

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. 2021-688/Application No. L-5599-21C

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 2021-688 on October 21, 2021.

P&DD Recommendation APPROVE
PC Issues: None
PC Vote: 5-0 APPROVE

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

Planning Commission Report
October 21, 2021
Page 2

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

Sincerely,

Kristen D. Reed

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – October 15, 2021

Ordinance/Application No.: 2021-688 / L-5599-21C

Property Location: On the east and west side of Harts Road, between Biscayne Boulevard and I-95

Real Estate Number(s): 044140-0300 and 044147-0000

Development Area: Suburban

Property Acreage: 11.36 acres

Planning District: District 6, North

City Council District: District 7

Applicant: Paul M. Harden, Esquire

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Commercial Community/General-1 (CCG-1) and Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To provide a transition of intensity of uses from east to west and provide a mix of housing options in the area to meet demand.

BACKGROUND

The 11.36 acre subject property consists of two parcels located at the west and east sides of Harts Road and between Biscayne Boulevard, Regency Drive and I-95. According to the City's Functional Highways Classification Map Harts Road is a collector road. 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 and PUD to PUD to develop multi-family housing. The companion rezoning, Ordinance 2021-689 is pending concurrently with this application.

The land use amendment site 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: MDR and CGC
Zoning: CCG-1 and PUD
Property Use: Stormwater lake and multi-family apartments

South: Land Use: CGC
Zoning: CCG-1
Property Use: Vacant undeveloped land, motels, retail store/gas, banks, warehouse, restaurant, fast food, shopping center, drug store and medical office

East: Heavy Industrial (HI)
Zoning: Industrial Heavy (IH)
Property Use: I-95 and further east of I-95 – Annhauser-Busch bottle cannery

West: Land Use: Low Density Residential (LDR) and northwest Neighborhood Commercial (NC)
Zoning: Residential Low Density (RLD-60) and PUD
Property Use: Single-family subdivision, church and vacant undeveloped land

IMPACT ASSESSMENT

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

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-5599-21C

Development Analysis		11.36 Acres
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Hart Road – Collector Road	
Plans and/or Studies	North Jacksonville Shared Vision and Master Plan	
Site Utilization	Current: Vacant Undeveloped	Proposed: Multi-family residential
Land Use / Zoning	Current: CGC / CCG-1 & PUD	Proposed: MDR / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 20% non-residential at 0.35 FAR and 80% residential at 15 multi-family DUs per acre	Proposed: 15 Multi-family DUs per acre
Development Potential	Current: Scenario 1: 173,194 sq. ft. commercial space Scenario 2: 34,638 sq. ft. commercial space and 136 multi-family DUs	Proposed: 170 Multi-family DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 170 Multi-family DUs Scenario 2: Increase of 34 Multi-family DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 173,194 sq. ft. of commercial space Scenario 2: Decrease of 34,638 sq. ft. of commercial space	
Population Potential	Current: Scenario 1: 0 people Scenario 2: 319 people	Proposed: 399 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150 and 300 Foot Height Restriction Zone for Jacksonville International Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and High Sensitivity	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No – Discharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	No new net daily trips.	
Potential Public School Impact	Increase of 55 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 31,290 gpd Scenario 2: Increase of 6,258.1 gpd	

Development Analysis		11.36 Acres
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 23,468 gpd Scenario 2: Increase of 4,693.6 gpd	
Potential Solid Waste Impact	Scenario 1: Decrease of 164.89 tons per year Scenario 2: Decrease of 32.979 tons per year	
Drainage Basin/Sub-basin	Broward River Basin and Sub-basin	
Recreation and Parks	Eartha Park H Napoleon Park	
Mass Transit Access	No bus service at this location	
Natural Features		
Elevations	10 to 25 feet above mean sea level	
Land Cover	(4340) Upland mixed coniferous/hardwood	
Soils	90% (12) Blanton fine sand 10% (72) Urban land-Ortega-Kershaw complex	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	Not applicable	

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 August 3, 2021, identifies an existing 16-inch water main, an 8-inch gravity sewer main and an existing 12-inch gravity sewer main within the Harts Road right-of-way.

Transportation

The Planning and Development Department completed a transportation analysis and determined that the proposed amendment has the potential to result in an increase of no net new daily external trips in scenarios 1 and 2. The proposed MDR land use scenario compared to the current allowable CGC land use scenarios demonstrate the proposed land use is less intensive. However, there will still be a significant daily vehicular trips on the external roadway network of 1,244 daily trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office. A copy of the transportation analysis is on file with the Planning and Development 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 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 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 period. 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 in order 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 located in Mobility Zone 4.

The subject site is accessible via Harts Road, a collector facility which intersects with Dunn Avenue (SR 104). The proposed MDR development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the City Traffic Engineer 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

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 11.36 acre proposed land use map amendment has a development potential of 170 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) 1
 - 2020/2021 enrollment: 10,871
 - Current utilization: 59%
 - New student development from amendment: 28
 - 5-year utilization: 67%
 - Available seats in CSA: 6,189
 - Available seats in adjacent CSA(s): 2 and 7 is 2,711

- Middle School
 - CSA 1
 - 2020/2021 enrollment: 7,607
 - Current utilization: 89%
 - New student development from amendment: 12
 - 5-year utilization: 98%
 - Available seats in CSA: 624
 - Available seats in adjacent CSA(s): 2 and 7 is 611

- High School
 - CSA 1
 - 2020/2021 enrollment: 8,520
 - Current utilization: 84%
 - New student development from amendment: 15
 - 5-year utilization: 76%
 - Available seats in CSA: 962
 - Available seats in adjacent CSA(s): 2 and 7 is 1,174

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

Public School Facilities Element

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

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

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.

- Highland Elementary School #99
 - CSA 1
 - Amendment student generation: 28
 - School Capacity including permanent spaces and portables: 536
 - Current enrollment 20 day county for 2020/2021: 422
 - Percent Occupied: 79%
 - 4-year projection: 110%

- Highland Middle School #244
 - CSA 1
 - Amendment student generation: 12
 - School Capacity including permanent spaces and portables: 1,071
 - Current enrollment 20 day county for 2020/2021: 751
 - Percent Occupied: 70%
 - 4-year projection: 77%

- First Coast High School #265
 - CSA 1
 - Amendment student generation: 15
 - School Capacity including permanent spaces and portables: 2,212
 - Current enrollment 20 day county for 2020/2021: 2,168
 - Percent Occupied: 98%
 - 4-year projection: 103%

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 and 300-foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150 and 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.

Evacuation Zone

The subject site is within Evacuation Zone D. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application. Their complete analysis is on file with the department.

Summary of EPD Response:

The proposed property at 0 Harts Rd. will be directly adjacent to I-95 (0.37 road miles), a primary evacuation route.

In consideration of the evacuation zone, nearest evacuation routes, and the estimate of 170 multi-family dwelling units, the development of the proposed property at 0 Harts Rd. could create a localized impact to the traffic flow south and north on I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5599-21C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 29, 2021, the required notices of public hearing signs were not posted. Fifty-one (51) 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 October 4, 2021. A member of the public was present but did not express any concerns.

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.

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 1.1.24** The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.
- 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.
- Policies 3.1.1** The City shall develop through the Planning and Development Department an incentive program to promote infilling of residential development on vacant land designated for residential use on the Future Land Use Map series. These incentives will be reflected in the Zoning Code of the City's Land Development Regulations.
- Policy 3.1.3** Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process

to review and grant, when appropriate, relief from the scale transition requirements.

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.

Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

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 Suburban Area is intended to provide development in a nodal development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Residential uses are permitted at up to Twenty (20) 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 Suburban Area is intended to provide compact low to medium 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 located on both sides of Harts Road is and served by public water and sewer services as per the August 3, 2021 JEA availability letter. According to the letter, there is an existing 16-inch water main, an 8-inch gravity sewer main and an existing 12-inch gravity sewer main within the Harts Road right-of-way. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.9.

The subject site has access to centralized water and sewer facilities and the proposed amendment to MDR would allow for development of additional housing options in the North Planning District to accommodate future growth and development through the planning timeframe of the 2030 Comprehensive Plan. The property is underutilized land in the Suburban Development Area and development of this site is considered infill development. Therefore, the amendment is consistent with FLUE Objectives 1.1 and 3.1, and Policies 1.1.5, 1.1.21, 1.1.24, 3.1.1 and 3.1.6.

The amendment to MDR to provide multi-family results in a compatible development pattern with the existing mix of land uses in the area and provides a transition from the CGC to the LDR land use categories west of the subject site. The application site is also vacant undeveloped land. Therefore the proposed land use amendment to MDR is consistent with FLUE Objective 6.3 and Policies 1.1.10 and 3.1.3.

Additionally, multi-family development on the site will be subject to the requirements of ROSE Policies 2.2.2 and 2.2.5, as applicable, concerning the provision of recreation and open space.

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 amendment site is located within the boundaries of the North Jacksonville Vision Plan. The Plan does not specifically identify the application site. However, the site lies just north of the intersection of Harts Road and Dunn Avenue. Approximately 2.7 miles west of the intersection is the proposed Dunn Avenue Village Center. The concept of the village center is to create a highly themed, low intensity, mixed-use center to serve the daily needs of the nearby residential neighborhoods and commercial areas. Although, the Village Center could support the proposed new residential development. The land use amendment is neither consistent nor inconsistent with the Vision Plan.

Strategic Regional Policy Plan

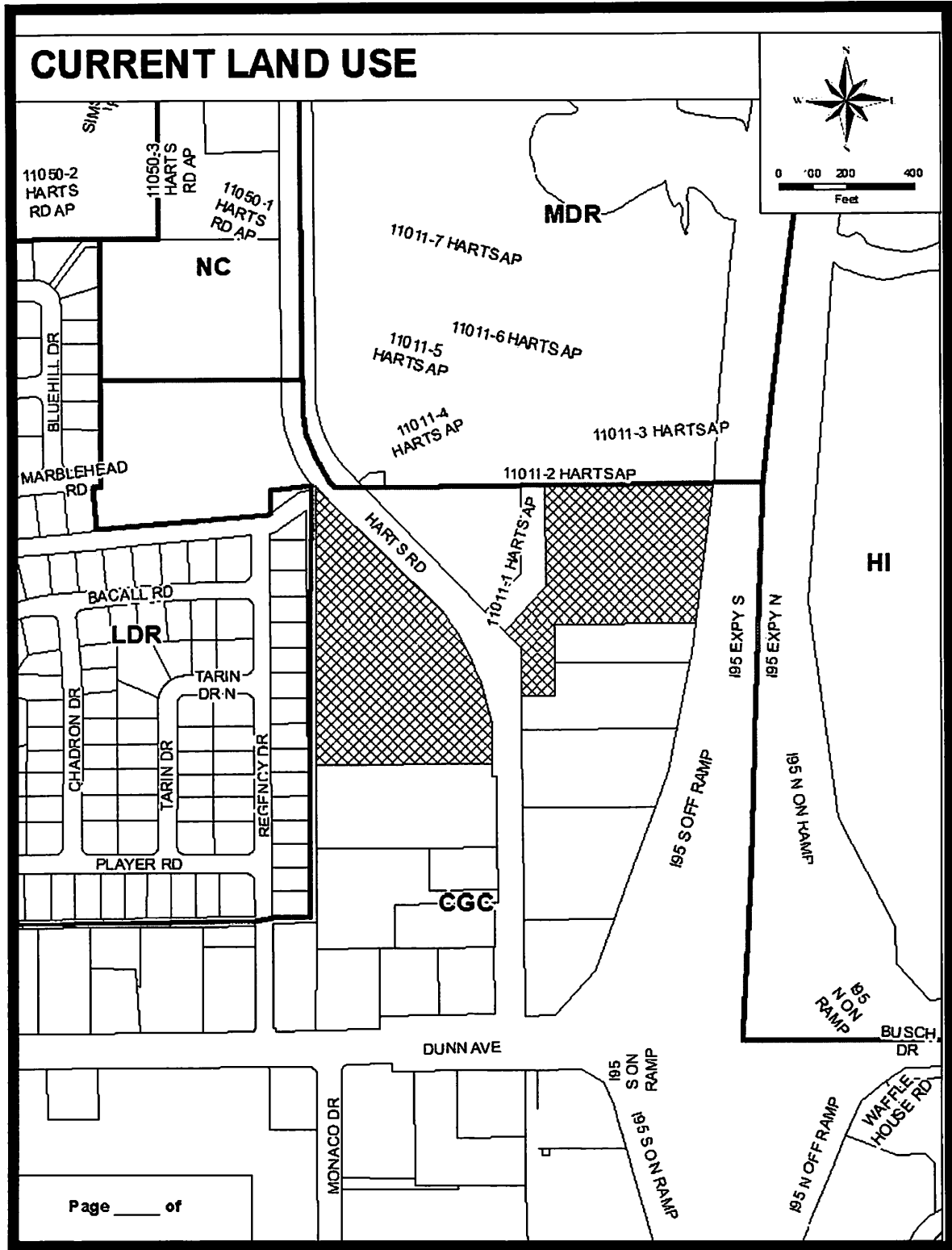
The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

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.

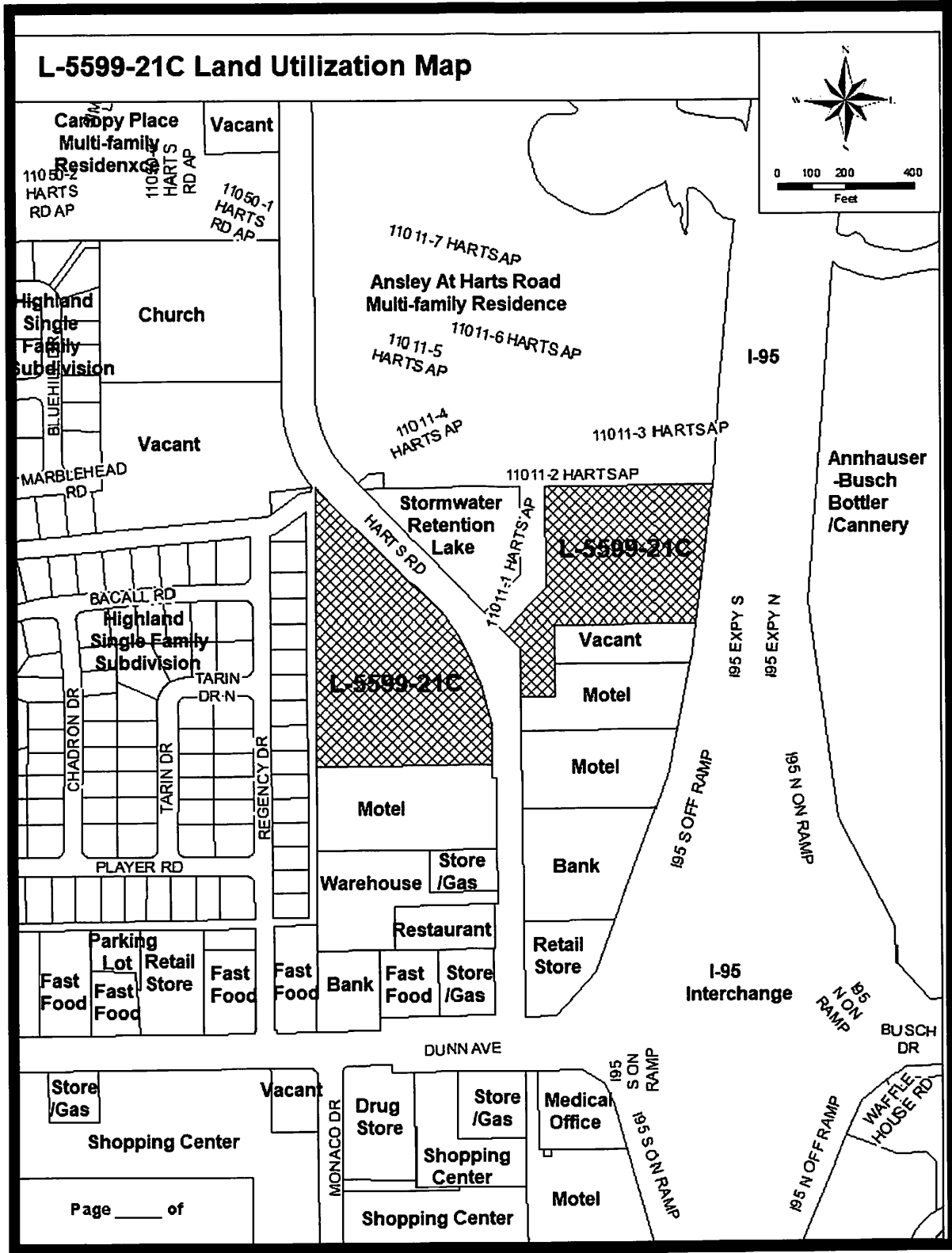
The proposed land use amendment is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the North Planning District.

LAND USE AMENDMENT CURRENT LAND USE MAP



Page ____ of

LAND USE AMENDMENT SITE LAND UTILIZATION MAP



Page ____ of