

City of Jacksonville, Florida

Lenny Curry, Mayor

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

March 3, 2022

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. 2022-080/Application No. L-5642-21C

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 2022-080 on March 3, 2022.

P&DD Recommendation APPROVE
PC Issues: None
PC Vote: 7-0 APPROVE

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

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – February 25, 2022

Ordinance/Application No.: 2022-080 / L-5642-21C

Property Location: 14150, 14250 and 14264 Normandy Boulevard (SR-228), on the south side of Normandy Boulevard between Nathan Hale Road and POW-MIA Memorial Parkway

Real Estate Number(s): 002259 0000, 002268 0000, 002269 0000

Property Acreage: 13.13 acres

Planning District: District 4, Southwest

City Council District: District 12

Applicant: Curtis L. Hart

Current Land Use: Agriculture (AGR-IV)

Proposed Land Use: Medium Density Residential (MDR)

Development Area: Suburban Development Area

Current Zoning: Agriculture (AGR)

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

RECOMMENDATION: **APPROVE**

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The subject property is adjacent to PBF and LDR land use categories. The proposed land use change to MDR would be a good transition between the surrounding categories and would be compatible with the surrounding properties.

BACKGROUND

The 13.13 acre subject property is located on the south side of Normandy Boulevard between Nathan Hale Road and POW-MIA Memorial Parkway. According to the City's Functional Highway Classification Map, Normandy Boulevard is classified as a major arterial roadway. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Agriculture-IV (AGR-IV) to Medium Density Residential (MDR), with a companion rezoning application from Agriculture (AGR) to Residential Medium Density-D (RMD-D) for a multi-family residential development. The companion rezoning, Ordinance 2022-081 is pending concurrently with this application.

The land use amendment site is mostly undeveloped with a few single family homes surrounded by undeveloped land and other residential 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: Public Buildings and Facilities (PBF) and Low Density Residential (LDR)
Zoning: Public Buildings and Facilities-1 (PBF-1) and Planned Unit Development (PUD)
Property Use: Taye' Brown Regional Park/recreational, apartment homes, vacant land

South: Land Use: Public Buildings and Facilities (PBF) and Agriculture (AGR-IV)
Zoning: Agriculture (AGR) and Planned Unit Development (PUD)
Property Use: Vacant, single family homes, and Cecil Field Conservation Corridor Park.

East: Land Use: Agriculture (AGR-IV)
Zoning: Agriculture (AGR)
Property Use: Single family homes

West: Land Use: Agriculture (AGR-IV)
Zoning: Agriculture (AGR)
Property Use: Vacant and single family homes

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 - Application Number L-5642-21C

Development Analysis		13.13 Acres
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Normandy Boulevard(SR-228) / Major arterial road	
Plans and/or Studies	Southwest Jacksonville Vision Plan	
Site Utilization	Current: Vacant/Residential	Proposed: Residential
Land Use / Zoning	Current: AGR-IV/AGR	Proposed: MDR / RMD-D
Development Standards for Impact Assessment	Current: 1 DU/2.5 Acres	Proposed: 15 DU/Acre
Development Potential	Current: 5 units	Proposed: 196 units
Net Increase or Decrease in Maximum Density	Increase of 191 units	
Net Increase or Decrease in Potential Floor Area	Not applicable	
Population Potential	Current: 13 people	Proposed: 460 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150' Height Restriction Zone	
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	0 to 4 inches	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	1,267 net new daily trips	
Potential Public School Impact	Increase of 47 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 50,540 gpd	
Sewer Provider	JEA	

Development Analysis	13.13 Acres
Potential Sewer Impact	Increase of 37,905 gpd
Potential Solid Waste Impact	Increase of 494 tons per year
Drainage Basin/Sub-basin	Brady/Yellow Branch , Unnamed ditches
Recreation and Parks	Cecil Field Conservation Corridor
Mass Transit Access	JTA Route 30 FSCJ Cecil Center Campus
Natural Features	
Elevations	73 to 79 feet above mean sea level
Land Cover	(2130) Woodland Pastures
Soils	(2) Albany fine, sand, (32) Leon fine sand and (51) Pelham fine sand
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 availability letter, dated December 9, 2021 is included in the companion rezoning application. The letter identifies an existing 20-inch water main and an existing 6-inch and 16-inch sanitary force main within the Normandy Boulevard right-of-way, adjacent to the application site property.

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.

Transportation

The subject site is 13.13 acres and is accessible from Normandy Boulevard (SR 228), a major arterial facility, and Nathan Hale Road, a local facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Agriculture-IV (AGR-IV) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

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

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 1.2.1 of the TE of the 2030 Comprehensive Plan requires the City to 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.

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 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.

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 existing land use of AGR-IV results in 47 daily trips. If the land use is amended to allow for this MDR development, this will result in 1,314 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is an increase of 1,267 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville 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. SR 228 is subject to FDOT review and access management requirements.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
AGR-IV	210	5 SF DUs	T = 9.43 (X)	47	0	47
				Existing Scenario Total		47
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	195 MF DUs	T = 6.74 (X)	1,314	0	1,314
				Proposed Scenario Total		1,314
				Proposed Net New Daily Total		1,267

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

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 13.13 acre proposed land use map amendment has a development potential of 195 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.

Application Review Request: **COJ PDD: School Impact Analysis**
 Proposed Name: **L-5642-21C Normandy**
 Requested By: **Ed Tinker, Lukacovic / Marcus Salley**
 Reviewed By: **Shalene B. Estes**
 Due: **2/8/2022**

Analysis based on maximum dwelling units: **195**

School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ¹	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1&2
Elementary	8	5,659	78%	24	85%	2,320	10,737
Middle	7	1,109	67%	9	68%	687	870
High	8	2,633	87%	14	64%	353	2,118
Total New Students				47			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

- ES- 125
- MS- 051
- HS- 074

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 (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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

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 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.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5642-21C Normandy Requested By: Ed "Luke" Lukacovic / Marcus Salley Reviewed By: Shalene B. Estes Due: 2/8/2022 Analysis based on maximum dwelling units: 195						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Mamie Agnes Jones ES #236	1	24	455	346	76%	68%
Baldwin MS #38	1	9	1003	1328	132%	119%
Baldwin HS #38	1	14	1003	1328	132%	119%
		47				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

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 (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

Archaeological Sensitivity

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

Historic Preservation Element

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

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Cecil Field 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 2.5 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 9, 2022, the required notices of public hearing signs were not posted. After reaching out to the applicant the signs were placed on the property and a signed affidavit with photo documentation was received on February 14, 2022. Fifteen (15) 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 February 14, 2022. No members of the public were present to speak on the proposed amendment.

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 1.1.21** 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.
- 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.

Property Rights Element

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

Recreation and Open Space Element (ROSE)

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

According to the Future Land Use Element (FLUE), Agriculture (AGR) is intended to provide for agricultural uses and to preserve the existing rural character of outlying areas of the City where full urban services and facilities will not be provided by the City during the planning time frame. Accordingly, the principal activities allowed in these categories are agriculture and related uses. AGR-IV allows 1 unit for every 2.5 acres.

Medium Density Residential (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 Normandy Boulevard (SR-288) within the Suburban Development Area, and is served by public water and sewer services as per the JEA availability letter dated, December 9, 2021. According to the letter, there is a 20-inch water main and an existing 6-inch and 16-inch sanitary force main within the Normandy Boulevard right-of-way adjacent to the application site. 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 Southwest 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, and 3.1.6.

A portion of the application site also vacant undeveloped land. The requested amendment will provide a new infill development. Therefore the proposed land use amendment to MDR is consistent with FLUE Objective 6.3.

Additionally, multi-family development on the site will be subject to the requirements of ROSE Policy 2.2.2, 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 subject property is located within the boundaries of the Southwest Jacksonville Vision Plan (2003). The Southwest Planning District of Jacksonville embraces a variety of new growth opportunities from the conversion of Cecil Field into a hub of aviation, high tech, and industrial activity to the creation of outstanding recreational and conservation resources and high quality residential areas. Theme 1 of this vision plan is: Strengthen existing neighborhoods and create new neighborhoods. The proposed amendment to MDR will create an additional opportunity for residential development in the Cecil Field area.

Strategic Regional Policy Plan

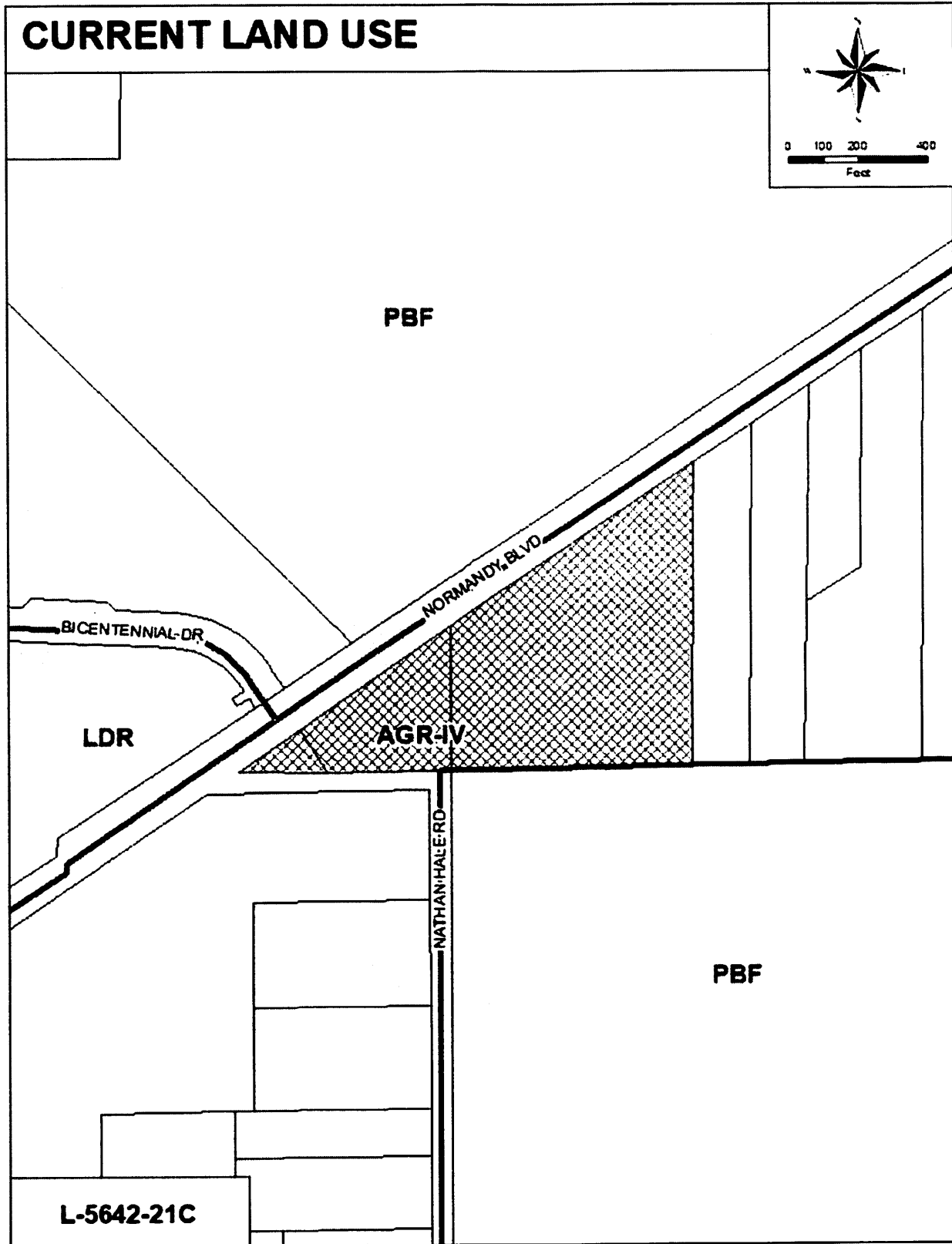
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

Objective: A region where all people can thrive

Policy 4: Non-compact development patterns and limited mobility options are a barrier to success for all, and have a greater impact on low-income residents, seniors and those with disabilities or health challenges. The Region supports more compact development connected by transportation corridors.

The proposed land use amendment is located within 1 mile of JTA Bus Route 30 and therefore would support a commercial development connected by transportation corridors, consistent with Policy 4 of the SRPP.

LAND USE AMENDMENT CURRENT LAND USE MAP



LAND USE AMENDMENT SITE LAND UTILIZATION MAP

