



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY
www.Jacksonville.gov

May 8, 2025

The Honorable Randy White
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2025-240/Application No. L-6022-25C

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

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2025-240 on May 8, 2025.

P&DD Recommendation APPROVE

PC Issues: None

PC Vote: 6-0 APPROVE

Michael McGowan, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Absent
Charles Garrison	Aye
Dorothy Gillette	Aye
Julius Harden	Absent
Moné Holder	Absent
Ali Marar	Aye
Tina Meskel	Aye

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

Sincerely,



Helena A. Parola, MAURP
Chief of Community Planning
City of Jacksonville - Planning Department
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Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – May 2, 2025

Ordinance/Application No.: 2025-240 / L-6022-25C

Property Location: 0 Hyatt Road

Real Estate Number(s): 106266 0050

Property Acreage: 0.49

Planning District: District 6, North

City Council District: District 8

Applicant: Cyndy Trimmer, Esq.

Current Land Use: Residential-Professional-Institutional (RPI)

Proposed Land Use: Community/General Commercial (CGC)

Development Area: Urban Development Area

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: **Approve**

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant seeks this land use amendment to permit a service garage.

BACKGROUND

The 0.49-acre subject site is located at 0 Hyatt Road at the northwest intersection of Main Street North and Max Leggett Parkway. According to the City's Functional Highways Classification Map, Hyatt Road is an unclassified roadway, Main Street N. is an FDOT principal arterial roadway, and Max Leggett Parkway is a minor arterial roadway.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC) to permit a

service garage, In addition, a companion Planned Unit Development (PUD) rezoning application is pending concurrently with the land use application via Ordinance 2025-241, which seeks a zoning change from Planned Unit Development (PUD) to PUD.

The subject site is located at the northeast corner of Hyatt Road and Max Leggett Parkway. The eastern property line abuts the CSX railroad, which runs parallel to Main Street North. The site is located along a commercial corridor. It is just over a mile away from the River City Town Center, and just two miles away from the Jacksonville International Airport. There are several ongoing or newly constructed developments in the area which are primarily commercial, but include some multi-family.

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

North:

Land Use: Residential-Professional-Institutional (RPI), Low Density Residential (LDR), Light Industrial (LI)
Zoning: Planned Unit Development (PUD), Residential Low Density – 60 (RLD-60), Industrial Light (IL)
Property Use: Multifamily apartment buildings in development, single family dwellings, warehouse

South: Land Use: Community/ General Commercial (CGC)

Zoning: PUD
Property Use: Car wash

East: Land Use: CGC

Zoning: Commercial Community / General – 2 (CCG – 2)
Property Use: CSX railroads, Gas station, vacant / undeveloped

West: Land Use: RPI, CGC

Zoning: PUD
Property Use: Vacant / undeveloped, VA clinic

IMPACT ASSESSMENT

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

Land Use Amendment Impact Assessment L-6022-25C

Development Analysis		L-6022-25C / 0.49-acres
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Max Leggett Parkway / Minor Arterial	

Development Analysis		L-6022-25C / 0.49-acres	
Plans and/or Studies	Dunn Ave. and Main St. Corridor Redevelopment Plan; North Vision Plan		
Site Utilization	Current: Vacant/Undeveloped	Proposed: Service Garage	
Land Use / Zoning	Current: RPI / PUD	Proposed: CGC / PUD	
Development Standards for Impact Assessment	Current: Scenario 1: 0.50 FAR Scenario 2: 23 dwelling units/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 30 dwelling units/acre	
Development Potential	Current: Scenario 1: 10,672.2 sq. ft. Scenario 2: 11dwelling units	Proposed: Scenario 1: 7,470.54 sq. ft. Scenario 2: 14 dwelling units	
Net Increase or Decrease in Maximum Density	Increase of 3 dwelling units		
Net Increase or Decrease in Potential Floor Area	Decrease of 3,201.66 sq. ft.		
Population Potential	Current: 25 people	Proposed: 32 people	
Special Designation Areas			
Aquatic Preserve	No		
Septic Tank Failure Area	No		
Evacuation Zone	E		
Airport Environment Zone	Horizontal Surface elevation 150’ for Jacksonville International Airport		
Industrial Preservation Area	No		
Cultural Resources	No		
Archaeological Sensitivity	Low		
Historic District	No		
Coastal High Hazard	No		
Adaptation Action Area	No		
Groundwater Aquifer Recharge Area	Discharge		
Wellhead Protection Zone	No		
Boat Facility Siting Zone	No		
Brownfield	No		
Public Facilities			
Potential Roadway Impact	Scenario 1: 90 net new daily trips Scenario 2: 14 net new daily trips		
Potential Public School Impact	De minimis		
Water Provider	JEA		
Potential Water Impact	Scenario 1: Decrease in 375.4 gallons per day Scenario 2: Increase in 705 gallons per day		
Sewer Provider	JEA		
Potential Sewer Impact	Scenario 1: Decrease in 281.55 gallons per day		

Development Analysis		L-6022-25C / 0.49-acres
		Scenario 2: Increase in 528.75 gallons per day
Potential Solid Waste Impact		Scenario 1: Decrease in 5.123 tons per year Scenario 2: Increase in 7.8 tons per year
Drainage Basin/Sub-basin		Broward River/ Little Cedar Creek
Recreation and Parks		Ocean Way Park, approximately 2 miles south
Mass Transit Access		JTA Readi Ride—Route 1
Natural Features		
Elevations		37 feet
Land Cover		1200: Residential, Medium Density, 2-5 Dwelling Units/Acre
Soils		32 Leon fine sand, 0 to 2 percent slopes
Flood Zones		No
Wetlands		No
Wildlife (applicable to sites greater than 50 acres)		N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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 established 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 September 30, 2024, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main abutting the property within the Max Leggett Parkway Right of way. There is a 4-inch water stub located along the frontage into the parcel along Max Leggett Parkway.

There is an existing 4-inch force main sewer stub into the parcel along Max Leggett Parkway. The letter gives special provisions for the construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main (min. 4" dia.).

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. Plan amendment requests for the CGC land use category are preferred in locations which are supplied with full urban services.

Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 0.49 acres and is located between Hyatt Road, a local roadway, and Max Leggett Parkway, a minor arterial roadway. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Residential/Professional/Institutional (RPI) to Community/General Commercial (CGC).

Transportation Element

- | | |
|---------------|---|
| Policy 1.2.1 | The City shall use the Institute of Transportation Engineers Trip Generation Manual, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact. |
| Objective 2.4 | The City shall plan for future multi-modal transportation needs for right-of-way, in order to support future land uses shown on the Future Land Use Map series. |
| Policy 2.4.2 | The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations. |

Comprehensive Plan Consistency:

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

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 RPI land use would result in 116 or 50 daily trips, depending on the scenario. If the land use is amended to allow for this proposed CGC development, this will result in 253 or 64 daily trips, depending on the scenario.

Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment is 90 and 14 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
RPI	710	10,672 SF	$T = 10.84 (X)/1000$	116	0	116
				Total Trips for Existing Land Use- Scenario 1		116
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
RPI	221	11 DUs	$T = 4.54 (X)$	50	0	50
				Total Trips for Proposed Land Use- Scenario 1		50
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
CGC	822	7,470.54 SF	$T = 54.45(X) /1000$	407	218	253
				Total Trips for Proposed Land Use- Scenario 1		253

Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	
CGC	221	14 DUs	T = 4.54 (X)	64	0	64
				Total Trips for Proposed Land Use- Scenario 2		64
				Scenario 1 Difference in Daily Trips		90
				Scenario 2 Difference in Daily Trips		14

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

School Capacity

While the proposed amendment includes a residential component, the site will generate 20 residential units or less. Therefore, the proposed development will have a de minimis impact on school capacity.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Airport Environment Height Restriction Zone:

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

Future Land Use Element

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

related activities in accordance with the requirements of Section 163.3177, F.S.

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

Evacuation Zone

The subject site is within Evacuation Zone E. 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 and the development potential of the proposed land use amendment change. Per EPD's attached memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

EPD Response:

The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6022-25C (RE# 106266 0050) to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone D and Zone E, nearest evacuation routes along Max Leggett Pkwy. to I-95 (1.41 road miles), and the estimated 14-90 new daily trips generated by the proposed development of 0.49 acres for Community / General Commercial use.

The changes proposed through land use amendment application L-6022-25C 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. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

- Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined

to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning Department on April 13, 2025 the required notice of public hearing signs were posted. Eighteen (18) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Meeting was held on April 14, 2025, via a virtual Zoom meeting. One member of the public asked for clarification on the project but had no further questions.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds the densely developed portions of the City that have been in residential or with employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the Urban Priority Area (UPA), the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is 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.

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 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart

growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

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

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

limitations, and the likelihood of furthering growth management and mobility goals.

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

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

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

Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form on nodes, corridor development, centers or parks.
- Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

Property Rights Element (PRE)

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City shall 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 Future Land Use Element (FLUE), Residential-Professional-Institutional (RPI) is a category primarily intended to accommodate medium to high density residential, office and institutional uses. RPI in the Urban Area is intended to provide compact medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and

corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 40 units per acre in the Urban Area. Single-use multi-family development is permitted when 50 percent or more of the contiguous CGC category land area within up to one quarter of a mile radius is developed for non-residential uses. Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses shall not exceed 80 percent of a development.

Community/ General Commercial (CGC) in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential use is encouraged to provide support for commercial and other uses. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as a collector or higher on the Functional Highway Classification Map.

The 0.49-acre subject site is currently vacant. The applicant is proposing a change from RPI to CGC to allow for a service garage. The companion PUD application has been reviewed for compatibility with the character of the area consistent with FLUE Policy 1.1.9. The proposed CGC is a logical extension of the CGC area abutting the subject site to the south, east, and west. Additionally, the site is located at the intersection of a major and minor arterial roadway, with a mix of commercial, vacant and residential uses along the corridor in the immediate area. The proposed land use change encourages corridor development of commercial uses along Max Leggett Parkway and Main Street North, maintaining a compatible land use pattern. The proposed amendment to CGC would be consistent with the development pattern in the area. Therefore, the proposed amendment is consistent with FLUE Goals 1 and 3, Objectives 1.1 and 3.2 and Policies 1.1.21, 1.1.22 and 3.2.1.

According to the application and a JEA Availability Letter submitted with the companion PUD rezoning application, the applicant has access to and intends to use JEA central water and sewer services for the site, providing consistency with FLUE Policy 1.2.8. The amendment site's accessibility to full urban services and a minor arterial road meets the CGC preferred locational criteria, providing consistency with FLUE Policy 3.2.6.

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.

Dunn Avenue and Main Street Corridor Redevelopment Plan (2006)

The application site is within the northern end of District #7, the Duval Station District of the Plan. The Plan identifies this area as a major intersection and an urban street scape.

There were no recommendations for redevelopment of the area. However, the Plan does recommend creating a future pedestrian friendly streetscape for Main Street North that the site abuts.

North Vision Plan (2003)

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

Strategic Regional Policy Plan

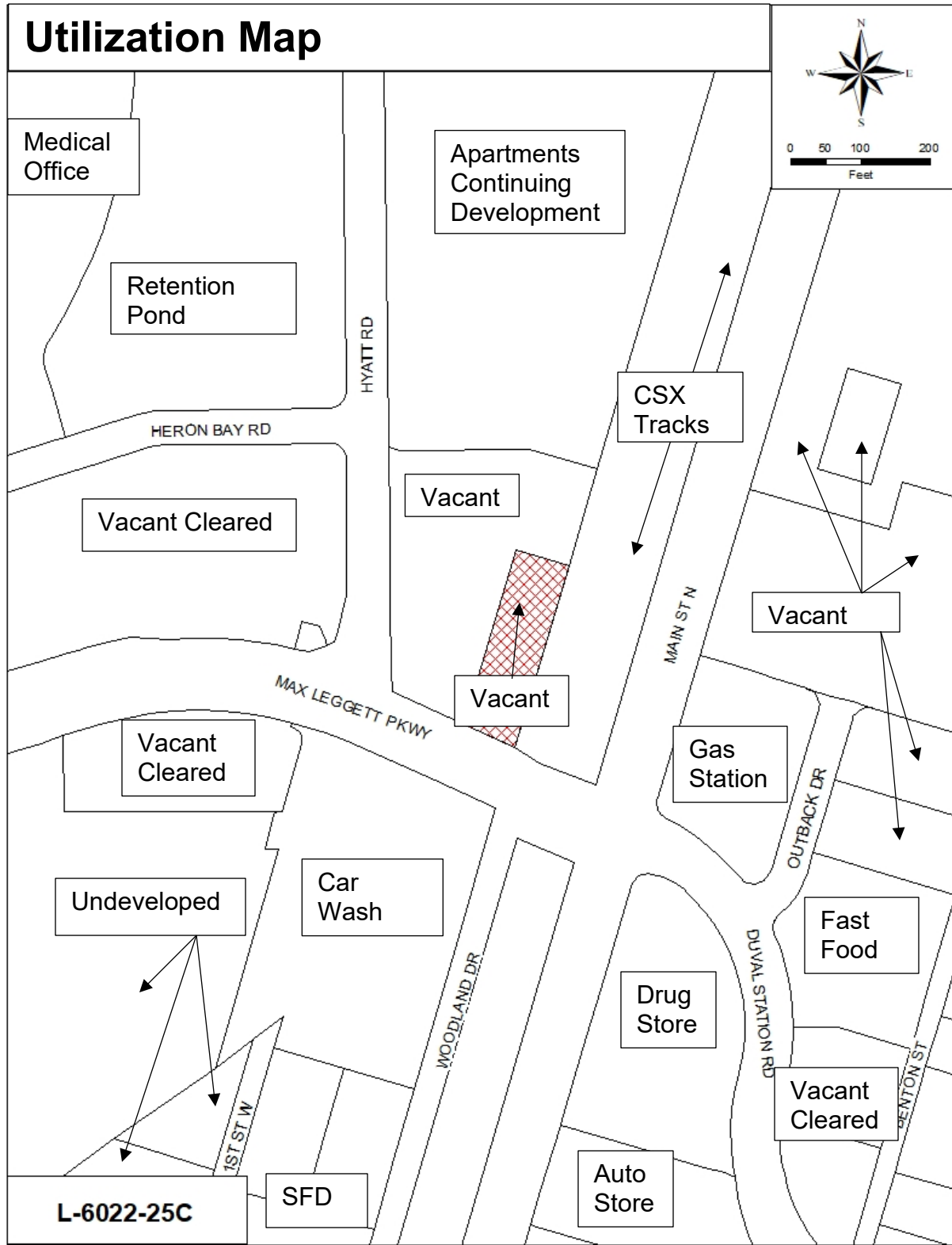
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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

- Infill and redevelopment.

The proposed amendment would allow for the development of a currently vacant property. The proposed amendment would therefore allow for an appropriate underutilized redevelopment opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.

Land Utilization Map



Current Land Use Map

