



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

November 6, 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. 2025-0751/Application No. L-6031-25C

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 2025-0751 on November 6, 2025.

PD Recommendation APPROVE

PC Discussion: None

PC Vote: 6-0 APPROVE

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

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

Sincerely,

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

Susan Kelly, AICP
Chief of Community Planning
City of Jacksonville Planning Department
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 – October 31, 2025

Ordinance/Application No.: 2025-751 / L-6031-25C

Property Location: 4065 Magill Road, in the southeast quadrant of the intersection of Pritchard Road and Magill Road

Real Estate Number(s): 003331-0000

Property Acreage: 3.99 acres

Planning District: District 5, Northwest

City Council District: District 12

Applicant: Lara Hipps, Hipps Group Inc.

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Neighborhood Commercial (NC)

Current Zoning: Residential Rural-Acre (RR-Acre)

Proposed Zoning: Commercial Neighborhood (CN)

Development Boundary: Suburban Development Area

RECOMMENDATION: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

This amendment will allow for some much-needed retail/commercial in a quickly growing area.

BACKGROUND

The 3.99-acre subject site consists of one parcel located at 4065 Magill Road, in the southeast quadrant of the intersection of Magill Road, an unclassified road, and Pritchard Road, which is classified as a minor arterial roadway. The majority of the site's frontage is along Pritchard Road. The applicant is proposing a Future Land Use Map (FLUM) amendment from LDR to NC to allow for neighborhood-scale commercial development. The site currently contains a single-family residence.

The applicant is also proposing a companion rezoning from RR-Acre to CN. The companion rezoning application is pending concurrently with this application, pursuant to Ordinance 2025-752.

The site abuts properties in the LDR land use category, with Agriculture (AGR) and LDR located north, across Pritchard Road. The surrounding area includes commercial uses to the east and developments designated as Medium Density Residential (MDR) to the west.

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

North: Land Use: AGR, Community / General Commercial (CGC), and LDR
Zoning: AGR, Planned Unit Development (PUD), and RR-Acre
Property Use: Single-family residential, undeveloped, Westside Industrial development, and a dollar store

South: Land Use: LDR and MDR
Zoning: RR-Acre, Residential Low Density-60 (RLD-60) and PUD
Property Use: Single-family residential, undeveloped, and vacant

East: Land Use: LDR and CGC
Zoning: RR-Acre and PUD
Property Use: Single-family residential, undeveloped, vacant, and Westside Industrial development

West: Land Use: LDR, AGR, and MDR
Zoning: AGR, PUD, RLD-60, RLD-90, Residential Medium Density-A (RMD-A), and RR-Acre
Property Use: Single and multi-family residential and undeveloped

IMPACT ASSESSMENT

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

Impact Assessment Baseline Review

Development Analysis (3.99 Acres)		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Pritchard Road (minor arterial) and Magill Road (unclassified)	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Vacant, single-family	Proposed: Retail/commercial
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: NC / CN
Development Standards for Impact Assessment	Current: 5 DU/Acre	Proposed: Scenario 1: 0.45 FAR Scenario 2: 20 DU/Acre
Development Potential	Current: 19 dwelling units	Proposed: Scenario 1: 78,211.98 sq ft Scenario 2: 79 dwelling units
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 19 dwelling units Scenario 2: Increase of 60 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 78,211.98 sq ft Scenario 2: N/A	
Population Potential	Current: 50 people	Proposed: Scenario 1: N/A Scenario 2: 185 people
Public Facilities Impacts		
Potential Roadway Impact	Scenario 1: Increase of 4,941 net, new daily trips Scenario 2: Increase of 318 net, new daily trips	
Potential Public School Impact	17 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 1,143.4 gpd Scenario 2: Increase of 13,511 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 857.55 gpd Scenario 2: Increase of 10,133.3 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 75.739 tons per year Scenario 2: Increase of 156 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	32 – 47 feet	
Drainage Basin/Sub-basin	Trout River / Unnamed Branch (stream)	
Groundwater Aquifer Recharge Area	Approx. 2 acres in 0-4” recharge area	
Land Cover	1180: Residential, rural - one unit on 2 or more acres	
Recreation and Parks	Cisco Gardens Park	
Wellhead Protection Zone	No	

Development Analysis (3.99 Acres)	
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	36 (Mandarin fine sand, 0-2% slopes); 66 (Surrency loamy fine sand, depressional, 0-2% slopes); and 56 (Pottsburg fine sand, 0-2% slopes)
Wetlands	No
Wildlife (<i>applicable to sites greater than 50 acres</i>)	N/A
Historic Features	
Archaeological Sensitivity	Low and High
Cultural Resources	No
Historic District	No
Land Use & Zoning Features	
Industrial Preservation Area	No
Adaptation Action Area	No
Transportation Features	
Airport Environment Zone	300' OLF Whitehouse Height and Hazard Zone
Mass Transit Access	No
Evacuation Zone	Zone F

Utility Capacity

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

The applicant provided a letter of availability, dated March 17, 2025. The letter indicates that JEA services the site with an existing 16-inch water main within both the 103rd Street and Brannon Avenue rights-of-way, as well as an existing 16-inch water main within the Firetower Road right-of-way. An existing manhole is located within the Kinkaid Road right-of-way, approximately 690 linear feet northwest of the property.

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 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.

Transportation

The subject site comprises approximately 3.99 acres and is located at 4065 Magill Road, on the corner of Magill Road, a local roadway, and Pritchard Road, a Minor Arterial roadway. The property lies within the Suburban Area and Mobility Zone 5. The applicant is requesting a land use amendment to change the designation from Low Density Residential (LDR) to Neighborhood Commercial (NC) to allow for a broader range of commercial uses.

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, specifically TE Objective 2.4 and Policies 1.2.1 and 2.4.2.

Transportation Element

- | | |
|---------------|--|
| Policy 1.2.1 | The City shall use the Institute of Transportation Engineers <i>Trip Generation Manual</i> , latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact. |
| Objective 2.4 | The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. |
| Policy 2.4.2 | The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation |

model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the existing LDR designation and the proposed NC designation, illustrating the potential transportation impacts on the roadway network.

Tabel A - Trip Generation Estimation Scenarios

Land Use Scenario	ITE Land Use Code	Potential Units / SF	Estimation Method	Daily Trips
Current Land Use (LDR)	210	19 DUs	T = 9.09(X)	173
<i>Total Trips – Existing Land Use</i>				173
Proposed Land Use (NC – Scenario 1)	821	78,212 SF	T = 65.38(X) / 1000	5,114
<i>Total Trips – Proposed Land Use (Scenario 1)</i>				5,114
Proposed Land Use (NC – Scenario 2)	220	79 DUs	T = 6.21(X)	491
<i>Total Trips – Proposed Land Use (Scenario 2)</i>				491
Scenario 1 Difference in Daily Trips				4,941
Scenario 2 Difference in Daily Trips				318

Source: Trip Generation Manual, 12th Edition, Institute of Transportation Engineers (ITE)

Summary of Scenarios

Under the current LDR designation, the site would generate approximately 173 daily trips. If amended to NC, two potential development scenarios were evaluated:

- Scenario 1 (ITE 821 – Shopping Plaza, 40-150K): Estimated 78,212 square feet of commercial use could generate approximately 5,114 daily trips, representing a net increase of 4,941 daily trips.
- Scenario 2 (ITE 220 – Multifamily Housing, Low-Rise): Estimated 79 dwelling units could generate approximately 491 daily trips, representing an increase of 318 daily trips.

These scenarios illustrate the potential range of transportation impacts depending on the ultimate development under the NC designation.

Transportation Analysis

Based on the ITE Trip Generation Manual, the proposed amendment could generate between 318 and 4,941 net new daily trips compared to the existing land use designation.

Transportation Planning Division Recommendation

The Transportation Planning Division recommends ongoing coordination with the City of Jacksonville Traffic Engineer to determine whether a traffic operational analysis will be required to evaluate potential site-specific impacts.

School Capacity

The 3.99-acre proposed land use map amendment has a development potential of 79 dwelling units and 17 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

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

Application Review Request: COJ PDD: School Impact Analysis							
Proposed Name: L-6031-25C Magill Rd							
Requested By: Susan Kelly							
Reviewed By: Levenne Griggs							
Due: 9/29/2025							
Analysis based on maximum dwelling units: 79							
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 1,2,7 & 8
Elementary	1	10,526	64%	9	67%	2,363	2,059
Middle	1	1,852	64%	3	66%	1,247	1,139
High	2	7,770	99%	5	98%	334	2,075
				17			

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.

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

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

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 380.06, F.S

Objective 3.2 Adopted Level of Service (LOS) Standards

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

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

Supplemental School Information:

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

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-6031-25C Magill Road Requested By: Susan Kelly Reviewed By: LeVonne Griggs Due: 9/29/2025 Analysis based on maximum dwelling units: <u>79</u>						
SCHOOL	CSA ¹	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2025/26)	% OCCUPIED	4 YEAR PROJECTION
Thomas Jefferson ES#48	1	9	537	436	81%	93%
Baldwin Middle-High #38	1	3	1204	1378	114%	125%
Edward White HS#248	2	5	2101	1781	85%	81%
		17				

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.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low 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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

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

Aquifer Recharge

A portion of the site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protection. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridan Aquifer Recharge GIS grid coverage.

Airport Environment Zone

Height and Hazard Zone

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

Future Land Use Element

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

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

Evacuation Zone

The subject site is within Evacuation Zone F. 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. Per their response (below), it was determined that the impact of the subject small-scale land use amendment on countywide evacuation timing would be negligible.

EPD Response: The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6031-25C to have minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zones C,

D, E, and F, nearest evacuation route along Pritchard Road to I-295 (2.45 road miles), and the estimated 318 to 4,941 new daily trips generated by the proposed land use change of 3.99 acres from LDR to NC use. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

The applicant provided proof that the required signs for the notice of public hearing were posted at the site on October 14, 2025. Eighteen (18) 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 20, 2025. The applicant attended and answered general questions from one member of the public.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

A. Foster vibrant, viable communities and economic development opportunities;

B. Address outdated development patterns; and/or

C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

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

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

Property Rights Element (PRE)

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

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

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

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

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 7 units/acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density; except as provided herein. The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be 4 units/acre and the minimum lot size shall be $\frac{1}{4}$ of an acre if either one of centralized potable water or wastewater services are not available.

Neighborhood Commercial (NC) is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods to reduce the number of Vehicle Miles Traveled. All uses should 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. Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way are considered preferred locations.

The site is served with centralized water and sewer by JEA, as mentioned above and documented by the JEA letter of service availability, dated March 17, 2025, submitted with the rezoning application. The site is located at the corner of two transportation rights-of-way – Magill Road and Pritchard Road. The majority of the site's frontage is located on Pritchard Road, a minor arterial roadway, which serves as a major east-west thoroughfare in this part of the city, and the site is located approximately two miles west of the I-295 interchange with Pritchard Road. Given these conditions, the proposed land use amendment from LDR to NC is consistent with the preferred locational criteria for NC designations and FLUE Policies 1.1.22, 1.2.8, and 3.2.6.

Within a one-mile radius of the subject site, a diverse mix of land use categories can be found. Most of the land to the south of the subject site is designated as LDR for single-family residential uses. MDR uses and a large Multi-Use (MU) designation can be found to the west along Pritchard Road. The MU is the Westlake Industrial Development of

Regional Impact (DRI). North of the subject site is a mix of AGR and LDR land uses, and Community / General Commercial (CGC) and Light Industrial (LI) uses can be found moving east along Pritchard Road towards I-295. In addition to the proposed NC designation being consistent with the locational criteria for the NC category, the proposed NC designation is compatible with the diverse mix of uses within a one-mile radius of the subject site. As such, the proposed land use amendment is consistent with FLUE Goals 1 and 3.

The proposed small-scale amendment would increase the amount of commercially designated land available to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Thus, the proposed amendment is consistent with FLUE Policy 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Vision Plan

The application site lies within the Northwest Jacksonville Vision Plan (2003). The subject site is identified as being within the Suburban Area of the study area. The Plan does not identify specific recommendations within the vicinity of the subject site. However, the proposed land use amendment is aligned with Theme 1 of the Plan: Strengthen existing neighborhoods and create new neighborhoods, in that it would "promote convenient, compatible neighborhood-scale retail, and entertainment uses near neighborhoods," which is a recommended policy within the Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Transportation Subject Area:

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

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

- Maintenance of a diversity of land use in the Region.
- Infill and redevelopment.

The proposed land use amendment would increase opportunities for commercial development, helping to maintain a diversity of land use in the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

CURRENT LAND USE

Agricultural uses / large rural estates

AGR

Undeveloped

CGC

Agricultural uses / large rural estates

Agricultural uses / large rural estates

MAGILL RD

PRITCHARD RD

PRITCHARD RD

vacant

GIFFORD DR

MDR

Multi-family residential

Single-family residential

Single-family residential / agricultural uses

LDR

Single-family residential

POLARIS PL

Single-family residential

L-6031-25C