



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. 2024-522 / Application No. L-5939-24C**

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 2024-522 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  
Page 2

Sincerely,



**Helena A. Parola, MAURP**

***Chief of Community Planning***

City of Jacksonville - Planning and Development Department

214 North Hogan Street, Suite 300

Jacksonville, FL 32202

(904) 255-7842

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

**Report of the Jacksonville Planning and Development Department**  
**Small-Scale Future Land Use Map Amendment – August 16, 2024**

<b>Ordinance/Application No.</b>	<b>2024-522 / L-5939-24C</b>
<b>Property Location:</b>	0 Wingate Road North
<b>Real Estate Number(s):</b>	019983 0000 (portion of)
<b>Property Acreage:</b>	4.19 acres
<b>Planning District:</b>	District 6, North
<b>City Council District:</b>	District 8
<b>Applicant:</b>	Blair Knighting
<b>Current Land Use:</b>	Medium Density Residential (MDR)
<b>Proposed Land Use:</b>	Community/General Commercial (CGC)
<b>Development Boundary:</b>	Suburban Development Area
<b>Current Zoning:</b>	Residential Medium Density-A (RMD-A)
<b>Proposed Zoning:</b>	Planned Unit Development (PUD)
<b>RECOMMENDATION:</b>	<b>APPROVE</b>

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

See the attached justification from the applicant.

**BACKGROUND**

The 4.19 acre subject site is currently undeveloped and is a portion of a parcel located at 0 Wingate Road North, at the corner of Wingate Road North and Dunn Avenue (SR-104), a minor arterial roadway. The applicant seeks to amend the Future Land Use Map of the Future Land Use Element (FLUE) from MDR to CGC to permit the development of a self-storage facility. In addition, a companion rezoning is pending concurrently with this land use application pursuant to Ordinance 2024-523 to change the zoning designation from RMD-A to PUD. The subject site is adjacent to single family homes along Wingate Road North and shares road frontage along Dunn Avenue with nearby commercial properties both vacant and developed.

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

North: Land Use: Medium Density Residential (MDR), Low Density Residential (LDR)

Zoning: Residential Medium Density-A (RMD-A), Residential Rural-Acre (RR-Acre), Planned Unit Development (PUD)

Property Use: Single family homes, undeveloped

---

South: Land Use: LDR, MDR, CGC, RPI

Zoning: RMD-A, RR-Acre

Property Use: Single family homes, undeveloped, retirement/nursing home, office

---

East: Land Use: MDR, Residential Professional Institutional (RPI), LDR

Zoning: RMD-A, PUD, RR-Acre

Property Use: Single family homes, undeveloped, office park

---

West: Land Use: Community General Commercial (CGC), Regional Commercial (RC), LDR

Zoning: CCG-1, PUD, RMD-A, Residential Low Density-60 (RLD-60), Commercial Neighborhood (CN)

Property Use: Single family homes, retail, undeveloped portion of Baptist Medical Center campus

## **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 – 4.19 acres		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Minor arterial – SR 104	
Plans and/or Studies	North Jax Vision Plan	
Site Utilization	Current: undeveloped	Proposed: self-storage facility
Land Use / Zoning	Current: MDR/RMD-A	Proposed: CGC/PUD
Development Standards for Impact Assessment	Current: 15 DUs/Acre	Proposed: 15 DUs/Acre OR 0.35 FAR
Development Potential	Current: 62 DUs	Proposed: 62 DUs OR 63880.74 square feet
Net Increase or Decrease in Maximum Density	Scenario 1: no change Scenario 2: decrease of 62 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: N/A Scenario 2: Increase of 63,880.74 square feet	
Population Potential	Current: 145 people	Proposed: 145 people
Special Designation Areas		
Aquatic Preserve	N/A	
Evacuation Zone	Zone D	
Airport Environment Zone	JIA 150-foot restriction	
Industrial Preservation Area	N/A	
Cultural Resources	N/A	
Archaeological Sensitivity	Low, medium, high	
Historic District	N/A	
Coastal High Hazard	N/A	
Adaptation Action Area	N/A	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	N/A	
Boat Facility Siting Zone	N/A	
Brownfield	N/A	
Public Facilities		
Potential Roadway Impact	Scenario 1: No change Scenario 2: 1588 net new daily trips	
Potential Public School Impact	14 new students generated	
Water Provider	JEA	
Potential Water Impact	Scenario 1: -1922 gal/day Scenario 2: -13928 gal/day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: -1441 gal/day Scenario 2: -9973 gal/day	
Potential Solid Waste Impact	Scenario 1: -58.9 tons/year Scenario 2: n/a	
Drainage Basin/Sub-basin	Trout River/ West Branch	
Recreation and Parks	N/A	
Mass Transit Access	N/A	

Development Analysis – 4.19 acres	
Natural Features	
Elevations	18'-14'
Land Cover	6170: Mixed wetland hardwoods
Soils	86/38
Flood Zones	N/A
Wetlands	See wetlands review
Wildlife (applicable to sites greater than 50 acres)	N/A

## Utility Capacity

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

The applicant has provided a JEA availability letter dated November 1, 2023. According to the letter, there is an existing 16-inch water main within the Dunn Avenue right of way. There is a 6-inch sewer main and existing 4-inch sewer main within the Dunn Avenue right of way. The letter stipulates the necessity of a privately owned and maintained pumping station to connect to the JEA sewer main in the right of way.

## Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system or a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
  - a. The collection system of a regional utility company is greater than ¼ mile from the proposed subdivision.

- b. Each lot is a minimum of ½ acre unsubmerged property.
- c. Installation of greyline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections.

## **Transportation**

The subject site is 4.19 acres and is located on Wingate Road N, a local facility, and Dunn Avenue (SR 104), a minor arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Medium Density Residential (MDR) to Community General Commercial (CGC).

Comprehensive Plan Consistency:

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

### Transportation Element

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

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

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

### **Trip Generation Estimation:**

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current MDR land use would result in 418 trips. If the land use is amended to allow for this proposed CGC development, this will result in 0 or 2006 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 1588 or zero 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 and Florida Department of Transportation (FDOT) 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
MDR	220	62 MFDUs	T = 6.74 (X)	418	0	418
				<b>Total Trips for Existing Land Use- Scenario</b>		<b>418</b>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	220	62 MFDUs	T = 6.74 (X)	418	0	418
				<b>Total Trips for Proposed Land Use- Scenario 1</b>		<b>418</b>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass- By Trips	Daily Trips
CGC	821	63,880 SF	T = 67.52 (X) / 1000	4313	2307	<b>2006</b>
				<b>Total Trips for Proposed Land Use- Scenario 2</b>		
				<b>Scenario 1 Difference in Daily Trips</b>		<b>0</b>
				<b>Scenario 2 Difference in Daily Trips</b>		<b>1588</b>

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

## School Capacity

The 4.19 acre proposed land use map amendment has a development potential of 62 dwelling units and 14 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

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



<b>Application Review Request: COJ PDD: School Impact Analysis</b> <b>Proposed Name: L-5939-24C</b> <b>Requested By: Sam Roberts</b> <b>Reviewed By: LeVonne Griggs</b> <b>Date: 6/3/2024</b>  Analysis based on maximum dwelling units: <b>62</b>									
School Type	CSA <sup>1</sup>	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>2</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>3</sup>	Available Seats - Adjacent CSA 2, 7&8		
Elementary	1	11,216	56%	7	57%	1,765	2,299		
Middle	1	6,876	80%	3	86%	901	918		
High	1	7,054	72%	4	62%	755	1,061		
<b>Total New Students</b>				<b>14</b>					

**NOTES:**

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

<sup>2</sup> Student Distribution Rate

ES-125

MS-051

HS-074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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

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

Public School Facilities Element

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

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

Objective 3.2 **Adopted Level of Service (LOS) Standards**  
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

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

Supplemental School Information:

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

<p>Application Review Request: COJ PDD: Baseline Checklist Review  Proposed Name: L-5939-24C  Requested By: Sam Roberts  Reviewed By: LeVonne Griggs  Date: 6/3/2024</p> <p>Analysis based on maximum dwelling units: <b>62</b></p>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>2</sup>	SCHOOL CAPACITY <sup>3</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Garden City ES #59	1	7	606	374	62%	67%
Highlands MS #244	1	3	1148	662	59%	58%
Jean Ribault HS #96	1	4	1680	1293	77%	77%
		<b>14</b>				

**NOTES:**

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

<sup>2</sup> Student Distribution Rate

ES-125  
MS-051  
HS-074  
0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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

## **Airport Environment Zone Height Restriction Zone**

The site is located within the 150-foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of 150 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, medium, 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.

### **Procedural Compliance**

Upon site inspection by the Planning and Development Department on July 30, 2024, the required notices of public hearing signs were posted. Nineteen (19) 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 July 29, 2024, for the adoption of the small-scale land use amendment. Three members of the public attended and expressed concerns about traffic and wetland drainage on the property.

### **Consistency Evaluation**

#### **Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies**

#### Future Land Use Element (FLUE)

##### *Development Area*

The subject site is located in the Suburban Development 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.

- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal

of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

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

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

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:

- a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
- b. Each lot is a minimum of ½ acre unsubmerged property.
- c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form on nodes, corridor development, centers or parks.
- Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

Property Rights Element

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:
  - 1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

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

According to Category Descriptions of the Future Land Use Element (FLUE), Medium Density Residential (MDR) in the Suburban Area is intended to provide compact medium density development at up to 20 dwelling units per acre and a minimum of 7 units per acre.

Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

The 4.19 acre subject site is a portion of a larger undeveloped property. The applicant is proposing a change from MDR to CGC on the property, to allow for the development of a personal property storage facility. The proposed land use is a logical extension of the CGC area adjacent to the subject site to the west, which was amended to CGC in 2015 under Ordinance 2015-0491-E. The property is located at the corner of a local road, Wingate Road North, and a minor arterial road, Dunn Avenue. Dunn Avenue itself is primarily a commercial corridor, with a large regional hospital just west of the site, and office parks and other commercial uses along the corridor to the east. The northern side of the amendment site abuts single-family homes. The proposed amendment to CGC would be consistent with the development pattern in the area. Further, the site is a preferred location for CGC designations according to the CGC land use category and would be compatible with the uses along Dunn Avenue and the adjacent CGC land use category west of the subject site. Therefore, the proposed amendment is consistent with FLUE Objective 1.1, Goal 3, Objective 3.2, and Policy 3.2.6 and 3.2.1.



The proposed amendment to CGC promotes a compatible land development pattern and provides a mix of commercial and residential land uses and is a logical extension of the abutting CGC land use in conformance with FLUE Policy 1.1.22 and 1.1.21.

A JEA availability letter was provided for the subject site, and as such there is an existing 16-inch sewer main within the Dunn Avenue right of way and a 6-inch sewer main sewer main. The applicant intends to connect the development to JEA water and sewer and therefore 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.

## **Vision Plan**

The application site lies within the boundary of the Northwest Vision Plan. The plan does not identify specific recommendations for the subject site. A focus of the plan is to create centers to increase development and redevelopment within the district while protecting existing neighborhoods. The proposed development is new development providing a mix of uses for the surrounding area. Therefore, the amendment is consistent with the Vision Plan.

## **Strategic Regional Policy Plan**

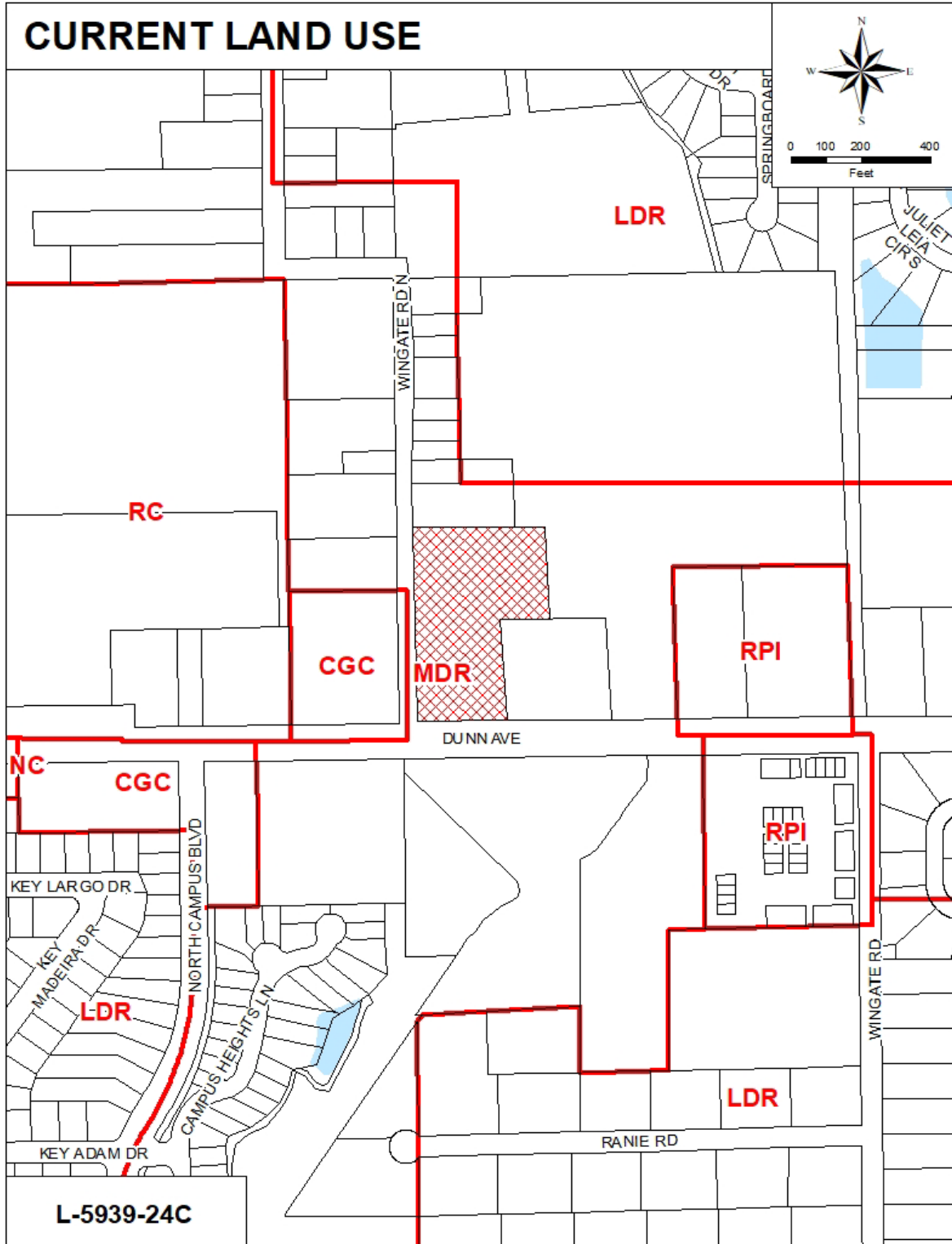
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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

- Infill and redevelopment.

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

# CURRENT LAND USE MAP



# LAND UTILIZATION MAP

