

City of Jacksonville, Florida

Donna Deegan, Mayor

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Jacksonville, FL 32202
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July 20, 2023

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, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2023-363/Application No. L-5817-23C

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

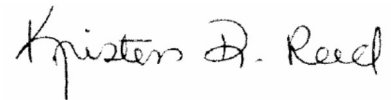
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2023-363 on July 20, 2023.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	6-0 APPROVE

Alexander Moldovan, Chair	Aye
Ian Brown, Vice-Chair	Aye
Jason Porter, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Jordan Elsbury	Aye
David Hacker	Aye
Morgan Roberts	Absent

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 style with a large initial 'K'.

Kristen D. Reed, AICP
Chief of the Community Planning Division
City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – July 14, 2023

Ordinance/Application No.: 2023-363 / L-5817-23C

Property Location: 2270 Blanding Boulevard (SR 21) between Sunderland Road and Birkenhead Road.

Real Estate Number(s): 095009 0000, a portion of

Property Acreage: 0.39 of an acre

Planning District: District 4, Southwest

City Council District: District 14 (As of July 1, 2023 District 9)

Applicant: Ruben Escajeda

Current Land Use: Residential-Professional-Institutional (RPI) 0.39 of an acre

Proposed Land Use: Community/General Commercial (CGC) – 0.39 of an acre

Development Area: Urban Development Area

Current Zoning: Commercial Residential Office (CRO) – 1.09 acres

Proposed Zoning: Commercial Community/General-1 (CCG-1) 1.09 acres

RECOMMENDATION: ***Approve***

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To open an antique mall, land use in keeping with most of the Blanding Boulevard land uses already in effect.

BACKGROUND

The 0.39 of an acre subject site is located at 2270 Blanding Boulevard (SR 21), at the intersection of Sunderland Road and Blanding Boulevard and between Sunderland Road and Birkenhead Road. According to the City’s Functional Highways Classification Map,

Blanding Boulevard (SR 21) is a major arterial road. Sunderland Road and Birkenhead Road are both unclassified roads.

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 Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC). The proposed amendment site abuts and is a portion of a larger property that is already in the CGC land use category with frontage along Blanding Boulevard and Birkenhead Road. An existing building on the property straddles the RPI/CGC land use category line creating a conforming property. The land use amendment will help bring the property within one land use category. In addition, a companion rezoning application is pending concurrently with the land use application via Ordinance 2023-364, which seeks a zoning change on the subject site and the rest of the property (1.09 acres) from Commercial Residential Office (CRO) to Commercial Community/General-1 (CCG-1).

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

North (across Atlantic Boulevard):

Land Use: Residential-Professional-Institutional (RPI), Low Density Residential (LDR) and Community/General commercial (CGC)
Zoning: Residential Low Density-60 (RLD-60), Commercial Residential Office (CRO), and Commercial Office (CO)
Property Use: Churches, school, single family dwellings, vacant land, mobile home, service garage, day care and store

South: Land Use: CGC, RPI and LDR

Zoning: CRO, Commercial Community/General-1 (CCG-1) and RLD-60
Property Use: Companion rezoning site, offices, parking lot, single family dwellings, church and stores

East: Land Use: RPI, LDR and Medium Density Residential (MDR)

Zoning: CRO, RLD-60 and Planned Unit Development (PUD)
Property Use: Single family dwellings, stores, offices and group care

West: Land Use: RPI, CGC and LDR

Zoning: CRO, and RLD-60
Property Use: Church, offices, single family dwellings and vacant land

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 L-5817-23C

Development Analysis		0.39 of an acre (16,988.4 square feet)
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	Blanding Boulevard (SR21) - Major arterial roadway Sunderland Road/Yancy Street – Unclassified roadways	
Plans and/or Studies	Southeast Jacksonville Vision Plan	
Site Utilization	Current: Church	Proposed: Commercial Uses
Land Use / Zoning	Current: RPI / CRO	Proposed: CGC / CCG-1
Development Standards for Impact Assessment	Current: Scenario 1: 0.5 FAR Scenario 2: 10% commercial at 0.5 FAR and 90% residential at 23 units/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 20% commercial at 0.35 FAR and 80% residential at 30 units/acre
Development Potential	Current: Scenario 1: 8,494.2 sq. ft. commercial space Scenario 2: 849.4 sq. ft and 8 multi-family dwelling units	Proposed: Scenario 1: 5,945.9 sq. ft. commercial space Scenario 2: 1,189.2 sq. ft. and 9 multi-family dwelling units
Net Increase or Decrease in Maximum Density	Scenario 1: Not applicable Scenario 2: Increase of 1 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 2,548.3 sq. ft. Scenario 2: Increase of 339.8 sq. ft.	
Population Potential	Current: Scenario 1: N/A Scenario 2: 18 People	Proposed: Scenario 1: 0 People Scenario 2: 21 People
Special Designation Areas		
Aquatic Preserve	No	
Airport Environment Zone	300 Ft. Height Restriction Zone – Naval Air Station Jacksonville	
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 area	
Evacuation Zone	Zone D	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	

Development Analysis		0.39 of an acre (16,988.4 square feet)
Public Facilities		
Potential Roadway Impact	Scenario 1: Increase of 102 new net daily trips. Scenario 2: Increase of 57 new net daily trips.	
Potential Public-School Impact	DeMinimus Impact	
Water Provider	Private well	
Potential Water Impact	Scenario 1: Decrease of 127.4 gallons per day Scenario 2: Increase of 251.99 gallons per day	
Sewer Provider	Private septic system	
Potential Sewer Impact	Scenario 1: Decrease of 95.56 gallons per day Scenario 2: Increase of 188.99 gallons per day	
Potential Solid Waste Impact	Scenario 1: Decrease of 4.077 tons per year Scenario 2: Increase of 3.1437 tons per year	
Drainage Basin/Sub-basin	Drainage Basin: Arlington River Sub-Drainage Basin: New Castle Creek	
Recreation and Parks	Palmer Terrace Park	
Mass Transit Access	Bus Stop #2235; Blanding Boulevard – First Coast Flyer / Orange Line	
Natural Features		
Elevations	10 to 11 feet above mean sea level	
Land Cover	1700: Institutional	
Soils	90% (69): Urban land and 10% (72): Urban land-Ortega-Kershaw complex	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	Not applicable (under 50 acres)	

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).

A JEA availability letter dated April 12, 2023, has been provided for the subject site as part of the companion rezoning application. The letter states that there is no service water line to the property and JEA does not have a sewer main available within ¼ mile of this property at this time.

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 Planning and Development Department completed a transportation analysis and determined that the proposed amendment will result in an increase of 102 net new daily external trips under scenario 1 and an increase of 57 under scenario 2. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office. A copy of the transportation analysis is on file with the Planning and Development Department.

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.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information:

Background Information:

The subject site is .39 acres and is accessible from Blanding Blvd (SR 21), a principle arterial 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 Residential Professional Institutional (RPI) to Community General Commercial (CGC).

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

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 coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 92 or 43 daily trips, depending on the scenario. If the land use is amended to allow for this proposed CGC development, this will result in 194 or 100 daily trips depending on the scenario.

Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment is an increase of 102 or 57 net new daily trips when compared to the existing land use. SR 21 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

**Table A
Trip Generation Estimation Scenarios**

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	8,494 SF	T = 10.84 (X) / 1000	92	0	92
				Total Trips for Existing Land Use-Scenario 1		92
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI- N	710	849 SF	T = 10.84 (X) / 1000	9	0	9
RPI- R	220	5 MF DUs	T = 6.74 (X)	34	0	34
				Total Trips for Existing Land Use-Scenario 2		43
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	5,946 SF	T = 54.45 (X) / 1000	324	130	194
				Total Trips for Proposed Land Use- Scenario 1		194
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	1,189 SF	T = 54.45 (X) / 1000	65	26	39
CGC- R	220	9 MF DUs	T = 6.74 (X)	61	0	61
				Total Trips for Proposed Land Use- Scenario 2		100
				Scenario 1 Difference in Daily Trips		102
				Scenario 2 Difference in Daily Trips		57

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

School Capacity

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

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for the Naval Air Station Jacksonville. Zoning will limit development to a maximum height of less than 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or

increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

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

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

Archaeological Sensitivity

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

Historic Preservation Element

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

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

Evacuation Zone

The subject site is within Evacuation Zone D. 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, the proposed property in land use amendment L-5817-23C will be in close proximity to Cassat Avenue and Blanding Boulevard, indicating sufficient access to I-10 (3.19 road miles) and I-295 (5.57 road miles), primary evacuation routes.

In EPD's review, consideration of the surrounding evacuation zones (Zone D, Zone A, and Zone C), nearest evacuation routes, and the estimate of 57-102 additional daily trips, the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-10 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5817-23C 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on June 16, 2023, the required notice of public hearing sign was posted. Thirty-eight (38) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Meeting was held on June 20, 2023, via a virtual Zoom meeting. No members of the public attended to discuss the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds the densely developed portions of the City that have been in residential or with employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the Urban Priority Area (UPA), the intent of the UA is to encourage revitalization and the use of existing infrastructure through

redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

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 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.

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

Policy 3.1.2 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

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 (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 shall 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.

RPI in the Urban Area is intended to provide compact medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

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

Single-use multi-family development is permitted when 50 percent or more of the contiguous CGC category land area within up to one quarter of a mile radius is developed for non-residential uses. Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses shall not exceed 80 percent of a development.

The 0.39 of an acre subject site was recently sold church property and the applicant is now repurposing it for commercial uses. The applicant is proposing a change from RPI to CGC to allow for commercial use on the site. The proposed CGC is a logical extension to the CGC area located to the south and is located on a major arterial state road with commercial areas. 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 Blanding Boulevard and adjacent CGC land use category south of the subject site. Therefore, the proposed amendment is consistent with FLUE Goal 3 and Policies 3.1.2 and 3.2.6.

In accordance with FLUE Policy 1.1.21, the proposed land use amendment on 0.39 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 south 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 proposed repurposed property and is a logical extension of the abutting CGC land use in conformance with Objective 1.1.

A JEA availability letter dated April 12, 2023, has been provided for the subject site as part of the companion rezoning application. The letter states that there is no service water line to the property and JEA does not have a sewer main available within ¼ mile of this property currently and is subject to 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.

Southwest Vision Plan (2003)

The Southwest Vision Plan does not address the specific area of the amendment site. However, the Theme 1 policy promotes convenient, compatible neighborhood-scale retail and entertainment uses near existing residential uses. The proposed land use amendment would allow for infill/repurposing of property in the Duclay Character area of the of the vision plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal: Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

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

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

- Local governments as they identify areas appropriate for mixed-use development.
- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

CGC is a mixed use land use category. The proposed land use amendment to CGC reduces the non-conformity of a commercially used property and provides the opportunity for the potential of mixed use development. Therefore, the proposed amendment is inconsistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE AMENDMENT MAP

