

Report of the Jacksonville Planning Department
Small-Scale Future Land Use Map Amendment – October 17, 2025

Ordinance/Application No.:	2025-721 / L-6065-25C
Property Location:	0 Normandy Boulevard
Real Estate Number(s):	009148-0000
Property Acreage:	2.52 acres
Planning District:	District 4, Southwest
City Council District:	District 12
Applicant:	Barbara Erzinger
Current Land Use:	Medium Density Residential (MDR)
Proposed Land Use:	Community / General Commercial (CGC)
Development Boundary:	Suburban Area
Current Zoning:	Residential Medium Density– D (RMD-D)
Proposed Zoning:	Commercial Community / General– 2 (CCG-2)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

We are applying to change from MDR to CGC. We want to put a mobile home dealership on this property.

BACKGROUND

The 2.52-acre subject site is located on the south side of Normandy Boulevard, between Hammond Boulevard and Fouraker Road. According to the City’s Functional Highways Classification Map, Normandy Boulevard is an FDOT Principal Arterial Roadway, and both Hammond Boulevard and Fouraker Road are Collector Roadways. The applicant is proposing a Future Land Use Map (FLUM) amendment from Medium Density Residential (MDR) to Community / General Commercial (CGC) to allow for a mobile home dealership. The applicant has filed a companion rezoning from Residential Medium Density – D (RMD-D) to Commercial Community / General– 2 (CCG-2), which is pending concurrently with this application, pursuant to Ordinance 2025-722.

In 2022, the land use of the subject site was changed from CGC to MDR, per ordinance 2022-342-E, and the zoning on the site was changed from CCG-2 to RMD-D, per ordinance 2022-343-E. The applicant now seeks to revert the site to its original zoning of CCG-2 and amend the land use to its original CGC designation.

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

<u>North:</u>	Land Use:	CGC and Low Density Residential (LDR)
	Zoning:	CCG-2, Residential Low Density-60 (RLD-60), Residential Rural-Acre (RR-Acre), and Planned Unit Development (PUD)
	Property Use:	Church, Residential, Auto Sales, and Animal Hospital
<u>South:</u>	Land Use:	MDR, Light Industrial (LI), and Public Buildings and Facilities (PBF)
	Zoning:	RMD-D, RMD-B, Industrial Light (IL), and Public Building and Facilities-3 (PBF-3)
	Property Use:	Vacant Land, Duplexes, and Single Family Residences
<u>East:</u>	Land Use:	CGC, MDR, and LDR
	Zoning:	CCG-2, RMD-B, PBF-2, and RLD-60
	Property Use:	Service Garage, Office, and Single Family Residential
<u>West:</u>	Land Use:	CGC and MDR
	Zoning:	CCG-2, RMD-D, PUD, and Commercial Office (CO)
	Property Use:	Commercial Retail / Service Store, Church, and 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.

Development Analysis (2.52 acres)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Normandy Boulevard / FDOT Principal Arterial	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Mobile home dealership
Land Use / Zoning	Current: MDR / RMD-D	Proposed: CGC / CCG-2
Development Standards for Impact Assessment	Current: 15 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 DU/Acre
Development Potential	Current: 37 DU	Proposed: Scenario 1: 38,419.92 sq ft Scenario 2: 37 DU
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 37 DU Scenario 2: No change	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 38,419.92 sq ft Scenario 2: N/A	
Population Potential	Current: 86 people	Proposed: Scenario 1: N/A Scenario 2: 86 people
PUBLIC FACILITIES IMPACTS		
Potential Roadway Impact	Scenario 1: Increase of 1,862 net new daily trips Scenario 2: No change	
Potential Public School Impact	7 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 6,774 gallons per day Scenario 2: No change	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 5,080.5 gallons per day Scenario 2: No change	
Potential Solid Waste Impact	Scenario 1: Decrease of 34.73 tons per year Scenario 2: No change	
ENVIRONMENTAL FEATURES		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	72 to 75 feet above sea level	
Drainage Basin/Sub-basin	Ortega River / Wills Branch	
Groundwater Aquifer Recharge Area	0 to 4 inches	
Land Cover	4110: Pine Flatwoods	
Recreation and Parks	Normandy Park and Normandy Center	
Wellhead Protection Zone	No	
Coastal High Hazard Area (CHHA)	No	

Development Analysis (2.52 acres)	
Flood Zones	No
Soils	14: Boulogne Fine Sand, 0 to 2 percent slopes
Wetlands	No
Wildlife (<i>applicable to sites greater than 50 acres</i>)	N/A
HISTORIC FEATURES	
Archaeological Sensitivity	Low 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	50' Height and Hazard Zone for Herlong Recreational Airport
Mass Transit Access	Route 14
Evacuation Zone	No

UTILITY CAPACITY

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning 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 provided a JEA Availability Letter, dated July 16, 2025, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main along Normandy Boulevard, an 8-inch water main at the west end of Finwood Avenue, and a 16-inch water main along Herlong Road. Additionally, there is an existing 10-inch force sewer main along Normandy Boulevard just east of Titan Street, an 8-inch gravity sewer main on Briar Way South, an 8-inch gravity sewer main on Newbolt Court, and an 8-inch gravity sewer main on Doyon Court.

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. Plan amendment requests for the CGC land use category are preferred in locations supplied with full urban services.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection

and potable water distribution systems when centralized service is available to the site.

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system 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 comprises approximately 2.52 acres and is located on Normandy Boulevard, a designated FDOT Principal Arterial roadway. The property lies within the Suburban Area and Mobility Zone 6. The applicant is requesting a land use amendment to change the designation from Medium Density Residential (MDR) to Community/General Commercial (CGC) 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 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 existing MDR designation and the proposed CGC designation, illustrating the potential transportation impacts on the roadway network.

Summary of Scenarios:

Under the current MDR designation, the site would generate approximately 230 daily trips. If amended to CGC, two potential development scenarios were evaluated:

Scenario 1 (ITE 822 – Strip Retail Plaza): Estimated 38,420 square feet of commercial use could generate approximately 2,092 daily trips, representing a net increase of 1,862 daily trips.

Scenario 2 (ITE 220 – Multifamily Housing, Low-Rise): Estimated 37 dwelling units could generate approximately 230 daily trips, representing 0 daily trips or no new daily trips.

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

Transportation Planning Division RECOMMENDS the following:

The Transportation Planning Division recommends ongoing coordination with FDOT to determine whether a traffic operational analysis will be required to evaluate potential site-specific impacts.

Tabel A - Trip Generation Estimation Scenarios

Land Use Scenario	ITE Land Use Code	Potential Units / SF	Estimation Method	Daily Trips
Current Land Use (MDR)	220	37 DUs	T = 6.21(X)	230
<i>Total Trips – Existing Land Use</i>				230
Proposed Land Use (CGC – Scenario 1)	822	38,420 SF	T = 54.45(X) / 1000	2,092
<i>Total Trips – Proposed Land Use (Scenario 1)</i>				2,092
Proposed Land Use (CGC – Scenario 2)	220	37 DUs	T = 6.21(X)	230
<i>Total Trips – Proposed Land Use (Scenario 2)</i>				230
Scenario 1 Difference in Daily Trips				1,862
Scenario 2 Difference in Daily Trips				0

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

SCHOOL CAPACITY

The 2.52-acre proposed land use map amendment has a development potential of 37 dwelling units and generate 7 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-6065-25C Normandy Blvd Requested By: Maddie Read Reviewed By: LeVonne Griggs Due: 9/9/2025 Analysis based on maximum dwelling units: 37							
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, & 8
Elementary	8	7,882	78%	4	80%	1,398	2,970
Middle	7	2,309	91%	1	101%	854	1,512
High	2	3,907	85%	2	87%	320	2,056
				7			

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 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 ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review						
Proposed Name: L-6065-25C Normandy Blvd						
Requested By: Maddie Read						
Reviewed By: Levenne Griggs						
Due: 9/9/2025						
Analysis based on maximum dwelling units: 37						
SCHOOL	CSA ¹	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Crystal Springs ES #226	8	4	1225	882	72%	70%
Chaffee Trail MS #140	7	1	986	1195	121%	144%
Ed White HS #248	2	2	2101	1684	80%	81%
		7				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.120

MS-.041

HS-.072

0.233

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

AIRPORT ENVIRONMENT ZONE

Height Restriction Zone

The site is located within the 50-foot Height and Hazard Zone for Herlong Recreational Airport. Zoning will limit development to a maximum height of 50 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

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

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

ARCHAEOLOGICAL SENSITIVITY

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low 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

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.

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.

PROCEDURAL COMPLIANCE

Upon submittal of the sign posting affidavit and accompanying photos, the required notice of public hearing signs were posted on August 28, 2025. Twenty-one (21) 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 29, 2025. No members of the public attended to ask questions or provide comments on the subject application.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

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 the Comprehensive Plan.

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| 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 1.1.8 | Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element. |
| Policy 1.1.21 | <p>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:</p> <ul style="list-style-type: none">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 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.

- Objective 1.6 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.
- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.6 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 improve⁴ 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) of the 2045 Comprehensive Plan, Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Development within the category should be compact and connected and should support multi-modal transportation. The maximum gross density in the Suburban Area shall be 30 units/acre when the site fronts along a road classified as a collector or higher and where the site does not abut land in LDR or RR. The minimum gross density shall be greater than 7 units/acre. There shall be no minimum density for single family dwellings when the predominant surrounding development typology is single family.

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 maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum gross density.

The applicant has provided a JEA Availability Letter, dated July 16, 2025, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main along Normandy Boulevard, an existing 8-inch water main at the west end of Finwood Avenue, and an existing 16-inch water main along Herlong Road. Additionally, there is an 8-inch gravity sewer main along Briar Way South, a 10-inch sewer force main

along Normandy Boulevard just east of Titan Street, an 8-inch gravity sewer main on Newbolt Court, and an 8-inch gravity main on Doyon Court. As such, the proposed land use amendment is consistent with FLUE Policy 1.2.8.

The applicant is proposing a change from MDR to CGC on the property to allow for the development of a mobile home dealership. The 2.52-acre site is located on the south side of Normandy Boulevard, an FDOT principal arterial roadway. This section of Normandy Boulevard is a corridor predominantly consisting of lands designated as CGC and MDR. In 2022, the land use of the subject site was changed from CGC to MDR, per ordinance 2022-342-E, and the zoning on the site was changed from CCG-2 to RMD-D, per ordinance 2022-343-E. The applicant now seeks to revert the site to its original zoning of CCG-2 and amend the land use to its original CGC designation.

The proposed land use is a logical extension of the CGC area surrounding the property to the north, east, and west. The proposed amendment to CGC promotes a compact and compatible land development pattern of commercial uses and is a logical extension of the CGC land use abutting the site on three sides, thus it conforms with FLUE Goal 1, Objective 1.1, and Policies 1.1.21 and 1.1.22. Further, the site is a preferred location for CGC as it is located along a principal arterial roadway. The proposed amendment would allow for infill development of an underutilized parcel along a commercial corridor. Therefore, the proposed amendment is consistent with FLUE Goal 3, Objectives 3.2 and 1.6, and Policies 1.1.8, 3.2.1, and 3.2.6.

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.

SOUTHWEST VISION PLAN (2003)

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan (2003) and the Suburban Character Area of the Vision Plan. The Plan promotes infill development and emphasizes the importance of new developments maintaining the character of the surrounding area. The proposed amendment to CGC would promote a compatible land development pattern and offer an opportunity for redevelopment of an infill site. The subject site is located along a commercial strip, and the proposed use would maintain the character of the area.

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 land use amendment would allow for the redevelopment of currently underutilized property which has access to full urban services. As such, the proposed amendment is consistent with Policy 4 of the Strategic Regional Policy Plan.

