

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32202  
(904) 630-CITY

November 3, 2022

The Honorable Terrance Freeman, 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. 2021-572/Application No. L-5584-21C**

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

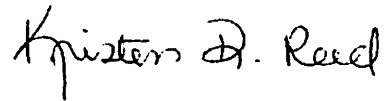
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2021-572 on November 3, 2022.

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	Aye
Daniel Blanchard	Absent
Jordan Elsbury	Aye
Joshua Garrison	Absent
David Hacker	Aye

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 Community Planning Division  
City of Jacksonville - Planning and Development Department  
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Jacksonville, FL 32202  
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**REVISED Report of the Jacksonville Planning and Development  
Department**

**Small-Scale Future Land Use Map Amendment – September 30, 2022**

**Ordinance/Application No.:** 2021-572 / L-5584-21C

**Property Location:** 740 Cahoon Road, 0, 8146, 8158, and 8172 Ramona Boulevard West

**Real Estate Number(s):** 007018 0010; 007018 0020; 007019 0000; 007020 0000; 007023 0000; 007023 0010; 007022 0010; 007022 0020

**Property Acreage:** 8.44 acres

**Planning District:** District 5, Northwest

**City Council District:** District 12

**Applicant:** Curtis Hart, Hart Resources, LLC.

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

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

**Current Zoning:** Rural Residential - Acre (RR-Acre)

**Proposed Zoning:** Planned Unit Development (PUD)

**Development Boundary:** Suburban Area

**RECOMMENDATION: APPROVE**

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

This property is adjacent to land use designations of LDR, CGC, and RPI. The proposed land use designation from LDR to MDR would be a good transition between LDR, CGC and RPI and would be compatible with the surrounding area.

**BACKGROUND**

The 8.44-acre subject site consists of eight parcels, most of which are currently undeveloped and one parcel currently contains a single family residence. The subject site is in the southwest quadrant of the intersection of Cahoon Road and Ramona Boulevard West, both collector roads. The applicant is proposing a Future Land Use Map (FLUM)

amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for residential development. The applicant is also proposing a companion rezoning from Rural Residential - Acre (RR-Acre) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2021-573.

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

North: Land Use: CGC, RPI  
 Zoning: CN, CRO  
 Property Use: Commercial, Single family, Church

South: Land Use: LDR  
 Zoning: RR-Acre  
 Property Use: Single family, Pasture

East: Land Use: LDR, CGC  
 Zoning: RLD-60, CCG-1  
 Property Use: Commercial, Church, Single family

West: Land Use: LDR  
 Zoning: RR-Acre, RLD-60  
 Property Use: Single family

## **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.

### **Impact Assessment Baseline Review**

<b>Development Analysis</b>		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Collector / No	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Residential
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: MDR / PUD
Development Standards for Impact Assessment	Current: 5 DU/Acre	Proposed: 15 DU / Acre

<b>Development Analysis</b>		
Development Potential	Current: 42 DUs	Proposed: 126 DUs
Net Increase/Decrease in Maximum Density	Increase of 84 DUs	
Net Increase/Decrease in Potential Floor Area	Not applicable	
Population Potential	Current: 111 people	Proposed: 296 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150 foot height zone – Herlong Recreational Airport & 500 foot height zone and notice zone - OFL Whitehouse ; Whitehouse lighting regulation zone (120 sq. ft.)	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and High	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
<b>Public Facilities</b>		
Potential Roadway Impact	453 net new daily trips	
Potential Public School Impact	41 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 18,438 gallons per day	
Sewer Provider	JEA	

<b>Development Analysis</b>	
Potential Sewer Impact	Increase of 13,829 gallons per day
Potential Solid Waste Impact	Increase of 218 tons per year
Drainage Basin/Sub-basin	Ortega River / Unnamed Run
Recreation and Parks	Joseph Stillwell Middle School Park
Mass Transit Access	No
<b>Natural Features</b>	
Elevations	61-67 feet
Land Cover	2130: Woodland Pastures
Soils	32; 58
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	No

**Utility Capacity**

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning 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 May 18, 2021, on file with the companion rezoning. According to the letter, the closest access point for centralized water is located within the Ramona Boulevard West right of way and the sewer access point is in the Estates Cove Road right of way. The site is also subject to special conditions to connect to the sewer system. Per the letter, the proposed development will require the design and construction of an onsite JEA owned and maintained pump station and a JEA dedicated force main to connect to JEA sewer services.

## **Transportation**

The subject site is 8.44 acres and is accessible from Cahoon Road, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Medium Density Residential (MDR).

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 396 daily trips. If the land use is amended to allow for this proposed MDR development, this will result in 849 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 453 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 as a result of this land use amendment.

**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
LDR	210	42 SF DUs	T = 9.43 (X)	396	0	396
				<i>Existing Scenario 1 Total</i>		<b>396</b>
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	126 MF DUs	T = 6.74 (X)	849	0	849
				<i>Proposed Scenario 1 Total</i>		<b>849</b>
				<b>Proposed Net New Daily Total</b>		<b>453</b>

**Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

**Historic Preservation Element**

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

**Airport Environment Zone**

The site is located within the 150 foot Height and Hazard Zone for OLF Whitehouse and the 500 foot Height and Hazard Zone for Herlong Recreational Airport. Zoning will limit development to a maximum height of less than 150 feet or 500 feet, respectively, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

**Future Land Use Element**

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

Additionally, approximately 120 square feet of the site is in the Lighting Regulation Zone and the airport notice zone for OLF Whitehouse. In accordance with Zoning Code Section 656.1005.2(d)(6), all artificial lighting equipment, including but not limited to flood lights and search lights, whether temporary or permanent installations, shall have positive



optical controls so that no light is emitted above the horizontal plane. No building permit shall be granted in this zone unless this requirement has been met. An airport notice zone acknowledgement must also be completed in accordance with Zoning Code Section 656.1010.

**Policy 2.5.6** To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on Map L-22.

**Policy 2.5.7** In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.

### **School Capacity**

The 8.44 acre proposed land use map amendment has a development potential of 126 dwelling units and 41 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-5584-21C Ramona Blvd - REVISED  
 Requested By: Ed Luke / Lukacovic / Krista Fogarty  
 Reviewed By: Shalene B. Estes  
 Date: 9/26/2022

Analysis based on maximum dwelling units: 126

School Type	CSA <sup>1</sup>	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 1 & 2 (p15 2&7)
Elementary	7	2,979	83%	21	70%	251	1,043
Middle	1	7,527	88%	9	86%	702	447
High	7	2,194	99%	11	73%	775	2,176
<b>Total New Students</b>				<b>41</b>			
<b>Total Student Emergency Yield:</b>		<b>0333</b>					
	Elementary:	0167					
	Middle:	0073					
	High:	0093					

NOTES:  
<sup>1</sup> Proposed Development's Consistency Services Area (CSA)  
<sup>2</sup> Available CSA seats include current reservations

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

**Public School Facilities Element**

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

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

**Objective 3.2** **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-5584-21C Ramona Blvd - REVISED

**Requested By:** Ed "Luke" Lukacovic / Krista Fogarty

**Reviewed By:** Shalene R. Foster

**Due:** 5/26/2022

Analysis based on maximum dwelling units **126**

SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded)	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 2021/22 (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Crystal Springs ES #226	8	21	1225	924	75%	72%
Charger Academy #216	2	9	1438	921	64%	65%
Edward H. White HS #248	2	11	2071	1512	73%	73%
		41				

**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> Same As Above (SAA)

## **Aquifer Recharge**

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

### Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.8      Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on August 31, 2021, the required notices of public hearing signs were posted. Forty-three (43) 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 August 30, 2021. Two members of the public attended to get more information on the proposed amendment, one expressed concerns about the layout of proposed uses on the site.

## **CONSISTENCY EVALUATION**

### **Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies**

#### Future Land Use Element (FLUE)

##### *Development Area*

*Suburban Area (SA):* The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

- 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.
- Policy 1.1.5** The amount of land designated for future development should provide for a balance of uses that:
- A. Fosters vibrant, viable communities and economic development opportunities;
  - B. Addresses outdated development patterns;
  - C. Provides 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.
- Policy 1.1.21** Future 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 of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. 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 1.2.9** Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

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

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policy 3.1.6 The City shall provide 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.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require the all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

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 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 FLUE, the Low Density Residential (LDR) land use designation is intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. The maximum gross density in the Suburban Area shall be seven (7) units per acre when full urban services are available to the site.

Medium Density Residential (MDR) is a category which provides for the location of 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 and townhomes should be the predominant development typologies in this category. The maximum gross density in the Suburban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre.

The Applicant has provided a JEA Availability letter dated May 18, 2021, on file with the companion rezoning. According to the letter, the closest access point for centralized water is located within the Ramona Boulevard West right of way and the sewer access point is in the Estates Cove Road right of way. The site is also subject to special conditions to connect to the sewer system. Per the letter, the proposed development will require the design and construction of an onsite JEA owned and maintained pump station and a JEA dedicated force main in order to connect to JEA sewer services. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.9.

The subject site presently contains a single-family dwelling and undeveloped land and is in the southwest quadrant of the intersection of Cahoon Road and Ramona Boulevard West, both collector roads. While development and land uses immediately surrounding this intersection are primarily non-residential, the development pattern transitions to single-family residential moving away from the non-residential intersection. The proposed amendment to MDR would allow for the development of a wider mix of housing options to accommodate future growth, while providing a gradual transition of densities to maintain a consistent and compatible land use pattern with the surrounding single family residential uses. Therefore, the amendment is consistent with FLUE Goals 1 and 3, Objective 3.1, and Policies 1.1.22 and 3.1.6.



The presently undeveloped site has access to centralized water and sewer. Development of this site is considered infill development and would therefore be consistent with FLUE Objective 6.3. Additionally, development on the site will be required to be consistent with ROSE Policy 2.2.2, as applicable, concerning the provision of recreation and open space.

The proposed amendment from LDR to MDR would maintain the amount of residentially designated land throughout the City. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

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 vision plan does not make any specific recommendations for the subject site, Guiding Theme 1 of the Vision Plan states "Strengthen existing neighborhoods and create new neighborhoods." The proposed amendment would allow for new residential development, which would strengthen the existing residential neighborhoods located near the intersection of Cahoon Road and Ramona Boulevard West. Therefore, the proposed amendment is consistent with the Northwest Vision Plan.

### **Strategic Regional Policy Plan**

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

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

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

The proposed land use amendment would allow for the development of additional housing options in the area, providing an increase in housing stock in the area, consistent with Policy 21 of the Strategic Regional Policy Plan.

**LAND USE AMENDMENT**  
**FIELD / LOCATION / CURRENT LAND USE MAP**

