

## **Report of the Jacksonville Planning Department**

### **Small-Scale Future Land Use Map Amendment – March 28, 2025**

**Ordinance/Application No.:** 2025-0172 / L-6013-24C

**Property Location:** 3062 Sunnybrook Court

**Real Estate Number(s):** 057499-0000

**Property Acreage:** 3.47 acres

**Planning District:** District 5, Northwest

**City Council District:** District 9

**Applicant:** Cyndy Trimmer, Esquire  
Driver, McAfee, Hawthorne and Diebenow, PLLC.

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

**Proposed Land Use:** Medium Density Residential (MDR)

**Current Zoning:** Residential Low Density – 60 (RLD-60)

**Proposed Zoning:** Residential Medium Density-D (RMD-D)

**Development Boundary:** Urban Priority Area

**RECOMMENDATION: APPROVE**

### **APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

Applicant seeks this amendment to permit single-family or townhome development consistent with the MDR category.

### **BACKGROUND**

The 3.47-acre subject site is located at the east end of Sunnybrook Court, a local roadway, between Detroit Street and Melson Avenue. The applicant is proposing a Future Land Use Map (FLUM) amendment to the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for a higher density of residential development on the site. The applicant is also proposing a companion rezoning from Residential Low Density - 60 (RLD-60) to Residential Medium Density-D (RMD-D), which is pending concurrently with this application, pursuant to Ordinance 2025-0173.

The northern and western area of the proposed land use amendment is categorized with single family and multifamily uses. The portion of the site that fronts Beaver Street is a commercial industrial corridor with the CSX rail yard to the south of Beaver Street. The subject site is mostly vacant with one single family home on site. The site abuts Medium Density Residential land use to the north. There are low density residential uses to the east and west of the site, with CGC to the south fronting Beaver Street, a minor arterial roadway.

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

**North:** Land Use: Medium Density Residential (MDR) and Low Density Residential (LDR)  
 Zoning: Residential Medium Density- D (RMD-D), Residential Low Density – 60 (RLD-60)  
 Property Use: Single and Multifamily Residential

**South:** Land Use: Community / General Commercial (CGC)  
 Zoning: Commerical Community / General – 2 (CCG-2)  
 Property Use: Church, Open Storage and Vehicle Repair

**East:** Land Use: LDR and CGC  
 Zoning: CCG-2, Residential Low Density – 60 (RLD-60)  
 Property Use: Vehicle Repair and Single-family residential

**West:** Land Use: Low Density Residential (LDR)  
 Zoning: RLD-60  
 Property Use: Single-family residential

## **IMPACT ASSESSMENT**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

### **Land Use Amendment Impact Assessment - Application Number L-6013-24C**

<b>Development Analysis – 3.47 acres</b>		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Sunnybrook Court and Detroit St - Local Roadways	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current:	Proposed:

Development Analysis – 3.47 acres		
	Single Family Residential	Medium Density Residential
Land Use / Zoning	Current: LDR/RLD-60	Proposed: MDR/RMD-D
Development Standards for Impact Assessment	Current: 5 DUs/Acre	Proposed: 15 DUs/Acre
Development Potential	Current: 17 DUs	Proposed: 52 DUs
Net Increase or Decrease in Maximum Density	Increase of 35 DUs	
Net Increase or Decrease in Potential Floor Area	No change	
Population Potential	Current: 45 People	Proposed: 122 People
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	500’ Height and Hazard Zone (Herlong)	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	Brownfield Study Area	
Public Facilities		
Potential Roadway Impact	190 net new daily trips	
Potential Public School Impact	12 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 9,310 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 6,982.5 gallons per day	
Potential Solid Waste Impact	Increase of 91 tons per year	
Drainage Basin/Sub-basin	Upstream of Trout River / McCoy Creek	
Recreation and Parks	Woodstock Park	
Mass Transit Access	Routes 13 and 53- Commonwealth and Melson Avenue	
Natural Features		
Elevations	25 feet	
Land Cover	3300: Mixed Upland non-forested; 1200 – Residential Medium Density	

<b>Development Analysis – 3.47 acres</b>	
Soils	73- Urban land – Mascotte- Sapalo Complex and 69 – Urban Land
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

### **Utility Capacity**

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

The applicant has provided a JEA Availability Letter, dated December 23, 2024 as part of the companion rezoning application. According to the letter, there is an existing 8-inch water main along Beaver Street and an existing 10-inch water main along Melson Avenue for a potable water connection. There is also a 8-inch gravity sewer main along Detroit Street for sewer services.

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. The MDR land use category requires connection to centralized JEA and water and sewer to develop multi-family dwellings.

### **Future Land Use Element**

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

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

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

- a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
- b. Each lot is a minimum of 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 to the JEA Collection Systems available within a five (5) year period.

## **Transportation**

The subject site is 3.47 acres and is located at 3062 Sunnybrook Court, which is east of Melson Avenue, a collector roadway, and north of Beaver Street, a minor arterial roadway. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from Low Density Residential (LDR) Medium Density Residential (MDR).

## **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

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|---------------|--|
| Policy 1.2.1  | The City shall use the Institute of Transportation Engineers <i>Trip Generation Manual</i> , 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 LDR land use would result in 160 daily trips depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 350 daily trips.

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

The difference in daily trips for the proposed land use amendment is 190 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

**Table A**  
**Trip Generation Estimation Scenarios**

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LDR	210	17 DUs	T = 9.43 (X)	160	0	160
				<b>Total Trips for Existing Land Use- Scenario 1</b>		<b>160</b>
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
MDR	220	52 DUs	T = 6.74 (X)	350	0	350
				<b>Total Trips for Proposed Land Use- Scenario 1</b>		<b>350</b>
			<b>Scenario Difference in Daily Trips</b>			<b>190</b>

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

## School Impacts

The 3.47 acre proposed land use map amendment has a development potential of 52 dwelling units and 12 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:

Application Review Request:		COJ PDD: School Impact Analysis					
Proposed Name:		L-6013-24C 3062 Sunnybrook Ct					
Requested By:		Kaleigh Shuler					
Reviewed By:		Levonne Griggs					
Due:		3/4/2025					
Analysis based on maximum dwelling units:		52					
School Type	CSA <sup>1</sup>	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/ Development <sup>2</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 7 & 8
Elementary	1	10,763	53%	6	55%	8,923	703
Middle	2	1,656	44%	2	66%	464	1,474
High	1	6,762	71%	4	64%	1,777	-152
				12			

**NOTES:**

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

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

<sup>3</sup> Student Distribution Rate

ES-.119

MS-.050

HS-.078

0.248

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 (102,110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

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

Public School Facilities Element

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

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

Objective 3.2           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-6013-24C 3062 Sunnybrook CT Requested By: Kaleigh Shuler Reviewed By: Levonne Griggs Due: 3/4/2025 Analysis based on maximum dwelling units: 52						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Bilmore ES#78	1	6	523	201	38%	32%
Lake Shore MS#69	2	2	1341	759	57%	65%
William Raines HS#165	1	4	1829	1384	76%	68%
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NOTES:

- <sup>1</sup> Attendance school may not be in proposed development's Concurrency Service Area (CSA)  
<sup>2</sup> Does not include ESE & room exclusions

<sup>3</sup> Student Distribution Rate

ES-.119
MS-.050
HS-.078
0.248

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 (102,110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

## **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.

## **Airport Environment Zone**

The application site is located within the 500-foot Height and Hazard Zone for Herlong Recreational Airport. Zoning will limit development to a maximum height of 500 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

### Future Land Use Element

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

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

structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

### **Brownfields Study Area**

This site is located within a Brownfields Study Area designated by Resolution 2011-383-A, and as defined in Section 376.79(5), F.S. Since the property is located within a Brownfields Study Area, the owner may request that the property be designated as a Brownfield Site. Not all properties located within the Brownfield Study Area are contaminated. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Tax credits may be available for properties designated as a Brownfield Site.

### **PROCEDURAL COMPLIANCE**

According to the sign posting affidavit and photographs sent by the applicant on February 26, 2025, the required notices of public hearing signs were posted. Eighty (80) 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 March 17, 2025. Other than the applicant, there were no members of the public in attendance to hear more information on this amendment.

### **CONSISTENCY EVALUATION**

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

##### Future Land Use Element (FLUE)

##### *Development Area*

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as defined in this Plan. The UPA does not include the Central Business District Land Use Category boundaries.

Goal 1	To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
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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.
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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 to 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 3.1.5                The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.
- Policy 3.1.12              The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

Property Rights Element (PRE)

- Goal 1                      The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1              Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1                The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2                The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
  2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
  3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
  4. The right of a property owner to dispose of his or her property through sale or gift.

According to the category descriptions in the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan, Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicles Miles Traveled, and cul-de-sacs should be avoided. The maximum gross density in the Urban Priority Area shall be 7 units per acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and 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. Plan amendment requests for MDR in the Urban Priority Area permit residential densities at a minimum of 7 units per acre and up to 20 units per acre. There shall be no minimum density for single family dwellings when the surrounding development typology is single family.

The proposed amendment from LDR to MDR is a logical extension of the MDR land uses to the north of the subject site by continuing the multi-family housing typology and providing compatible residential uses to the area. The MDR land use will result in infill development in a location near Melson Avenue, a collector roadway, and Beaver Street W, a minor arterial roadway and a mixed commercial and industrial corridor. The MDR land use would also provide infill development at urban densities which are encouraged in the Urban Priority Development Area. The proposed amendment provides a transition of uses with the continuation of MDR land use from the North and CGC to the South. The amendment will provide new housing options to meet the needs of the growing population as well. Therefore, the amendment is consistent with FLUE Goal 3 and Policies 3.1.5 and 3.1.12. Amendment of the site's land use designation would add the potential for a more diverse housing stock on a site that near a collector roadway and is supplied with full urban services, including water, sewer and access to transit routes. Therefore, the amendment is consistent with the FLUE Goal 1, Objective 1.1, and Policies 1.1.21 and 1.1.22.

The applicant has provided a JEA Availability Letter, dated December 23, 2024, as part of the companion rezoning application. According to the letter, there is an existing 8-inch water main along Beaver St and an existing 10-inch water main along Melson Ave for a potable water connection. There is also a 8-inch gravity sewer main along Detroit Street for sewer services. Therefore, FLUE Policy 1.2.8 is satisfied.

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 subject property is located within the boundaries of the Northwest Jacksonville Vision Plan. While the plan does not provide specific recommendations for the subject site, redevelopment of the site supports Theme 1 of strengthening existing neighborhoods and creating new ones. Therefore, the proposed application is consistent with the goals outlined in the Northwest Jacksonville Vision Plan.

### **Strategic Regional Policy Plan**

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

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing types in the northeast Florida region and creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

## CURRENT LAND USE AND LAND UTILIZATION MAP

