

City of Jacksonville, Florida

Lenny Curry, Mayor

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October 21, 2021

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-641/Application No. L-5512-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond 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 2021-641 on October 21, 2021.

P&DD Recommendation

APPROVE

PC Issues:

The Commission noted that this amendment promotes a good reuse of the site and facilitates clean-up of the site. However, one Commissioner expressed concern regarding the quality of clean-up activities and placing residential on the site.

PC Vote:

6-1 APPROVE

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Aye
Marshall Adkison	Nay
Daniel Blanchard	Aye
Joshua Garrison	Aye
Dawn Motes	Absent
Jason Porter	Aye

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – October 1, 2021

Ordinance/Application No.: 2021-641 / L-5512-21C

Property Location: 0 Philips Highway (US-1), between Lenior Avenue and Bowdendale Avenue

Real Estate Number(s): 152602 0100

Development Area: Urban Priority

Property Acreage: 43.69 acres

Planning District: District 3, Southeast

City Council District: District 5

Applicant: Curtis L. Hart

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Commercial Community/General-1 (CCG-1)

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

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

This application to change the Land Use from CGC to MDR will create a mix use development area by bringing multifamily residential uses such as apartments or townhomes along Philips Highway, a commercial corridor. The property is a vacant former landfill and will be cleaned up prior to development. Public utilities through JEA are available throughout the site.

BACKGROUND

The 43.69 acre subject site is the site of a former landfill and is currently undeveloped. The subject site is located on the east side of Philips Highway (US-1), a major arterial road, between Lenior Avenue and Bowdendale Avenue, both unclassified roads. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from CGC to MDR, with a companion rezoning application from CCG-1 to RMD-D to allow for

residential. The companion rezoning, Ordinance 2021-642 is pending concurrently with this application.

The subject site was included in a previous land use amendment in 2007, which changed the designation from Business Park (BP) to CGC on 84.69 acres, pursuant to Ordinance 2007-357-E. A remedial amendment followed this designation, which limited the development of the 84.69 acre site to 500 dwelling units and 400,000 Square Feet of commercial uses, pursuant to Ordinance 2008-607.

Three other proximate land use amendments have occurred on properties located to the north of the subject site, along the east side of Philips Highway. An 11.8 acre site was changed from BP to LI, pursuant to Ordinance 2004-1062-E. Just north of that amendment, a 2.2 acre site was changed from BP to LI, pursuant to Ordinance 2001-504-E. East of that amendment, an 8.8 acre site was changed from BP to LI, pursuant to Ordinance 2000-1149-E.

The property is currently undeveloped surrounded by a mix of uses. More specific uses along with the zoning and land use categories are listed below.

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

North: Land Use: CGC, Light Industrial (LI), and Business Park (BP)
Zoning: CCG-1, Industrial Light (IL), and Industrial Business Park (IBP)
Property Use: Undeveloped, warehouse

South: Land Use: CGC, LI, and Regional Commercial (RC)
Zoning: CCG-1, CCG-2, IL, IBP, and Planned Unit Development (PUD)
Property Use: Office, Nursing home, Hotels, Restaurants, Service garage, Warehouse

East: Land Use: BP
Zoning: PUD and IBP
Property Use: Warehouse offices, I-95

West: Land Use: Heavy Industrial (HI), BP
Zoning: IH and IBP
Property Use: Florida East Coast Railroad, Undeveloped

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.

Where there is not an associated site specific policy or note on the Annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

Land Use Amendment Impact Assessment - Application Number L-5512-21C

Development Analysis		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Major Arterial / S.R 5	
Plans and/or Studies	U.S. 1 Corridor Study	
Site Utilization	Current: Vacant	Proposed: Residential
Land Use / Zoning	Current: CGC/CCG-1	Proposed: MDR/ RMD-D
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 20% at 0.35 FAR / 80% Residential at 45 MF DU/Acre	Proposed: 15 MF DU/Acre
Development Potential	Current: Scenario 1: 666,098 sq. ft. commercial Scenario 2: 133,220 sq. ft. commercial / 1,572 MF DU	Proposed: 655 MF DU
Net Increase or Decrease in Maximum Density	Scenario 1: Increase 655 MF DU Scenario 2: Decrease 917 MF DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease 666,098 sq. ft. commercial Scenario 2: Decrease 133,220 sq. ft. commercial	
Population Potential	Current: Scenario 1: 0 Scenario 2: 3,694 people	Proposed: 1,539 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	300 ft. NAS	
Industrial Preservation Area	Situational Compatibility Area	
Cultural Resources	No	
Archaeological Sensitivity	High and Low	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No	
Wellhead Protection Zone	No	

Development Analysis	
Boat Facility Siting Zone	No
Brownfield	Philips Hwy Brownfield Area- former Landfill
Public Facilities	
Potential Roadway Impact	No net new daily trips
Potential Public School Impact	Increase of 216 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: increase 120,621 gpd Scenario 2: decrease 222,156 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: increase 90,466 gpd Scenario 2: decrease 166,617 gpd
Potential Solid Waste Impact	Scenario 1: increase 638 tons per year Scenario 2: decrease 2,598 tons per year
Drainage Basin/Sub-basin	Arlington River/Bennett Branch
Recreation and Parks	Baker-Skinner Park
Mass Transit Access	#27
Natural Features	
Elevations	25 ft.
Land Cover	1900 , Open Land
Soils	7, Arents, nearly level
Flood Zones	N/A
Wetlands	N/A
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 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).

A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated April 24, 2019, identifies an existing 12-inch water main along Executive Park Court and an existing 8-inch gravity main stub along Executive Park Court.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Department, and determined that the proposed amendment from Community/General Commercial (CGC) to Medium Density Residential (MDR) has an existing development potential as 100% non-residential or 20% non-residential and 80% residential. If the land use is amended to MDR, development could result in no net new daily trips under scenario 1 or no net new daily trips under scenario 2. Trips generated

by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

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

Capital Improvements Element

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

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series 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 of the TE of the 2030 Comprehensive Plan requires that 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.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long-Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is in Mobility Zone 8.

The subject site is accessible via Philips Highway (US 1), a principal arterial facility. The proposed MDR development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the City Traffic Engineer

and Florida Department of Transportation (FDOT) to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

School Capacity

The Planning and Development Department determined that the proposed amendment from CGC to MDR has a current development potential under scenario 1 as 100 percent non-residential and under scenario 2 as 80 percent residential and 20 percent non-residential. Under scenario 2, the proposed amendment could result in the development of 655 multi-family dwelling units.

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:

- Elementary School
 - Concurrency Service Area (CSA) 4
 - 2020/2021 enrollment: 5,438
 - Current utilization: 80%
 - New student development from amendment: 109
 - 5-year utilization: 100%
 - Available seats in CSA: 412
 - Available seats in adjacent CSA(s): 3 and 5 is 1,716

- Middle School
 - CSA 4
 - 2020/2021 enrollment: 4,005
 - Current utilization: 81%
 - New student development from amendment: 47
 - 5-year utilization: 85%
 - Available seats in CSA: 277
 - Available seats in adjacent CSA(s): 3 and 5 is 251

- High School
 - CSA 4
 - 2020/2021 enrollment: 856
 - Current utilization: 67%
 - New student development from amendment: 60
 - 5-year utilization: 86%
 - Available seats in CSA: 11
 - Available seats in adjacent CSA(s): 3 and 5 is 10

The analysis of the proposed residential development reveals a deficiency for high 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

Supplemental School Information

The following additional information regarding the capacity of the assigned neighborhood schools is provided by the Duval County School Board. This information 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.

- Greenfield Elementary School #222
 - CSA 3
 - Amendment student generation: 109
 - School Capacity including permanent spaces and portables: 592
 - Current enrollment 20 day county for 2020/2021: 531
 - Percent Occupied: 90%
 - 4-year projection: 111%

- Southside Middle School #211
 - CSA 1
 - Amendment student generation: 47
 - School Capacity including permanent spaces and portables: 977
 - Current enrollment 20 day county for 2020/2021: 955
 - Percent Occupied: 98%
 - 4-year projection: 80%

- Englewood High School #90
 - CSA 1
 - Amendment student generation: 60
 - School Capacity including permanent spaces and portables: 1,864
 - Current enrollment 20 day county for 2020/2021: 1,852
 - Percent Occupied: 99%
 - 4-year projection: 101%

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 300 foot Height and Hazard Zone for the Jacksonville Naval Air Station (NAS Jax). Zoning will limit development to a maximum height of less than 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.5 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.

Industrial Zones

The subject property is located within the "Industrial Situational Compatibility" Zone. "Industrial Sanctuary" and "Industrial Situational Compatibility" Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Map series of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Brownfield Site

The subject site is a former landfill and designated Brownfield. 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.

This site is referenced by the Department of Environmental Protection (DEP) as “Phillips Highway Site” – DEP Site ID# 160202001. In 2003, the site’s previous owner entered into a Brownfield Site Redevelopment Agreement (BSRA) with the DEP. At the time of this report, there are no records of a Site Rehabilitation Cleanup Order (SRCO), which is issued when cleanup on site has been completed, on the DEP’s online database. According to the land use application, the applicant has indicated that the site will be cleaned up prior to development.

Future Land Use Element

Policy 2.2.13 Prioritize brownfield sites for redevelopment based on the extent of contamination and ease of remediation, potential for available funding, and potential for mixed use redevelopment. The City’s Brownfield Coordinator should identify these sites and rank them according to the following criteria:

1. Ease of remediation and suitability of the site for residential or recreational uses
2. Location on major road corridors and accessibility to transit
3. Large sites with the greatest potential to be redeveloped as a compact and walkable project which adds needed density, parks and open space to the community

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 15, 2021, the required notices of public hearing signs were posted. Twenty-one (21) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on September 20, 2021. No members of the public were present.

CONSISTENCY EVALUATION

Consistency with 2030 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 further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.

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 1.1.5 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 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

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 1.2.9 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.

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.

Policy 3.2.18 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

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.

Pending Property Rights Element (Ordinance 2021-334)

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, Community/General Commercial (CGC) land use category in the Urban Priority Area is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment. Development that includes residential uses is preferred to provide support for commercial and other uses. A combination of compatible mixed uses should be vertically integrated within a multistory building. Residential uses are permitted within CGC in the UPA at densities up to Sixty (60) dwelling units per acre as part of mixed use developments so long as they do not exceed 80 percent of a development.

MDR in the Urban Priority Area is intended to provide compact medium to high density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family and single-family dwellings are the predominant development typology 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 subject site is served by public water and sewer services. A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated April 24, 2019, identifies an existing 12-inch water main along Executive Park Court and an existing 8-inch gravity main stub along Executive Park Court. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.9.

The proposed amendment to MDR would allow for development of additional housing options to accommodate future growth and development through the planning timeframe of the 2030 Comprehensive Plan, while providing a wider variety of housing options for residents. Therefore, the amendment is consistent with FLUE Objectives 1.1 and 3.1, and Policies 1.1.5, 1.1.21 and 3.1.6.

The subject site has access to centralized water and sewer facilities and mass transit services. The property is underutilized land in the Urban Priority Development Area and development of this site is considered infill redevelopment. Therefore, the proposed redevelopment of this property is consistent with Objective 6.3 of the FLUE.

The proposed amendment to MDR results in an increase in the mix of uses within the area and a compatible transition of uses between the adjacent BP and CGC land use categories to the east and south of the subject site, consistent with FLUE Policies 1.1.10 and 3.2.18.

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.

US-1 Corridor Study

The subject site is located within the boundaries of the US Corridor Study. The study breaks the corridor into smaller segments for evaluation and recommendations. The subject site is located within the central north segment of the corridor study. The study states that the northern and central northern segments are located near Downtown and the countless employment opportunities near the Baymeadows and J. Turner Butler Boulevard intersections, any infill development location on or adjacent to these segments should be encouraged. The application would provide an infill residential development opportunity, consistent with the US-1 Corridor Study's recommendations.

Vision Plan

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. The Plan offers no specific recommendations for the location of the subject site. However, the Plan does make several recommendations for infill development along Philips Highway (US-1). Additionally, Sub-Principle 2.2 of the vision plan encourages redevelopment along arterials. Philips Highway is a major arterial roadway and the proposed land use amendment would allow for an infill redevelopment opportunity. Therefore, the proposed amendment is consistent with the recommendations of the Southeast 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 is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the North Planning District.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP

