



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. 2025-491/Application No. L-6054-25C

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 2025-491 on August 21, 2025.

PD Recommendation: APPROVE

PC Discussion: Several residents spoke in opposition to the item having heard that a developer was buying all the properties on the block to construct a large development. The Chair reminded the audience that the Planning Commission's scope and recommendation rest solely with the subject parcel, rather than the entire block.

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

Sincerely,

A handwritten signature in cursive script that reads "Susan Kelly".

Susan Kelly, AICP
Acting Chief of Community Planning
City of Jacksonville - Planning Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
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Report of the Jacksonville Planning Department

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

Ordinance/Application No.: 2025-491 / L-6054-25C

Property Location: 2939 Manitou Avenue

Real Estate Number(s): 101602 0000

Property Acreage: 0.37 of an acre

Planning District: District 4, Southwest

City Council District: District 7

Applicant: Ann McCarthy

Current Land Use: Residential-Professional-Institutional (RPI)

Proposed Land Use: Community / General Commercial (CGC)

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Commercial Neighborhood (CN)

Development Area: Urban Development Area

RECOMMENDATION: **Approve**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Updating our property to CGC would make our property consistent with all the other properties adjacent to the north, east, and west.

BACKGROUND

The 0.37 of an acre subject site is located along the north side of Manitou Avenue, a local roadway, between Baltic Circle, a local roadway, and Ortega Boulevard, a collector roadway. The site is located within the Southwest Planning District (District 4), Council District 7, and the Urban Development Area. Pending concurrently with this application is companion rezoning from Planned Unit Development (PUD 2024-537-E) to Commercial Neighborhood (CN), pursuant to Ordinance 2025-492.

The subject site is currently vacant. In 2020, the land use of the subject site was changed from CGC to RPI, per ordinance 2020-088-E, and the zoning on the site was changed from CN to PUD, per ordinance 2020-089. The site underwent another rezoning from PUD to PUD in 2024 to permit a quadruplex on the site, per ordinance 2024-537-E. The

applicant now seeks to revert the site to its original zoning of CN and amend the land use to its original CGC designation.

The site is located north of Roosevelt Boulevard and within the bounds of the Old Ortega Nationally Registered Historic District, a primarily residential neighborhood served by retail stores, parks, and offices. CGC land use designation surrounds the subject site to the north, east, and west. Also north of the site is RPI land use, and further north is Low Density Residential (LDR). East of the site are single family dwellings abutting the St. Johns River. West of the site is Cortez Park and single family dwellings. South of the site are single family dwellings, townhomes, and condominiums.

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

North: Land Use: Community / General Commercial (CGC), Residential-Professional-Institutional (RPI), and Low Density Residential (LDR)
Zoning: Commercial Neighborhood (CN), Planned Unit Development (PUD), Commercial Residential Office (CRO), Residential Low Density-90 (RLD-90), Public Building Facilities-1 (PBF-1)
Property Use: Single family dwellings, retail stores, offices, church, park, and schools

South: Land Use: LDR and Medium Density Residential (MDR)
Zoning: RLD-90 and Residential Medium Density-D (RMD-D)
Property Use: Single and multi-family dwellings

East: Land Use: CGC and LDR
Zoning: CN and RLD-90
Property Use: Offices and single family dwellings

West: Land Use: CGC and LDR
Zoning: CN, PBF-1, and RLD-90
Property Use: Dance studio, park, retail stores, 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—0.37 of an acre	
Development Boundary	Urban Area
Roadway Frontage Classification / State Road	Manitou Avenue / Local Road
Plans and/or Studies	Southwest Vision Plan

Development Analysis—0.37 of an acre		
Site Utilization	Current: Vacant	Proposed: CGC uses
Land Use / Zoning	Current: RPI / PUD	Proposed: CGC / CN
Development Standards for Impact Assessment	Current: Scenario 1: 0.5 FAR Scenario 2: 23 DU / Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 30 DU / Acre
Development Potential	Current: Scenario 1: 8,058.6 sqft Scenario 2: 8 DU	Proposed: Scenario 1: 5,641.02 sqft Scenario 2: 11 DU
Net Increase/Decrease in Maximum Density	Scenario1: N/A Scenario 2: 3 DU	
Net Increase/Decrease in Potential Floor Area	Scenario 1: Decrease of 2,417.58 square feet Scenario 2: N/A	
Population Potential	Current: Scenario 1: N/A Scenario 2: 18 people	Proposed: Scenario 1: N/A Scenario 2: 25 people
Public Facilities Impacts		
Potential Roadway Impact	Scenario 1: Increase of 191 daily trips Scenario 2: Decrease of 4 daily trips	
Potential Public School Impact	De Minimis	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 283.46 gpd Scenario 2: Increase of 705 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 212.6 gpd Scenario 2: Increase of 528.75 gpd	
Potential Solid Waste Impact	Scenario 1: Decrease of 3.87 tpy Scenario 2: Increase of 7.8 tpy	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	8-12 feet	
Drainage Basin / Sub-basin	Upstream of Trout River / St. John’s River	
Ground Water Aquifer Recharge Area	Discharge	
Land Cover	1400: Commercial and services	
Recreation and Parks	Cortez, Stockton, Seminole, Desoto, and Columbus Park	
Well Head Protection Zone	No	

Development Analysis—0.37 of an acre	
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	75: Urban Land Hurricane-Albany Complex, 0 to 5 percent slopes
Wetlands	No
Wildlife (<i>applicable to sites greater than 50 acres</i>)	N/A
Historic Features	
Archaeological Sensitivity	Low
Cultural Resources	N/A
Historic District	Old Ortega Nationally Registered Historic District
Land Use and Zoning Features	
Industrial Preservation Area	No
Adaptation Action Area	No
Transportation Features	
Airport Environ Zone	150' Height and Hazard Zone and Military Notice Zone for Jax Naval Air Station
Mass Transit Access	Approximately ½ mile from routes 53 and 80
Evacuation Zone	Zone C

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 29, 2024, as part of the companion rezoning application. According to the letter, the property contains connections to water and gravity sewer that may be used if in good condition and there are no conflicts with the proposed construction. Additionally, there is an existing 4-inch water main and 8-inch gravity sewer main, both along Manitou Avenue.

The letter states a private fire protection analysis is required for the proposed water point of connection, and that no driveways or pavement is allowed over the water service or meter. The letter also states that the proposed sewer connection is contingent upon inspection and acceptance of the mains by JEA. Furthermore, if gravity flow cannot be achieved, connection to the JEA owned sewer system will require the design and construction of an onsite, privately 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 CGC 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 0.37 of an acre and is located at 2939 Manitou Avenue, a local roadway, just west of Ortega Boulevard, a collector roadway. The proposed land use amendment is located within the Urban Area and Mobility Zone 7. The applicant proposes to change the existing land use from Residential-Professional-Institutional (RPI) 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

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 116 or 54 trips depending on the scenario. If the land use is amended to allow for this proposed CGC development, this will result in 307 or 50 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is 191 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	712	8,058.6 SF	$T = 14.39 (X) / 1000$	116
		Total Trips for Existing Land Use- Scenario 1		116
Current Land Use Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
RPI	220	8 DUs	$T = 6.74 (X)$	54
		Total Trips for Existing Land Use- Scenario 2		54
Proposed Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
CGC	822	5,641.02 SF	$T = 54.45 (X) / 1000$	307
		Total Trips for Proposed Land Use- Scenario 1		307
Proposed Land Use Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
CGC	221	11 DUs	$T = 4.54 (X)$	50
		Total Trips for Proposed Land Use- Scenario 2		50

		Scenario 1 Difference in Daily Trips	191
		Scenario 2 Difference in Daily Trips	(4)

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

SCHOOL CAPACITY

While the proposed amendment includes a residential component, the site would generate 20 residential units or less. Therefore, the proposed development will have a de minimis impact on school capacity.

AIRPORT ENVIRONMENT HEIGHT RESTRICTION ZONE

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

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.

IN A NOTICE ZONE

The site is also located in a Military Influence Zone for Jacksonville Naval Air Station. Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on the Military and Civilian Influence Zones. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse. Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

Future Land Use Element

Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

ARCHAEOLOGICAL SENSITIVITY

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

Historic Preservation Element

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

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

EVACUATION ZONE

The subject site is within Evacuation Zone C. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased

density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

HISTORIC DISTRICT

The project site is listed in the National Historic Register as being within the boundaries the Old Ortega Historic District and has a corresponding Florida Master Site File. As such, the application was forwarded to the Historic Preservation Section of the City's Planning Department. Because the historic structure on the subject site was demolished in 2023, the Historic Preservation Section has no objections to the proposed land use amendment.

PROCEDURAL COMPLIANCE

Upon submittal of the sign posting affidavit and accompanying photos, the required notice of public hearing signs were posted on July 8, 2025. Sixty-three (63) 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. Three members of the public attended to speak and ask questions about the application. All three voiced concerns over the maintenance of the drainage easement on the property to prevent issues such as flooding. There were questions about the proposed uses, the potential for residential development, and density. They voiced concerns over the height limitations, density, and intensity of allowable commercial uses. Overall, they commented that one property owner appeared to be acquiring parcels and expressed concern about the scale of the possible development. The applicant's contact information was provided to the members of the public.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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

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,
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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	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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	<p>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.</p>
Objective 3.2	<p>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.</p>
Policy 3.2.6	<p>The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.</p>

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 Urban Area is intended to provide compact 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 Urban Area is 30 units / acre, except as provided elsewhere in the Comprehensive Plan.

Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 40 units per acre in the Urban 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.

CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential use is encouraged to provide support for commercial and other uses. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as a collector or higher on the Functional Highway Classification Map

The subject site lies in the heart of Ortega, a neighborhood that includes a mix of uses, including single family dwellings, condominiums and apartments, parks, offices, and retail sale and service establishments that primarily serve the surrounding residences. The block the subject site is a part of includes single family dwellings, offices, retail stores, and a dance studio. The proposed amendment is a logical extension of the abutting CGC land use designation as it will result in a uniform land use of an entire block in the Old Ortega Historic Neighborhood. The proposed amendment to CGC results in a compact and compatible development pattern as CGC surrounds the subject site to the north, east, and west. Therefore, the amendment is consistent with FLUE Goal 1, Goal 3, Objective 1.1, and Policy 3.2.6

The proposed amendment to CGC would allow for the development of undeveloped and underutilized property for additional commercial and retail space within the Southwest Planning District. Additionally, the proposed land use designation would preserve the character of existing neighborhoods as well as enhance the viability of non-residential areas. This amendment would follow the current trend in the area of providing the neighborhood with a mix of uses, including retail stores, offices, and multi-family dwellings. Therefore, the amendment is consistent with FLUE Goal 3, Objective 3.2, and Policies 1.1.21 and 1.1.22

Consistent with FLUE Policy 1.2.8, the applicant has provided a JEA Availability Letter, dated May 29, 2024, as part of the companion rezoning application. According to the letter, the property contains connections to water and gravity sewer that may be used if in good condition and there are no conflicts with the proposed construction. Additionally, there is an existing 4-inch water main and 8-inch gravity sewer main, both along Manitou Avenue.

The letter states a private fire protection analysis is required for the proposed water point of connection, and that no driveways or pavement is allowed over the water service or meter. The letter also states that the proposed sewer connection is contingent upon inspection and acceptance of the mains by JEA. Furthermore, if gravity flow cannot be achieved, connection to the JEA owned sewer system will require the design and construction of an onsite, privately 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 CGC designations are preferred in locations which are supplied with full urban services.

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 Southwest Jacksonville Vision Plan (2003) and is identified as being part of the Ortega River Character Area within the Traditional Building Area. The Plan encourages infill and redevelopment in Traditional Building Areas to prevent urban sprawl and revitalize old neighborhoods, making this site a desired location for development.

Guiding Theme 1—strengthening existing neighborhoods—highlights the value of mixing land uses within an area to provide retail and entertainment options, use less land, and offer more housing choices. The CGC category allows for a mix of commercial, retail, and multi-family residential uses that support and strengthen neighborhoods. The proposed land use amendment will enhance the character of the area and is therefore consistent with the Southwest Vision Plan.

Strategic Regional Policy Plan

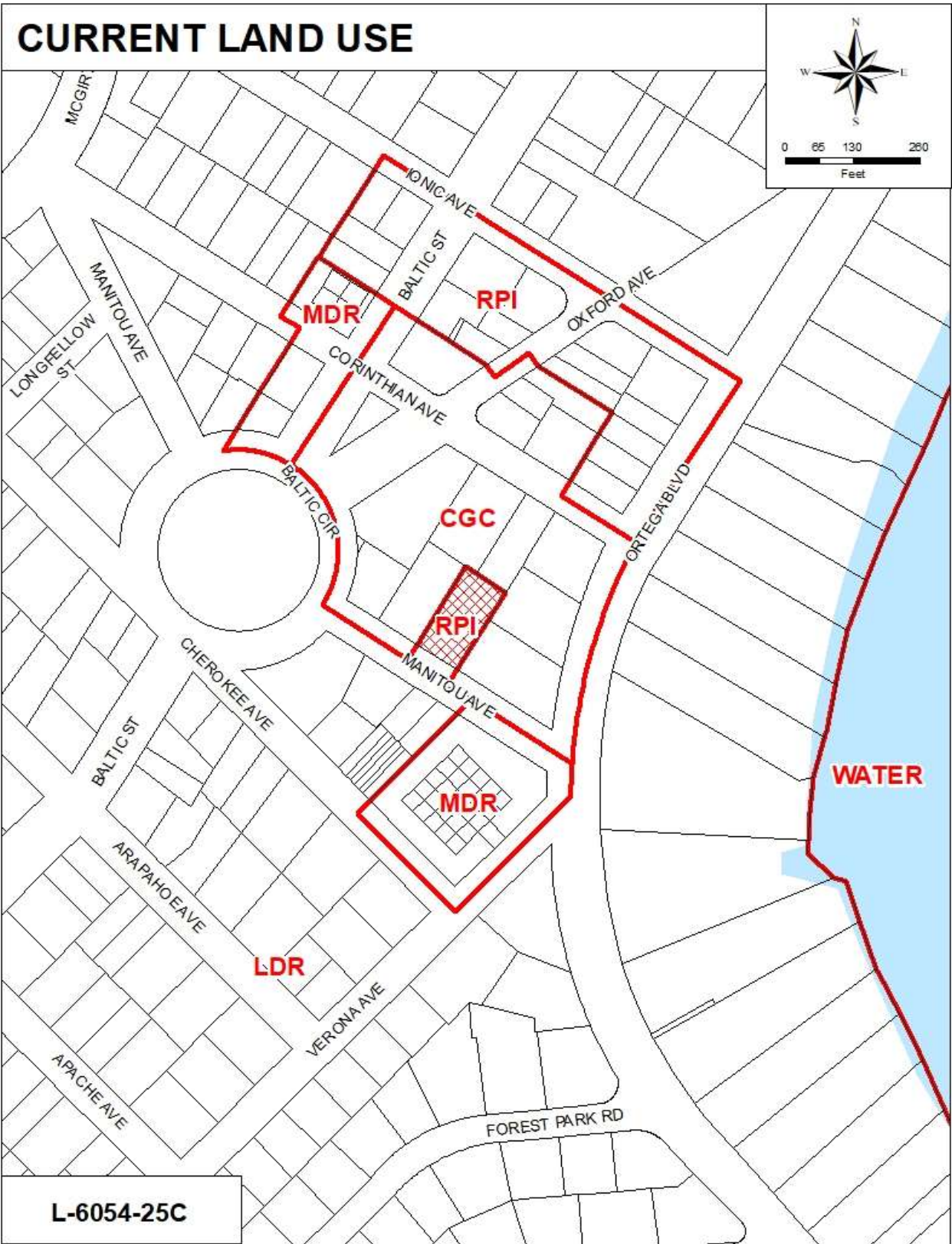
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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 infill development of a property, within the Urban Area, consistent with Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE MAP



LAND UTILIZATION MAP

