



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32203  
(904) 630-CITY

[www.Jacksonville.gov](http://www.Jacksonville.gov)

May 9, 2024

The Honorable Ronald B. Salem, Pharm. D., President  
The Honorable Kevin Carrico, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, FL 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2024-277/Application No. L-5916-24C**

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico 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 2024-277 on May 9, 2024.

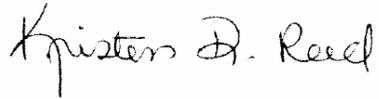
P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>6-0 APPROVE</b>

Charles Garrison, Chair	Aye
Lamonte Carter	Absent
Amy Yimin Fu	Aye
Julius Harden	Absent
Moné Holder	Aye
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Absent
Tina Meskel	Aye

Planning Commission Report  
May 9, 2024  
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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 black ink that reads "Kristen D. Reed". The signature is written in a cursive, flowing style.

**Kristen D. Reed, AICP**

***Chief of Community Planning Division***

City of Jacksonville - Planning and Development Department

214 North Hogan Street, Suite 300

Jacksonville, FL 32202

(904) 255-7837

[KReed@coj.net](mailto:KReed@coj.net)

**Report of the Jacksonville Planning and Development Department**  
**Small-Scale Future Land Use Map Amendment – May 3, 2024**

<b>Ordinance/Application No.</b>	<b>2024-277 / L-5916-24C</b>
<b>Property Location:</b>	618 Stockton Street, between I-10 and Rosselle Street
<b>Real Estate Number(s):</b>	065155 0000 (portion of)
<b>Property Acreage:</b>	0.87 of an acre
<b>Planning District:</b>	District 5, Northwest
<b>City Council District:</b>	District 7
<b>Applicant:</b>	Michael Lesniak
<b>Current Land Use:</b>	Medium Density Residential (MDR)
<b>Proposed Land Use:</b>	Community/General Commercial (CGC)
<b>Development Boundary:</b>	Urban Development Area
<b>Current Zoning:</b>	Residential Medium Density – B (RMD-B)
<b>Proposed Zoning:</b>	Commercial Community/General – 1 (CCG-1)
<b>RECOMMENDATION:</b>	<b>APPROVE</b>

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

The applicant seeks this land use amendment to build a health and wellness clinic for JFRD employees.

**BACKGROUND**

The 0.87 of an acre subject site is a portion of a parcel located at 618 Stockton Street, a collector roadway, between Interstate-10 (I-10) and Rosselle Street. According to the City’s Functional Highway Classification Map, I-10 is classified as a FDOT Interstate and Rosselle Street is classified as a local roadway. The applicant seeks to amend the Future Land Use Map of the Future Land Use Element (FLUE) from MDR to CGC to permit the development of a health and wellness clinic for JFRD employees. In addition, a companion rezoning is pending concurrently with this land use application via Ordinance

2024-278 to change the zoning designation from RMD-B to CCG-1. The subject site abuts single-family homes to the west and a firefighter association use to the east.

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

<u>North:</u>	Land Use:	Light Industrial (LI) and Community/General Commercial (CGC)
	Zoning:	Industrial Light (IL) and Commercial Community/General-2 (CCG-2)
	Property Use:	Light Manufacturing, Warehouse, Orphanage, Medical office, Church, Restaurant, Service shop, Vacant land, I-10 and DOT Office.
<u>South:</u>	Land Use:	Low Density Residential (LDR), Residential Professional Institutional (RPI), CGC and Medium Density Residential (MDR)
	Zoning:	Commercial Office (CO), Residential, Medium Density-B (RMD-B), Commercial Community/General – 1 (CCG – 1), Residential Low Density-60 (RLD-60), and Planned Unit Development (PUD)
	Property Use:	Elementary school, Convenience store, Single-family residential, Multi-family residential, Gas station, Retail store and Vacant land.
<u>East:</u>	Land Use:	CGC, Business Park (BP), RPI and MDR
	Zoning:	CCG-1, Commercial Residential and Office (CRO), PUD and RMD-B
	Property Use:	Firefighter association hall, Office, Warehouse, Multi-family, Nursing home, Single-family and Retail store.
<u>West:</u>	Land Use:	MDR, BP and LI
	Zoning:	RMD-B, IL and Industrial Business Park (IBP)
	Property Use:	Single-family residential, warehouse, and vacant.

## **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.

## Land Use Amendment Impact Assessment - Application Number L-5916-24C

<b>Development Analysis</b>		<b>0.87 Acres</b>
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Phyllis Street and Rosselle Street/Local Roadways	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Vacant	Proposed: Health and wellness clinic
Land Use / Zoning	Current: MDR/RMD-B	Proposed: CGC/CCG-1
Development Standards for Impact Assessment	Current: 15 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 30 DU/Acre
Development Potential	Current: 13 MF DUs	Proposed: Scenario 1: 13,264 sq. ft. of commercial space Scenario 2: 26 MF DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 13 DUs Scenario 2: Increase of 13 DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 13,264 sq. ft. Scenario 2: N/A	
Population Potential	Current: 30 People	Proposed: 61 People
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	500' Height Restriction Zone for Jacksonville Naval Air Station and Herlong Recreational Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	
Historic District	Riverside-Avondale Historic District	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
<b>Public Facilities</b>		
Potential Roadway Impact	Scenario 1: 195 net new daily trips Scenario 2: 67 net new daily trips	
Potential Public School Impact	Scenario 1: N/A	

<b>Development Analysis</b>		<b>0.87 Acres</b>
		Scenario 2: 5 new students
Water Provider		JEA
Potential Water Impact		Scenario 1: Decrease of 2,392 gpd Scenario 2: Increase of 3,055 gpd
Sewer Provider		JEA
Potential Sewer Impact		Scenario 1: Decrease of 1,794 Scenario 2: Increase of 2,291 gpd
Potential Solid Waste Impact		Scenario 1: Decrease of 12.58 tpy Scenario 2: Increase of 33.8 tpy
Drainage Basin/Sub-basin		Upstream of Trout River/St. Johns River
Recreation and Parks		No
Mass Transit Access		JTA Bus Stop 3257
<b>Natural Features</b>		
Elevations		18 to 20 feet above mean sea level
Land Cover		1700: Institutional
Soils		69: Urban Land
Flood Zones		No
Wetlands		No
Wildlife (applicable to sites greater than 50 acres)		N/A

**Utility Capacity**

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

The applicant has not provided a JEA availability letter. According to the City Infrastructure Map, there is an existing 8-inch sewer main within the Phyllis Street and Rosselle Street right of way. There is a 6-inch water main within the Phyllis Street right of way and a 16-inch water main within the Rosselle Street right of way.

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 or 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  $\frac{1}{4}$  mile from the proposed subdivision.
  - b. Each lot is a minimum of  $\frac{1}{2}$  acre unsubmerged property.
  - c. Installation of greyline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections.

## **Transportation**

The subject site is 0.87 of an acre, and is accessible from Roselle Street, a local roadway, and Stockton Street, a collector facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 7. The applicant proposes to change the existing land use from Medium Density Residential (MDR) to Community General Commercial (CGC).

### **Comprehensive Plan Consistency:**

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

### Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers Trip Generation Manual, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

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

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 land use would result in 108. If the land use is amended to allow for this proposed CGC development, this will result in 303 or 175 daily trips depending on the scenario.

## Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment has 195 or 67 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	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
	220	13 MF Dus	T= 6.74 (X)	108	0	108
				<i>Total Trips for Existing Land Use- Scenario</i>		<b>108</b>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
	820	13,264 SF	T = 54.45(X) / 1000	722	419	303
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		<b>303</b>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
RPI	220	26 MF DUs	T = 6.74 (X)	175	0	175
				<i>Total Trips for Proposed Land Use- Scenario 2</i>		<b>175</b>
				<b>Scenario 1 Difference in Daily Trips</b>		<b>195</b>
				<b>Scenario 2 Difference in Daily Trips</b>		<b>67</b>

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

## School Capacity

The 0.87 of an acre proposed land use map amendment has a development potential of 26 dwelling units and 5 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:

<b>Application Review Request:</b> COJ PDD: School Impact Analysis <b>Proposed Name:</b> L-5916-24C <b>Requested By:</b> Sam Roberts <b>Reviewed By:</b> W. Randall Gallup <b>Date:</b> 4/3/2024							
Analysis based on maximum dwelling units: <u>26</u>							
School Type	CSA <sup>1</sup>	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>2</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>3</sup>	Available Seats - Adjacent CSA 1&7
Elementary	2	5,833	71%	3	69%	2,661	7,641
Middle	2	2,581	68%	1	65%	98	1,936
High	2	3,136	80%	1	82%	895	2,014
Total New Students				5			

**NOTES:**

<sup>1</sup> Proposed Development's Concurrency Service Area (CSA)

<sup>2</sup> Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

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 (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

<sup>3</sup> Available CSA seats include current reservations

The available seats in the CSA and adjacent CSAs include concurrency reservations.

The analysis of the proposed residential development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

#### Public School Facilities Element

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

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S.

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 EE space requirements.

<p><b>Application Review Request:</b> COJ PDD: Baseline Checklist Review  <b>Proposed Name:</b> L-5916-24C  <b>Requested By:</b> Sam Roberts  <b>Reviewed By:</b> W. Randall Gallup  <b>Date:</b> 4/3/2024</p> <p>Analysis based on maximum dwelling units: <u>26</u></p>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>2</sup>	SCHOOL CAPACITY <sup>3</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Central Riverside #18	2	3	426	335	79%	80%
Lake Shore Middle #69	2	1	1341	1017	76%	75%
Riverside High #33	2	1	1844	1587	86%	90%
		5				

**NOTES:**

<sup>1</sup> Attendance school may not be in proposed development's Concurrency Service Area (CSA)

<sup>2</sup> Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

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 (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

<sup>3</sup> Does not include ESE & room exclusions

## **Airport Environment Zone**

### **Height Restriction Zone**

The site is located within the 500-foot Height and Hazard Zone for Herlong Recreational Airport and Jacksonville 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.

## **Historic District**

The project site is located within the boundaries of the Riverside-Avondale Historic District. Vertical construction and changes to existing structures on site must be reviewed by the Planning and Development Department, and potentially the Jacksonville Historic Preservation Commission. There review is listed below:

The Historic Preservation Section has reviewed the property located at 618 Stockton Street (RE: 065155-0000). The property is located within the boundaries of the Riverside-Avondale Historic District. Based on archival records, this site was originally occupied by the Woodlawn Baptist Church and it contains a Mediterranean Revival style structure originally constructed in 1926 and a Masonry Vernacular style structure constructed around 1946.

Because property 618 Stockton Street possesses historical significance, potential development of the site should respect the property's historic and archaeological resources. Any exterior work to structures on this property or the site itself requires an approved Certificate of Appropriateness (COA) application before work can commence. Please note that when permits are applied for with the City, the permit may be flagged for Historic Preservation Section sign-off. Attached are instructions for submitting a COA application and a handout that briefly explains the process. Here is the link to our application portal: <https://maps.coj.net/Luzap/Main.aspx>

### Historic Preservation Element

Policy 1.1.3            The City shall continue to implement the Certificate of Appropriateness review process for plans that will physically alter the appearance of a designated site, property or historic district through either the administrative process or submission to the Historic Preservation Commission.

## **Historic Landmark**

The project site is a locally designated Jacksonville Landmark. Vertical construction and changes to existing structures on site must be reviewed by the Planning and Development Department, and potentially the Jacksonville Historic Preservation Commission.

## **Procedural Compliance**

Upon site inspection by the Planning and Development Department on April 12, 2024, the required notices of public hearing signs were posted. Twenty-Four (24) 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 April 15, 2024, for the adoption of the small-scale land use amendment. No members of the public attended.

## **Consistency Evaluation**

### **Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies Future Land Use Element (FLUE)**

### *Development Area*

The subject site is located in the Urban Development Area (SA). 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 employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the 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 defined in this Plan.

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 on nodes, corridor development, centers or parks.
- 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

- 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 Category Descriptions of the Future Land Use Element (FLUE), Medium Density Residential (MDR) in the Urban Area is intended to provide compact medium density development at up to 30 dwelling units per acre.

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. Development within the category should be compact and connected and should support multi-modal transportation. 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 CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as a collector or higher on the

Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

The 0.87 of an acre subject site contains a vacant building that will be constructed into a medical clinic for JFRD workers. The applicant is proposing a change from MDR to CGC on the property, which will expand the existing CGC land use westward to allow for the expansion of commercial uses associated with the abutting use. The proposed land use is a logical extension of the CGC area abutting the subject site to the east. Light Industrial uses are located about 600 feet to the west. The property is located on a local road with commercial uses along Stockton Street to the east. Commercial uses to the east include: a gas station, a medical office and a convenience store. The western side of the parcel abuts single-family homes. The proposed amendment to CGC would be consistent with the development pattern in the area. Further, the proposed amendment would be compatible with the uses along Stockton Street and the adjacent CGC land use category east of the subject site. Therefore, the proposed amendment is consistent with FLUE Goal 3 and Policy 3.2.6.

In accordance with FLUE Policy 1.1.21, the proposed land use amendment on 0.87 of an acre would have a negligible impact on the balance of uses in the area. The subject site abuts CGC land use to the east and the proposed land use change encourages corridor development of commercial uses maintaining compact and compatible land use patterns, consistent with FLUE Objective 3.2 and Policies 1.1.22 and 3.2.1.

The proposed amendment to CGC promotes a compatible land development pattern on the property and is a logical extension of the abutting CGC land use in conformance with Objective 1.1.

A JEA availability letter was not provided for the subject site, but in accordance with FLUE Policy 1.2.8, there is an existing 8-inch sewer main within the Phyllis Street and Rosselle Street right of way. There is a 6-inch water main within the Phyllis Street right of way and a 16-inch water main within the Rosselle Street right of way.

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 boundary of the Northwest Vision Plan. The plan does not identify specific recommendations for the subject site. A focus of the plan is to create centers to increase development and redevelopment within the district while protecting

existing neighborhoods. The proposed development promotes a use consistent with abutting and surrounding uses while maintaining a buffer between commercial uses and residential uses to the west. Therefore, the amendment is consistent with the Vision Plan.

## **Strategic Regional Policy Plan**

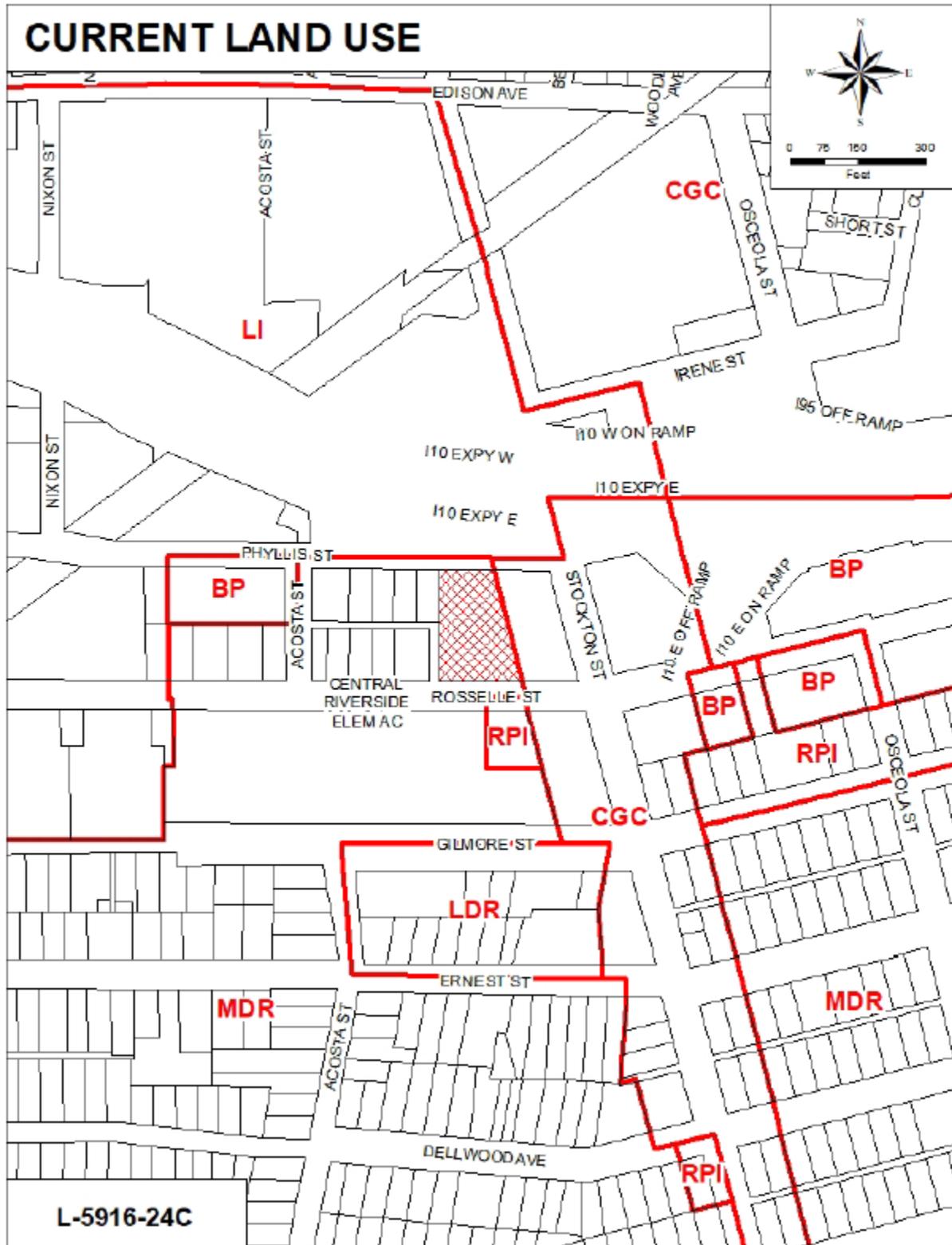
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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 development of underutilized land that is part of a commercially developed parcel. The proposed amendment would therefore allow for an additional infill redevelopment opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.

# CURRENT LAND USE MAP



# LAND UTILIZATION MAP

