



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)

September 19, 2024

The Honorable Randy White  
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. 2024-671 / Application No. L-5948-24C**

Dear Honorable Council President White, 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 2024-671 on September 19, 2024.

|                     |                    |
|---------------------|--------------------|
| P&DD Recommendation | APPROVE            |
| PC Issues:          | None               |
| <b>PC Vote:</b>     | <b>7-0 APPROVE</b> |

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

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

Planning Commission Report  
September 19, 2024  
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Sincerely,



**Helena A. Parola, MAURP**  
***Chief of Community Planning***  
City of Jacksonville - Planning and Development Department  
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Jacksonville, FL 32202  
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**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – September 13, 2024**

**Ordinance/Application No.:** 2024-671 / L-5948-24C

**Property Location:** 2109, 2123, 2241, 2230, 2248 Ed Johnson Drive

**Real Estate Number(s):** 106150 0940, 106150 0970, 106150 10000, 106151 0000 (a portion of), 106151 0024

**Property Acreage:** 12.30 Acres

**Planning District:** District 6, North

**City Council District:** District 2

**Applicant:** Brian Small

**Current Land Use:** Rural Residential (RR)

**Proposed Land Use:** Low Density Residential (LDR)

**Current Development Area:** Suburban Development Area

**Current Zoning:** Residential Rural-Acre (RR-Acre) and Residential Low Density-100A (RLD-100A)

**Proposed Zoning:** Residential Low Density-50 (RLD-50)

***RECOMMENDATION: APPROVE***

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

Long term estate planning for the Donaldson Investments, LLC owner.

**BACKGROUND**

Collectively, the subject sites are 12.30 acres. The parcels are located at the end of Ed Johnson Drive which has access to Yellow Bluff Road. According to the City’s Functional Highways Classification Map, Yellow Bluff Road is a collector roadway, while Ed Johnson Drive is a local roadway. The subject sites are currently developed with mobile homes in the Suburban Development Area.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Rural Residential (RR) to Low Density Residential (LDR) to allow for the development of additional residential units. A companion rezoning application which includes a larger area from the land use amendment is pending concurrently with the land use application via Ordinance 2024-672, which seeks to change the zoning district from Residential Rural-Acre (RR-Acre) and Residential Low Density-100A (RLD-100A) to Residential Low Density-50 (RLD-50). The Zoning request includes a larger area than the Land Use request.

Properties in this area have recently been transitioning to allow for more residential units. Ordinance 2023-0227-E, amended the land use designation from RR to LDR for approximately 47 acres abutting the subject site to the west. Ordinance 2024-0349-E amended a site from RR to LDR for approximately 9.69 acres of land on the west side of Yellow Bluff Road, less than ¼ of a mile from the subject site. Just north and east of the site is a designated Multi-Use (MU) area pursuant to FLUE policy 4.3.19. The City National bank of Florida Multi-Use area in 2,216 acres of currently undeveloped land. Here the site is entitled for 7,500 residential units and 900,000 square-feet of commercial space.

The dominant adjacent use surrounding the application site is single-family residential. More specific adjacent land use categories, zoning districts and property uses are as follows:

- North: Land Use: Multi-Use (MU 2010-0395-E)(City National Bank of Florida Multi-Use area)  
Zoning: Residential Rural - Acre (RR-Acre)  
Property Use: Undeveloped
- South: Land Use: Rural Residential (RR) and Low Density Residential (LDR)  
Zoning: Rural Residential-Acre (RR-Acre) and Residential Low Density-100A (RLD-100A)  
Property Use: Single-Family Residential
- East: Land Use: MU (City National Bank of Florida Multi-Use area) and RR  
Zoning: RR-Acre  
Property Use: Undeveloped
- West: Land Use: LDR (2023-0227-E)  
Zoning: Residential Low Density 100A (RLD100A)  
Property Use: Single-Family Residential

## **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**

| <b>Development Analysis</b>                      |  | <b>12.30 Acres</b>         |
|--|--|----------------------------|
| Development Boundary                             | Suburban Area  |                            |
| Roadway Frontage Classification / State Road     | Ed Johnson Drive/ Local  |                            |
| Plans and/or Studies                             | North Jacksonville Vision Plan   |                            |
| Site Utilization                                 | Current:<br>Single-Family  | Proposed:<br>Single-Family |
| Land Use / Zoning                                | Current:<br>RR/RR-Acre   | Proposed:<br>LDR/RLD-50    |
| Development Standards for Impact Assessment      | Current:<br>2 DU/Acre  | Proposed:<br>5 DU/Acre     |
| Development Potential                            | Current:<br>24 DUs   | Proposed:<br>61 DUs        |
| Net Increase or Decrease in Maximum Density      | Increase of 37 DUs   |                            |
| Net Increase or Decrease in Potential Floor Area | N/A  |                            |
| Population Potential                             | Current:<br>63 People  | Proposed:<br>162 People    |
| <b>Special Designation Areas</b>                 |  |                            |
| Aquatic Preserve                                 | No   |                            |
| Evacuation Zone                                  | Zone C   |                            |
| Airport Environment Zone                         | 500-foot Height and Hazard Zone for the Jacksonville International Airport |                            |
| Industrial Preservation Area                     | No   |                            |
| Cultural Resources                               | No   |                            |
| Archaeological Sensitivity                       | Low Sensitivity  |                            |
| Historic District                                | No   |                            |
| 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                         | 349 Net New Daily Trips  |                            |
| Potential Public School Impact                   | 14 New Students  |                            |
| Water Provider                                   | JEA  |                            |
| Potential Water Impact                           | Increase of 9,842 gpd  |                            |

| <b>Development Analysis</b>                          |  | <b>12.30 Acres</b> |
|--|--|--------------------|
| Sewer Provider                                       | JEA  |                    |
| Potential Sewer Impact                               | Increase of 7,381.5 gpd                      |                    |
| Potential Solid Waste Impact                         | Increase of 96.2 tpy                         |                    |
| Drainage Basin/Sub-basin                             | Nassau River/Mink Creek                      |                    |
| Recreation and Parks                                 | No   |                    |
| Mass Transit Access                                  | No   |                    |
| <b>Natural Features</b>                              |  |                    |
| Elevations   | 15 to 17 feet above mean sea level           |                    |
| Land Cover   | 1100: Residential, low density               |                    |
| Soils  | 14: Boulogne fine sand<br>32: Leon fine sand |                    |
| 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 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 established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the JEA letter dated June 6, 2024, there is an existing 16-inch water main within Yellow Bluff Road. JEA does not have a sewer main available within ¼ mile of these properties. The closest sewer connect is an existing 12-inch force main at the intersection of Starratt Road and Yellow Bluff Road. The maximum gross density shall be 4 units per acre and the minimum lot size shall be 1/4 of an acre when one of the centralized potable water or wastewater services are not available and when development trips the code of subdivision regulations. Each lot within a development that does not have access to centralized sewer must be a minimum of ¼ Acre. According to the amendment application the applicant will be utilizing JEA water and septic. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.8.

### 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 the JEA Collection Systems available within a five (5) year period.

## **Transportation**

The subject site is 12.30 acres and is located on Ed Johnson Drive, a local roadway, which is accessible from Yellow Bluff Road, a collector roadway. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 3. The applicant proposes to change the existing land use from Rural Residential (RR) to Low Density Residential (LDR).

### **Comprehensive Plan Consistency:**

The Trip Generation Analysis is consistent with 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 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 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 RR land use would result in 226 trips. If the land use is amended to allow for this proposed LDR development, this will result in 575 daily trips.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment has 349 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 Pass-By Trips | Daily Trips |
|--|-------------------|---------------------------|-------------------|-------------|--------------------|-------------|
| RR   | 210               | 24 DUs                    | T = 9.43 (X)      | 226         | 0                  | 226         |
| <i>Total Trips for Existing Land Use- Scenario</i>   |                   |                           |                   |             |                    | 226         |
| Proposed Land Use-Scenario                           | ITE Land Use Code | Potential Number of Units | Estimation Method | Gross Trips | Less Pass-By Trips | Daily Trips |
| LDR  | 210               | 61 DUs                    | T = 9.43 (X)      | 575         | 0                  | 575         |
| <i>Total Trips for Proposed Land Use- Scenario 1</i> |                   |                           |                   |             |                    | 575         |
| <b>Scenario 1 Difference in Daily Trips</b>          |                   |                           |                   |             |                    | <b>349</b>  |

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

**School Capacity**

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 12.30 acre proposed land use map amendment has a development potential of 61 dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent



capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

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

| <p><b>Application Review Request:</b> COJ PDD: School Impact Analysis</p> <p><b>Proposed Name:</b> L-5948-24C</p> <p><b>Requested By:</b> Marcus Salley</p> <p><b>Reviewed By:</b> LeVonne Griggs</p> <p><b>Due:</b> 8/27/2024</p> <p>Analysis based on maximum dwelling units: <u>61</u></p> |                  |                        |                         |                                      |                        |                                    |                                      |
|---|------------------|------------------------|-------------------------|--------------------------------------|------------------------|------------------------------------|--------------------------------------|
| School Type   | CSA <sup>1</sup> | 2023-24 Enrollment/CSA | Current Utilization (%) | New Student/Development <sup>3</sup> | 5-Year Utilization (%) | Available Seats - CSA <sup>2</sup> | Available Seats - Adjacent CSA 1 & 3 |
| Elementary  | 7                | 3,585                  | 87%                     | 7                                    | 64%                    | 831                                | 2,587                                |
| Middle  | 1                | 6,876                  | 80%                     | 3                                    | 86%                    | 992                                | 934                                  |
| High  | 7                | 2,095                  | 95%                     | 4                                    | 73%                    | 205                                | 1,071                                |
| <b>Total New Students</b>   |                  |                        |                         | <b>14</b>                            |                        |                                    |                                      |

**NOTES:**

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

<sup>2</sup> Available CSA seats include current reservations

<sup>3</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.

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

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

### Public School Facilities Element

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

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

Objective 3.1 **Adopted Level of Service (LOS) Standards**  
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

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

### Supplemental School Information

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

| <b>Application Review Request:</b> COJ PDD: Baseline Checklist Review<br><b>Proposed Name:</b> L-5948-24C<br><b>Requested By:</b> Marcus Salley<br><b>Reviewed By:</b> Levonne Griggs<br><b>Due:</b> 8/27/2024<br><br>Analysis based on maximum dwelling units: <u>61</u> |            |   |  |  |                   |                          |
|---|------------|---|--|--|-------------------|--------------------------|
| <b>SCHOOL<sup>1</sup></b>   | <b>CSA</b> | <b>STUDENTS GENERATED (Rounded)<sup>3</sup></b> | <b>SCHOOL CAPACITY<sup>2</sup> (Permanent/Portables)</b> | <b>CURRENT ENROLLMENT 20 Day Count (2023/24)</b> | <b>% OCCUPIED</b> | <b>4 YEAR PROJECTION</b> |
| San Mateo ES #242   | 7          | 7   | 667  | 532  | 80%               | 88%                      |
| Oceanway MS #62   | 1          | 3   | 1009   | 930  | 92%               | 90%                      |
| First Coast HS #265   | 7          | 4   | 2212   | 2095   | 95%               | 90%                      |
|   |            | <b>14</b>                                       |  |  |                   |                          |

**NOTES:**

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

<sup>2</sup> Does not include ESE & room exclusions

<sup>3</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.

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

### **Airport Environment Zone**

The site is located within the 500 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of 500', 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 2.5 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.

### **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. Per EPD's memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

### **EPD Review**

The proposed property in land use amendment L-5948-24C will be in close proximity to Main St N, indicating sufficient access to the primary evacuation route I-95. Evacuations along Yellow Bluff Rd use the secondary evacuation routes of Main St N to Pecan Park Rd (5.40 road miles) and Starratt Rd to Max Leggett Pkwy (7.50 road miles), the nearest I-95 access points.

In consideration of the surrounding evacuation zones (Zone A, Zone C, Zone D, and Zone E), nearest evacuation routes, and the estimate of 266 - 575 new daily trips, the changes proposed through land use amendment application L-5948-24C would have a minimal impact on countywide evacuation clearance time within Duval County. 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.

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**

Upon submittal of the sign posting affidavit and photos of the posted signs on August 2, 2024, it was determined that the required notice of public hearing signs were posted. Fourteen (14) 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 September 3, 2024, for the adoption of the small-scale land use amendment. Other than the applicant, no members of the public were present.

**CONSISTENCY EVALUATION**

**Consistency with 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.

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 1.1.7 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

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 3.1

Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan



Category Descriptions of the Operative Provisions of the Comprehensive Plan and Land Development Regulations.

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 Category Description within the Future Land Use Element (FLUE), Rural Residential (RR) in the Suburban Development Area is intended to provide rural estate residential opportunities in the suburban and rural areas of the city. The principal use in RR in Rural Development Areas is single-family dwellings. The maximum gross density is two (2) units/acre when both centralized potable water and wastewater are available to the site; the maximum gross density is one (1) unit per acre when served with on-site potable water and wastewater. There is no minimum density.

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. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicles Miles Traveled, and cul-de-sacs should be avoided. The maximum gross density shall be 2 units per acre and the minimum lot size shall be 1/2 of an acre when both centralized potable water and wastewater services are not available.

Properties in this area have recently been transitioning to allow for more residential density. Ordinance 2023-0227-E, amended the land use designation from RR to LDR for approximately 47 acres abutting the subject site to the west. Ordinance 2024-0349-E amended a property from RR to LDR for approximately 9.69 acres of land on the west side of Yellow Bluff Road, less than ¼ of a mile from the subject site.

Just north and east of the site is a designated Multi-Use (MU) area pursuant to FLUE policy 4.3.19. The City National bank of Florida Multi-Use area in 2,216 acres of currently undeveloped land. Here the site is entitled for 7,500 residential units and 900,000 square-feet of commercial space.

The proposed land use amendment to LDR results in a compatible land use development pattern as it will be an extension of the existing LDR category directly to the west of the property. The proposed amendment to LDR would also allow for the development of an underutilized property for additional housing options in the North Planning District. The proposal adds to the total amount of LDR designated land for residential development needed to accommodate future growth through the planning timeframe of the 2045 Comprehensive Plan. Therefore, the amendment is consistent with FLUE Goal 1, Goal 3, Objective 1.1, Objective 3.1, and Policies 1.1.7, 1.1.21, and 1.1.22.

According to the JEA letter dated June 6, 2024, there is an existing 16-inch water main within Yellow Bluff Road. JEA does not have a sewer main available within ¼ mile of these properties. The closest sewer connect is an existing 12-inch force main at the intersection of Starratt Road and Yellow Bluff Road. The maximum gross density shall be 4 units per acre and the minimum lot size shall be 1/4 of an acre when one of the centralized potable water or wastewater services are not available and when development trips the code of subdivision regulations. Each lot within a development that does not have access to centralized sewer must be a minimum of ¼ Acre. According to the amendment application the applicant will be utilizing JEA water and septic. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.8.

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.

### **North Jacksonville Shared Vision and Master Plan**

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. However, the proposed land use amendment offers the opportunity for additional residential options in the area. The North Jacksonville Vision Plan emphasizes the importance of diversifying housing opportunities and redirecting growth from more

avored regions in Jacksonville. Therefore, the proposed land use amendment encourages and fulfills the goals of this Vision Plan.

**Strategic Regional Policy Plan**

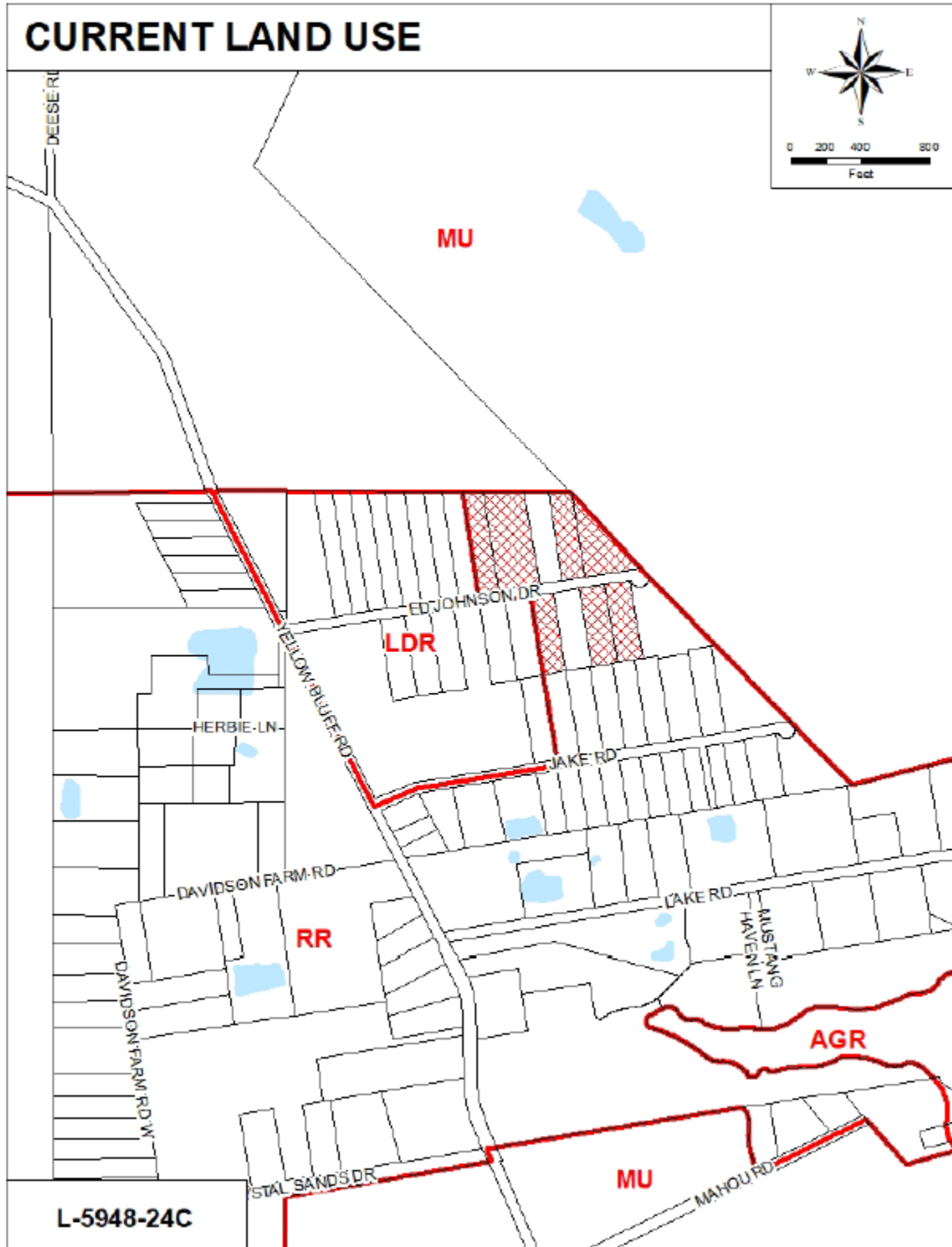
The proposed amendment is consistent with the follow Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

Objective:           Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.

Policy 21:           The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the North Planning District.

# LAND USE MAP



# LAND UTILIZATION MAP

