

Report of the Jacksonville Planning Department

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

Ordinance/Application No.:	2025-242 / L-6019-25C
Property Location:	0 Owen Avenue, between Winton Drive and McMillan Avenue
Real Estate Number(s):	027729-0000
Property Acreage:	5.34 acres
Planning District:	District 5, Northwest
City Council District:	District 10
Applicant:	Michael Herzberg
Current Land Use:	Low Density Residential (LDR)
Proposed Land Use:	Medium Density Residential (MDR)
Current Zoning:	Residential Low Density-60 (RLD-60)
Proposed Zoning:	Planned Unit Development (PUD)
Development Boundary:	Urban Area
RECOMMENDATION:	DENY

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To permit infill, multi-family development in proximity to existing schools and services.

BACKGROUND

The 5.34-acre subject site is located on the east side of McMillan Avenue, a local roadway approximately 900 feet north of Moncrief Road, a collector roadway. The applicant is proposing a Future Land Use Map (FLUM) amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for the development of a multi-family development. The applicant has filed a companion rezoning from Residential Low Density-60 (RLD-60) to Planned Unit Development (PUD), which is pending concurrently with this application, pursuant to Ordinance 2025-243.

The subject site is currently undeveloped and is accessed via two local roadways, McMillan Avenue and Owen Avenue. While adjacent uses include schools, parks, and cemeteries, the site itself is located in the middle of an established single-family neighborhood. The land use pattern of the area has been stable as a land use change has not been enacted in the immediate area in approximately 20 years. More intense residential and commercial uses (MDR and Community / General Commercial land use categories) are located along Moncrief Road, a collector roadway, as is appropriate for these types of uses.

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

North: Land Use: LDR, Neighborhood Commercial (NC), and Public Buildings and Facilities (PBF)
Zoning: RLD-60, Commercial Neighborhood (CN), and Public Buildings and Facilities-1 and -2 (PBF-1 and PBF-2)
Property Use: Single-Family Residential, Church, School, and Vacant Governmental

South: Land Use: LDR and Residential-Professional-Institutional (RPI)
Zoning: Residential Low Density-60 (RLD-60), PUD, Commercial-Residential-Office (CRO), and Commercial Office (CO)
Property Use: Single-family residential, Park, School, and Vacant Governmental

East: Land Use: LDR and PBF
Zoning: RLD-60, PUD, PBF-1, and PBF-2
Property Use: Single-Family Residential, School, and Vacant Governmental

West: Land Use: LDR and RPI
Zoning: RLD-60 and CRO
Property Use: Single-Family Residential

IMPACT ASSESSMENT

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

Development Analysis (5.34 acres)		
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	McMillan Ave and Owen Ave – Local Roadways	
Plans and/or Studies	Northwest Vision Plan and Ribault Scenic Neighborhood Action Plan	
Site Utilization	Current: Vacant Land	Proposed: Medium Density Residential
Land Use / Zoning	Current: LDR/RLD-60	Proposed: MDR/PUD
Development Standards for Impact Assessment	Current: 5 DU/acre	Proposed: 15 DU/Acre
Development Potential	Current: 26 dwelling units	Proposed: 80 dwelling units
Net Increase or Decrease in Maximum Density	Increase of 54 dwelling units	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 69 People	Proposed: 188 People
Special Designation Areas		
Aquatic Preserve	NO	
Evacuation Zone	Zone C	
Airport Environment Zone	NO	
Industrial Preservation Area	NO	
Cultural Resources	NO	
Archaeological Sensitivity	Low Sensitivity	
Historic District	NO	
Coastal High Hazard	NO	
Adaptation Action Area	NO	
Groundwater Aquifer Recharge Area	NO - DISCHARGE	
Wellhead Protection Zone	NO	
Boat Facility Siting Zone	NO	
Brownfield	NO	
Public Facilities		
Potential Roadway Impact	294 net new daily trips	
Potential Public School Impact	17 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 11,884 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 8,913 gallons per day	
Potential Solid Waste Impact	Increase of 140.4 tons per year	
Drainage Basin/Sub-basin	Trout River/ Ribault River Stream	
Recreation and Parks	(+/-) 350 feet away from Zeta Phi Beta Park	
Mass Transit Access	(+/-) 650 feet away from JTA stop 4077 (Corner of Ribault Scenic Drive and Winton Drive)	
Natural Features		
Elevations	23 to 28 feet above sea level	
Land Cover	1900: Open land (Urban) 3200: Shrub and bushland (wax myrtle or saw palmetto, occasionally scrub oak)	
Soils	38: Mascotte Fine Sand 9: Arents, sanitary landfill	
Flood Zones	NO	

Development Analysis (5.34 acres)	
Wetlands	NO
Wildlife (applicable to sites greater than 50 acres)	N/A

UTILITY CAPACITY

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

The applicant has provided a JEA Availability Letter, dated November 05, 2024, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main along Winton Drive at the McMillan Avenue intersection. Additionally, there is an existing 8-inch gravity sewer main along McMillan Avenue.

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

Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.

- c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

TRANSPORTATION

The subject site is 5.34 acres and is located on McMillan Avenue, a local roadway north of Moncrief Road, a collector roadway. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

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

Transportation Element

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| Policy 1.2.1 | The City shall use the Institute of Transportation Engineers <i>Trip Generation Manual</i> , latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact. |
| Objective 2.4 | The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. |
| Policy 2.4.2 | The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations. |

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current LDR land use would result in 245 daily trips. If the land use is amended to allow for this proposed MDR development, this will result in 539 daily trips.

Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment is 294 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LDR	210	26 DUs	T = 9.43 (X)	245	0	245
				Total Trips for Existing Land Use- Scenario 1		245
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
MDR	220	80 DUs	T = 6.74 (X)	539	0	539
				Total Trips for Proposed Land Use- Scenario 1		539
			Scenario Difference in Daily Trips			294

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

SCHOOL IMPACTS

The 5.34 acre proposed land use map amendment has a development potential of 80 dwelling units and 17 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: PUD Requested By: Connor Corrigan Reviewed By: Levonnie Griggs Due: 3/26/2025 Analysis based on maximum dwelling units: <u>80</u>							
School Type	CSA ¹	2024-25 Enrollment/CSA	Students Generated ³	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2,7& 8
Elementary	1	10,763	9.6	9	55%	7,057	2,591
Middle	1	6,288	3.28	3	81%	1,862	91
High	1	6,762	5.76	5	64%	784	2,252
				17	64		

NOTES:

¹ Proposed Development's Concurrently Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.120

MS-.041

HS-.072

0.233

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

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

Public School Facilities Element

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

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

Objective 3.2 Adopted Level of Service (LOS) Standards
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-6019-25C McMillan Ave Requested By: Jermaine Anderson Reviewed By: Levonne Griggs Due: 4/1/2025 Analysis based on maximum dwelling units: 80						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Sally B Mathis ES#91	1	9	606	397	66%	66%
Jean Ribault MS#212	1	3	1068	519	49%	48%
Jean Ribault HS #96	1	5	1680	1246	74%	72%
		17				

NOTES:

¹ Attendance school may not be in proposed development's Concurrence Service Area (CSA)

² Does not include ESE & room excusions

³ Student Distribution Rate

ES-.120

MS-.041

HS-.072

0.233

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

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.

EVACUATION ZONE

The subject site is within Evacuation Zone C. 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, 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-6019-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone A, Zone C, and Zone E, nearest evacuation routes along New Kings Road via Edgewood Ave W. to I-295 (5.12 road miles), and the estimated 294 new daily trips generated by the proposed rezoning of 5.34 acres to Medium Density Residential use.

The changes proposed through land use amendment application L-6019-25C 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 the applicant's submittal of the sign posting affidavit and photographs of the posted signs on April 16, 2025, it was determined that the required notices of public hearing signs were posted. Sixty-five (65) 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 April 14, 2025. The applicant attended and heard concerns from three (3) residents of the neighborhood. In general, the residents were concerned about proposed use being consistent with the single-family residential character of the neighborhood. Additionally, they relayed information about the site being subject to flooding and related issues.

INCONSISTENCY EVALUATION

Inconsistency 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 with the densely developed portions of the City that have been in residential or 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.

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| Policy 2.2.14 | The City shall recognize and maintain neighborhoods through the development and implementation of district plans and/or neighborhood plans, which identify the needs of the City's neighborhoods and the opportunities to improve and maintain those neighborhoods in light of continued growth and development pressures within and surrounding them. |
| Goal 3 | To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas. |
| Objective 3.1 | Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. 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 Comprehensive Plan and Land Development Regulations.

- Policy 3.1.2 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 3.1.12 The City shall, through Land Development Regulations and land use category descriptions, require higher density residential development and supporting commercial uses to locate on or near arterial or collector roads used for mass transit routes and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.
- Policy 3.1.13 The City shall adopt criteria and standards in order to limit the location of single-family attached and multi-family housing units to the periphery of established single-family detached neighborhoods and non-residential nodes, along collectors, arterials, and rail transit corridors, unless the higher density residential development is a component of a mixed or multi-use project.

Property Rights Element (PRE)

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

4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicles Miles Traveled, and cul-de-sacs should be avoided. The maximum gross density in the Urban Area shall be seven (7) units per acre when centralized potable water.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Plan amendment requests for 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. Development within the category should be compact and connected and should support multi-modal transportation. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept and Transit Oriented Development (TOD) are permitted. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

MDR in the Urban Development Area permits residential densities at a minimum of seven (7) units per acre and up to 20 units per acre when the site abuts land in the LDR category. In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.

The subject site is accessed via local, unclassified roadways and is located in the middle of an established single-family neighborhood. Adjacent uses include schools, parks, and cemeteries. The land use pattern of the area has been stable as a land use change has not been enacted in the immediate area in approximately 20 years. More intense residential and commercial uses (MDR and Community / General Commercial land use categories) are located along Moncrief Road, a collector roadway, as is appropriate for these types of uses.

The proposed land use amendment from LDR to MDR would disrupt the land use fabric created by the established single-family neighborhood and detract from the character of the area. The proposed amendment is not consistent with the locational criteria of the MDR category description because the location does not serve as a transitional use between residential and commercial land uses. For these reasons, the proposed amendment is inconsistent with FLUE Goal 3 and Objective 3.1.

The proposed land use amendment has the potential to negatively impact the existing single-family neighborhood that abuts the northwest, south, and southeast property lines of the subject property as development within the MDR land use category is not likely to provide a gradation of uses and scaled transition from the abutting single-family residential. As such, the proposed amendment is inconsistent with FLUE Policy 3.1.2.

Per FLUE Policy 3.1.12, the City shall require higher density residential development to locate on or near arterial or collector roads used for mass transit routes and in proximity to major employment areas to ensure the efficient use of land, public facilities, and services and transportation corridors. The proposed MDR land use is inconsistent with this policy as it would result in a higher residential density on a site that does not encourage efficient use of land, public facilities, and services and transportation corridors. The proposed MDR land use is not abutting or contiguous with development of a similar intensity, even though the site is proximate to Moncrief Road.

The City seeks to limit the location of multi-family housing to the periphery of established single-family neighborhoods, along collectors, arterials, and rail transit corridors, as stated in FLUE Policy 3.1.13. The proposed land use amendment is inconsistent with this policy as it would allow for the development of multi-family housing within an established single-family neighborhood, accessed via local roads.

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.

Northwest Vision Plan (2003)

The site is within the boundaries of the Northwest Jacksonville Vision Plan. While the Plan offers no specific recommendations for the subject site, the plan emphasizes the importance of strengthening and protecting existing neighborhoods. As the proposed development is located within an established neighborhood, it would disrupt the character of the neighborhood and be incompatible with the surrounding single-family uses. As such, the proposed amendment is inconsistent with the Northwest Jacksonville Vision Plan.

Lem Turner/Ribault Scenic Drive Neighborhood Action Plan

The subject site is within the bounds of the Lem Turner/Ribault Scenic Drive Neighborhood Action Plan (NAP), adopted by Ordinance 2004-707-E. The site is specifically within the Ribault Scenic neighborhood of the plan area, and the plan identifies the subject parcel as "undevelopable land," with no other details or commentary. In general, the plan concludes that "infrastructure improvements can maintain the existing character of the neighborhood" and that the neighborhood "has the character and stability to remain one of the north side's middle to upper class communities." The proposed amendment to MDR would disrupt the

existing single-family residential character of the neighborhood, and as such, is inconsistent with the NAP and FLUE Policy 2.2.14.

Strategic Regional Policy Plan

The proposed amendment is inconsistent with the following Goal of the Communities and Affordable Housing component of the Northeast Florida Strategic Regional Policy Plan:

Goal: Each local government is encouraged to take the lessons learned from visioning, the public preference for multiple growth centers, the opportunities and challenges raised by resources of regional significance and the desires of their residents and determine where new growth should go, ideally in locations allowing it to take advantage of existing infrastructure, be mixed use, compact and connected to other centers. These mixed use growth and redevelopment centers are supported in all seven Counties and have the potential to increase transit ridership, reduce car dependency, maintain water and air quality and conserve water. Once these locations are chosen, governments should do all they can to support quality development there that will appreciate in value and achieve multiple community and economic goals.

The proposed land use amendment from LDR to MDR would disrupt the land use fabric created by the established single-family neighborhood and detract from the character of the area. It is inconsistent with the NAP, as noted above, and as such, is inconsistent with the Strategic Regional Policy Plan.

LAND UTILIZATION AND CURRENT LAND USE MAP

