as part of the companion rezoning application. According to the letter, there is an existing 8-inch water main along Hood Road. Also along Hood Road is an existing 16-inch sewer force main, 8-inch sewer force main, and an 8-inch gravity sewer main. The letter also states that connection to the JEA owned sewer system will require the design and construction of an onsite, JEA owned and maintained pump station, and a JEA dedicated force main (min. 4-inch diameter).

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 subject site is located within the boundaries of the Southeast Jacksonville Vision Plan (March 2010). The proposed land use amendment from RPI to BP meets Guiding Principle Four of the Plan, which is to provide for economic growth and Guiding Principle Two, to offer support to existing and new uses. Therefore, the proposed land use change is consistent with the Southeast Jacksonville Vision Plan.

Strategic Regional Policy Plan

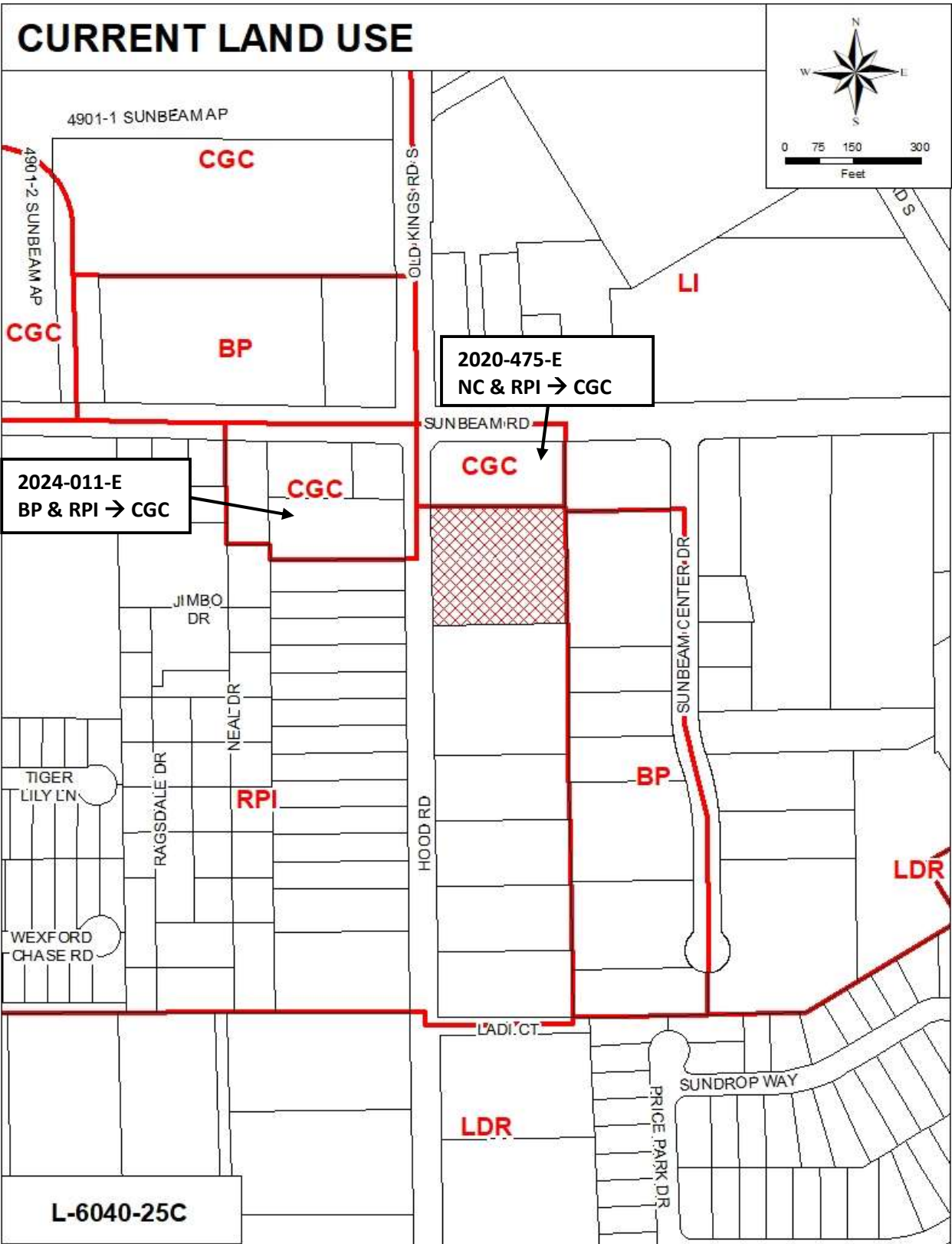
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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 amendment would allow for the appropriate expansion of a business, and therefore, allow for an additional infill development opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE MAP



LAND UTILIZATION MAP

