

City of Jacksonville, Florida

Lenny Curry, Mayor

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December 9, 2021

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

RE: Planning Commission Advisory Report / Ordinance No. 2021-804/Application No. L-5616-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2021-804 on December 9, 2021.

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	Aye
Daniel Blanchard	Aye
Joshua Garrison	Aye
Jason Porter	Aye

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

Sincerely,

Kristen D. Reed

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

Small-Scale Future Land Use Map Amendment – December 3, 2021

Ordinance/Application No.: 2021-804 / L-5616-21C

Property Location: 7807 Baymeadows Road East, 0 Ozark Drive, between Lake Mead Avenue and Muir Woods Avenue.

Real Estate Number(s): A portion of 167746 0940, 167746 0945

Property Acreage: 3.07 acres

Planning District: District 3, Southeast

City Council District: District 11

Applicant: T.R. Hainline, Esquire

Current Land Use: Residential Professional Institutional (RPI)

Proposed Land Use: Community/General Commercial (CGC)

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Area

RECOMMENDATION: **APPROVE**

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To allow development of personal property storage uses on the property.

BACKGROUND

The 3.07 acre subject site is located on Baymeadows Rd., south of Gate Parkway. Both are classified as minor arterial roads. The applicant is proposing a Future Land Use Map (FLUM) amendment from Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC) to allow for the development of personal property storage uses. The applicant is also proposing a companion rezoning from Planned Unit Development (PUD) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2021-805. The PUD rezoning includes the larger parcel. A portion of the PUD parcel is already in the CGC land use category and does not need a land use change.

The subject site is currently an undeveloped piece of land surrounded by medical offices and a retail space.

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

North: Land Use: Community/General Commercial (CGC)
 Zoning: Planned Unit Development (PUD)
 Property Use: Vacant, Office

South: Land Use: Residential-Professional-Institutional (RPI)
 Zoning: Planned Unit Development (PUD)
 Property Use: Shopping Center

East: Land Use: Residential-Professional-Institutional (RPI)
 Zoning: Planned Unit Development (PUD)
 Property Use: Medical Office

West: Land Use: Community/General Commercial (CGC)
 Zoning: Planned Unit Development (PUD)
 Property Use: Medical Office

IMPACT ASSESSMENT

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

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

Land Use Amendment Impact Assessment - Application Number L-5616-21C

Development Analysis	RPI to CGC	3.07 Acres
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Baymeadows Road East – Minor Arterial	
Plans and/or Studies	Southeast Jacksonville Vision Plan	
Site Utilization	Current: Vacant	Proposed: Personal Property Storage

Development Analysis	RPI to CGC	3.07 Acres
Land Use / Zoning	Current: RPI / PUD	Proposed: CGC / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.5 FAR Scenario 2: 90% residential at 15 units/acre and 10% non-residential at 0.5 FAR	Proposed: Scenario 1: 0.35 FAR, 100% non-residential Scenario 2: 80% residential at 15 units/acre and 20% non-residential at 0.35 FAR
Development Potential	Current: Scenario 1: 66,864 sq. ft of RPI uses Scenario 2: 41 units and 6,686 sq. ft of RPI uses	Proposed: Scenario 1: 46,805 sq. ft of CGC uses Scenario 2: 36 units and 9,361 sq. ft of CGC uses
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Decrease of 5 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 20,059 sq. ft Scenario 2: Increase of 2,675 sq. ft.	
Population Potential	Current: Scenario 1: 0 people Scenario 2: 96 people	Proposed: Scenario 1: 0 people Scenario 2: 84 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No – Discharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: 1,380 Net new daily trips Scenario 2: No Net new daily trips	
Potential Public School Impact	Scenario 1: Not Applicable	

Development Analysis	RPI to CGC	3.07 Acres
	Scenario 2: Increase of 7 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 2,352 gpd Scenario 2: Decrease of 1176 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 1764 gpd Scenario 2: Decrease of 882 gpd	
Potential Solid Waste Impact	Scenario 1: Decrease of 32.09 tons per year Scenario 2: Decrease of 8.72 tons per year	
Drainage Basin/Sub-basin	Pablo Creek / Puncheon Gum Swamp	
Recreation and Parks	Deerwood Rotary Children's Park	
Mass Transit Access	JTA Bus Route 23	
Natural Features		
Elevations	21 to 23 feet above mean sea level	
Land Cover	Open Land	
Soils	(22) Evergreen Wesconnett Complex Depressional and 1 (32) Leon 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 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).

A JEA availability letter, dated June 30, 2021 is included in the companion rezoning application. The letter indicates that a 16 inch water main is within Baymeadows Road East right of way, a 10 inch water main is located within Lake Mead Avenue right of way, a 8 inch gravity sewer main is located within the Lake Mead Avenue right of way and an existing 8 inch gravity sewer main is located within Ozark Drive right of way. The applicant intends to connect to central JEA water and sewer services.

Future Land Use Element

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 Planning and Development Department completed a transportation analysis and determined that the proposed amendment will result in an increase of 1,380 net new daily external trips under scenario 1 and no new daily trips under scenario 2. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office. A copy of the transportation analysis is on file with the Planning and Development Department.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. The subject site consists of Residential Professional Institutional (RPI) land use on approximately 3.07 acres. The proposed land use amendment is to allow for Community General Commercial (CGC) uses.

In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the existing RPI land use category with 100% non-residential (ITE Code 820) has a development potential of 66,864 SF, which could generate 651 daily trips. The existing RPI land use category with 80% residential and 20% non-residential results in a development potential of 6,686 SF of commercial space (ITE Code 820), which could generate 65 daily trips and 41 multi-family dwelling units (ITE Code 220) which could generate 300 daily trips.

The proposed CGC land use category with 80% residential and 20% non-residential results in a development potential of 46,805 SF of commercial space (ITE Code 820), which could generate 2,031 daily trips and 36 multi-family dwelling units (ITE Code 220), which could generate 264 daily trips.

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.

Future Land Use Element

Policy 1.2.16 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled

(A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Capital Improvements Element

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

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

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

Mobility needs vary throughout the city and to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is in Mobility Zone 1.

The subject site is accessible via Baymeadows Road East, a divided minor arterial facility. The proposed CGC development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the City Engineer to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

School Capacity

The 3.07 acre proposed land use map amendment has a development potential of 36 dwelling units under scenario 2, with 7 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:

- **Elementary School**
 - Concurrency Service Area (CSA) 5
 - 2021/2022 enrollment: 8,220
 - Current utilization: 84%
 - New student development from amendment: 4
 - 5-year utilization: 88%
 - Available seats in CSA 5: 803
 - Available seats in adjacent CSA(s): 3 and 4 is 2,223

- **Middle School**
 - CSA 5
 - 2021/2022 enrollment: 2,257
 - Current utilization: 80%
 - New student development from amendment: 1
 - 5-year utilization: 69%
 - Available seats in CSA 5: 130
 - Available seats in adjacent CSA(s): 3 and 4 is 952

- **High School**
 - CSA 5
 - 2021/2022 enrollment: 7,617
 - Current utilization: 98%
 - New student development from amendment: 2
 - 5-year utilization: 92%
 - Available seats in CSA 5: 310
 - Available seats in adjacent CSA(s): 3 and 4 is 404

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.

- Twin Lakes Academy Elementary School
 - CSA 4
 - Amendment student generation: 4
 - School Capacity including permanent spaces and portables: 1,014
 - Current enrollment 20 day county for 2021/2022: 838

- Percent Occupied: 83%
- 4-year projection: 92%
- Twin Lakes Academy Middle School
 - CSA 4
 - Amendment student generation: 1
 - School Capacity including permanent spaces and portables: 1,462
 - Current enrollment 20 day county for 2021/2022: 1,154
 - Percent Occupied: 79%
 - 4-year projection: 71%
- Atlantic Coast High School
 - CSA 5
 - Amendment student generation: 2
 - School Capacity including permanent spaces and portables: 2,443
 - Current enrollment 20 day county for 2021/2022: 2,388
 - Percent Occupied: 98%
 - 4-year projection: 95%

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 1.2.6 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 22, 2021, the required notices of public hearing signs were posted. Thirty-Two (32) 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 November 15, 2021. No members of the public attended 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.

- 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 for 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 1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.
- 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 1.1.22 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 1.2.9 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.

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 Continue to 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 promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

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 Ordinance 2021-631-E

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), the RPI land use category in the Suburban Development Area is a category intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. RPI permits residential at up to 20 units per acre.

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 20 units per acre in the Suburban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

The larger parcel subject to the companion rezoning currently has a portion in the CGC land use category with CGC designations surrounding the site to the north and east and RPI to the west and south. The subject vacant lot will be used for commercial infill. Given the land development pattern in the area, the proposed amendment from RPI to CGC is a logical extension of the surrounding CGC uses and there is a gradual transition of intensity between RPI on the south and CGC on the north of the subject site. The Comprehensive Plan encourages non-residential development to be located along corridors and particularly at commercial nodes along the corridor. Commercial development has occurred to support residential development in this neighborhood and in the Southeast Planning District. The amendment application is compatible with the existing commercial development in the immediate area. Therefore the amendment is consistent with Objective 6.3 and Policies 1.1.11 and 3.2.1.

This site is an appropriate continued use for commercial since the land utilization of the site will be personal storage. The amendment site achieves a well-balanced combination of commercial uses served by a convenient and efficient transportation network, which will continue to offer a full range of employment, shopping, and opportunities to support the nearby residential neighborhoods. The subject site is in close proximity to JTA bus

route 23. Therefore, the amendment is consistent with FLUE Goal 3, Objective 3.2, Policy 1.1.5, 1.1.21 and 1.1.22.

Consistent with FLUE Policy 1.2.9, the subject site will be served by city water and sewer services. According to the JEA letter dated June 30, 2021, a 16 inch water main is within Baymeadows Road East right of way, a 10 inch water main is located within Lake Mead Avenue right of way, a 8 inch gravity sewer main is located within the Lake Mead Avenue right of way and an existing 8 inch gravity sewer main is located within Ozark Drive right of way.

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.

Southeast Jacksonville Vision Plan

The subject site is located within the boundaries of the Southeast Jacksonville Vision Plan (March, 2010). There are no specific recommendations for this area within the Plan. The application site is located along Baymeadows Road East. The proposed land use amendment from RPI to CGC meets Guiding Principle Four of the Plan, which is to provide for economic growth, and Guiding Principle Two, to offer support to existing and new uses. Therefore, the proposed land use change is consistent with the Southeast Jacksonville Vision Plan.

Strategic Regional Policy Plan

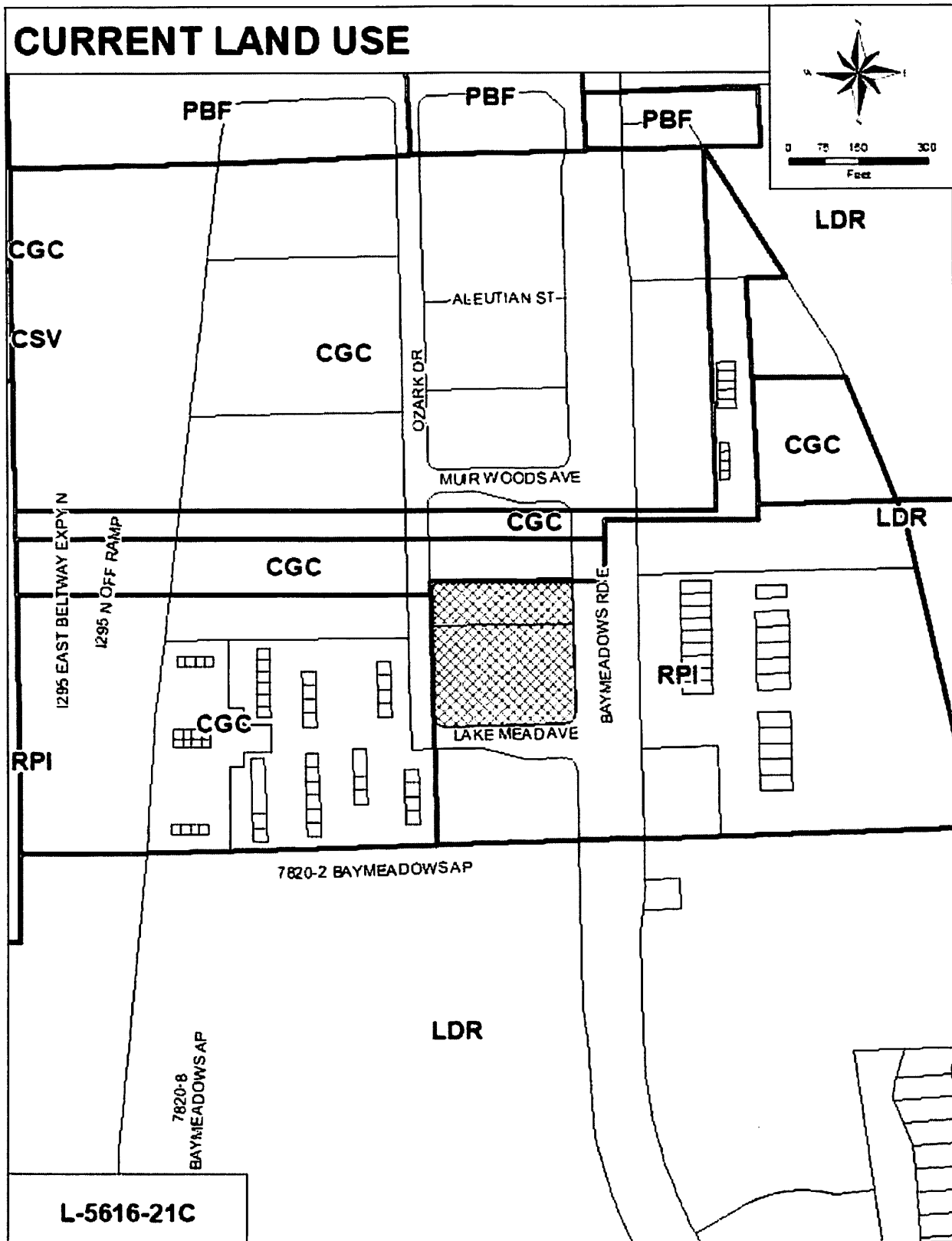
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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 23 and therefore would support a commercial development connected by transportation corridors, consistent with Policy 4 of the SRPP.

LAND USE AMENDMENT LOCATION/CURRENT LAND USE MAP



LAND USE AMENDMENT LAND UTILIZATION MAP

