

# 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

December 8, 2022

The Honorable Terrance Freeman, President  
The Honorable Kevin Carrico, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2022-825/Application No. L-5725-22C**

Dear Honorable Council President Freeman, 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 2022-825 on December 8, 2022.

P&DD Recommendation

APPROVE

PC Issues:

Four citizens spoke in opposition to the amendment. They expressed concerns about proper stormwater management and water quality, noise, crime, parking, wildlife, and tree cover.

The Commission stated that the proposed amendment to MDR for infill multi-family development is appropriate since the site is close to I-95 and Beach Boulevard and is near major employment centers and retail opportunities.

**PC Vote:**

**7-0 APPROVE**

Alexander Moldovan, Chair

Aye

Ian Brown, Vice-Chair

Aye

Jason Porter, Secretary

Aye

Marshall Adkison

Aye

Daniel Blanchard

Aye

Jordan Elsbury

Aye

Joshua Garrison

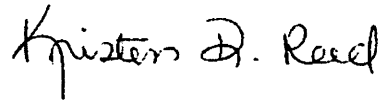
Aye

David Hacker

Absent

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

Sincerely,



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](mailto:KReed@coj.net)

**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – December 2, 2022**

**Ordinance/Application No.:** 2022-825 / L-5725-22C

**Property Location:** 0, 2325, 2341, and 2353 Spring Park Road, between Spring Park Road and Camden Avenue.

**Real Estate Number(s):** 125061 0000  
125063 0000  
125063 0100  
125064 0000

**Development Area:** Urban Area

**Property Acreage:** 2.21 acres

**Planning District:** District 3, Southeast

**City Council District:** District 5

**Applicant:** Cyndy Trimmer, Esquire

**Current Land Use:** Low Density Residential (LDR)

**Proposed Land Use:** Medium Density Residential (MDR)

**Current Zoning:** Residential Low Density-60 (RLD-60)

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

***RECOMMENDATION: APPROVE***

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

Applicant seeds this land use amendment to facilitate multi-family development.

**BACKGROUND**

The subject 2.21-acre site is located at 0, 2325, 2341, and 2353 Spring Park Road between Spring Park Road and Camden Avenue and near the southeast corner of Spring Park Road and Kenneth Street. Spring Park Road is Collector Road. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Low Density Residential (LDR) to Medium Density Residential (MDR), with a companion rezoning application from Residential Low Density-60 (RLD-60) to Residential Medium Density-D

(RMD-D). The applicant seeks this land use amendment and rezoning for multi-family development. The subject site is made up of 4 parcels. 2 parcels contain multi-family buildings, one contains a single-family home, and the last parcel is undeveloped. All four parcels are under common ownership.

The subject site is immediately surrounded to the north and east by Low Density Residential land use and Residential, Professional, Institutional (RPI) land use to the west. Also to the west is Public Buildings and Facilities (PBF) where there is a park and Spring Park Elementary School. The proposed amendment would change the land use of the subject site to MDR. Areas in the MDR land use category are nearby to the northwest, east, and southeast. The subject site is surrounded to the north, south, and east by single family residences and some multi-family residences.

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

North: Land Use: Low Density Residential (LDR) and Medium Density Residential (MDR )  
Zoning: Residential Low Density-60 (RLD-60) and Residential Medium Density-D (RMD-D)  
Property Use: Single and Multi-family residential

South: Land Use: LDR, MDR, Residential, Professional, Institutional (RPI)  
Zoning: RLD-60, Commercial, Residential, Office (CRO), and RMD-D  
Property Use: Single and Multi-family residential and Institutional

East: Land Use: LDR and MDR  
Zoning: RLD-60, RMD-D  
Property Use: Single-family residential

West: Land Use: RPI and Public Buildings and Facilities (PBF)  
Zoning: CRO and Public Building and Facilities-1 (PBF-1)  
Property Use: Park/Playground, Elementary School, and Institutional

## **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.

<b>Development Analysis</b>		<b>2.21 Acres – 96,268 sq. ft.</b>	
Development Boundary	Urban Development Area		
Roadway Frontage Classification / State Road	Spring Park Rd. - Collector Roadway		
Plans and/or Studies	Southeast Vision Plan		
Site Utilization	Current: Multi-Family/Single-Family	Proposed: Multi-Family	
Land Use / Zoning	Current: LDR / RLD-60	Proposed: MDR / RMD-D	
Development Standards for Impact Assessment	Current: 5 DU/Acre	Proposed: 15 DU/Acre	
Development Potential	Current: 11 SF DU	Proposed: 33 MF DU	
Net Increase or Decrease in Maximum Density	Increase of 22 DU		
Net Increase or Decrease in Potential Floor Area	N/A		
Population Potential	Current: 29 People	Proposed: 77 People	
<b>Special Designation Areas</b>			
Aquatic Preserve	No		
Septic Tank Failure Area	No		
Evacuation Zone	No		
Airport Environment Zone	500' Jacksonville Naval Air station		
Industrial Preservation Area	No		
Cultural Resources	None		
Archaeological Sensitivity	High		
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		
<b>Public Facilities</b>			
Potential Roadway Impact	118 Net New Daily Trips		
Potential Public-School Impact	Increase of 7 students		
Water Provider	JEA		
Potential Water Impact	Increase of 4,829 gpd		
Sewer Provider	JEA		
Potential Sewer Impact	Increase of 3,622 gpd		
Potential Solid Waste Impact	Increase of 57 tons per year		

Drainage Basin/Sub-basin	Drainage Basin: St. Johns River upstream of Trout River Drainage Sub-Basin: Miller Creek
Recreation and Parks	St. Nicholas Playground
Mass Transit Access	No
<b>Natural Features</b>	
Elevations	14' to 22'
Land Cover	1100: Residential, low density – less than 2 dwelling units/acre
Soils	75: Urban Land – Hurricane-Albany complex – 0 to 5% slopes
Flood Zones	0.25 acre in AE Flood Zone
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 has been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely to prepare this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer, and Reuse for New Development Projects document (latest edition). A JEA letter of service availability has been provided and is on file with the Planning and Development Department.

The applicant intends to use JEA water and sewer for the site development. The JEA Availability Letter, dated May 5, 2022, provides that there are two potable water connection points – an existing 6-inch water main along Spring Park Road and an existing 14-inch water main at the corner of Spring Park Road and San Diego Road. There is an existing 8-inch gravity sewer main along Spring Park Road.

### Transportation

The subject site is 2.21 acres and is accessible from Spring Park Road, a collector facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 8. 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 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).

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 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 land use would result in 104 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 222 daily trips.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment is an increase of 118 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 as a result of this land use amendment.

**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
LDR	210	11 SF DUs	T = 9.43 (X)	104	0	104
<i>Existing Scenario 1 Total</i>						<b>104</b>
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	33 MF DUs	T = 6.74 (X)	222	0	222
<i>Proposed Scenario 1 Total</i>						<b>222</b>
<b>Proposed Net New Daily Total</b>						<b>118</b>

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 2.21 acre proposed land use map amendment has a development potential of 33 multi-family

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.

Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office. The analysis does not reveal a deficiency in school capacity.

**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



<b>Application Review Request:</b> COJ PDD: School Impact Analysis <b>Proposed Name:</b> L-5725-22C Spring Park Road <b>Requested By:</b> Ed "Luke" Lukacovic / Eric Hinton <b>Reviewed By:</b> Shalene B. Estes <b>Due:</b> 8/26/2022							
Analysis based on maximum dwelling units: <b>33</b>							
School Type	CSA <sup>1</sup>	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/ Development <sup>3</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 4 & 5
Elementary	3	7,493	72%	4	75%	1,385	1,727
Middle	3	2,086	74%	1	56%	352	746
High	3	4,311	85%	2	85%	290	446
<b>Total New Students</b>				<b>7</b>			

**NOTES:**

<sup>1</sup> Proposed Development's Concurrently Service Area (CSA)

<sup>2</sup> Available CSA seats include current reservations

<sup>3</sup> 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.

<b>Application Review Request:</b> COJ PDD: Baseline Checklist Review <b>Proposed Name:</b> L-5725-22C Spring Park Road <b>Requested By:</b> Ed "Luke" Lukacovic / Eric Hinton <b>Reviewed By:</b> Shalene B. Estes <b>Due:</b> 8/26/2022  Analysis based on maximum dwelling units: <b>33</b>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Spring Park ES #72	3	4	504	432	86%	93%
Southside MS #211	3	1	977	851	87%	78%
Englewood HS #90	3	2	1864	1800	97%	99%
		7				

**NOTES:**  
<sup>1</sup> Attendance school may not be in proposed development's Concurrency Service Area (CSA)  
<sup>2</sup> Does not include ESE & room exclusions  
<sup>3</sup> 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 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. 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 500-foot Height and Hazard Zone for the Naval Air Station Jacksonville (NAS JAX). Zoning will limit development to a maximum height of less than 500 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 the 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.

### **Flood Zones**

Approximately 0.25 of an acre of the subject site is located within the AE flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

AE Flood Zones are defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

### **Conservation / Coastal Management Element (CCME)**

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Policy 11.3.18 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on April 29, 2022, the required notices of public hearing signs were posted. Fifty-Six (56) 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 14, 2022. There was one member of the public who asked about the land use amendment. She wanted to know if the existing residences on the property were going to remain, what the plan was for the trees on the property, and what the overall development was going to be. The applicant provided her with his phone number and email address in order to talk further about the amendment and committed to sending her the site plan.

## **CONSISTENCY EVALUATION**

### **Consistency with 2030 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 intends 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.

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 1.1.22 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 may be 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 3.1 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.

Policy 3.1.7 The City shall provide housing opportunities for low-income and moderate-income households throughout the City through the use of federal, State and local neighborhoods improvement programs.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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 (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 Category Descriptions within the Future Land Use Element (FLUE), the LDR land use category in the Urban Area is intended to provide for low density residential development. Single-family residential uses are the predominant development typology in this category. The maximum gross density in the Urban Area shall be seven (7) units per acre when full urban services are available to the site, and there shall generally be no minimum density.

MDR in the Urban Area is intended to provide compact medium density residential development. Plan amendment requests for new MDR designations are preferred in locations that are supplied with full urban services and in locations that 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 Urban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre.

According to the JEA Letter dated May 5, 2022, the site can be served by central water and sewer services consistent with FLUE Policy 1.2.9.

The site abuts land in the LDR land use category to the east. The proposed MDR land use would continue the existing land use pattern in the surrounding area and provides a transition from residential to non-residential uses to the west promoting a compact, compatible, and balanced land development pattern on a collector road making the land use change consistent with FLUE Goal 3 and Policies 1.1.22, 3.1.6, and 3.1.7.

The subject site contains a combination of single-family, multi-family, and vacant land in the Urban Area with access to full urban services. The proposed amendment to MDR would allow for increased housing options on properties with a mix of residential uses and a vacant parcel. As such, it is consistent with FLUE Objectives 3.1 and 6.3 and Policy 3.1.6. The site will have a negligible impact on the amount of land needed to accommodate single-family or multi-family residential uses. The proposed amendment to MDR maintains a balance in the area. Therefore, the amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

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 application site lies within the Southeast Vision Plan area. Guiding Sub-Principle 2.1

states “Provide for and Promote Compatible Mixed-Use Development, Infill and Redevelopment in Stable and Declining Areas and Create a Range of Housing Opportunities and Choices, Where Appropriate.” The proposed land use change to Medium Density Residential (MDR) provides the opportunity to encourage infill development on vacant properties while offering new housing opportunities to the area.

**Strategic Regional Policy Plan**

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

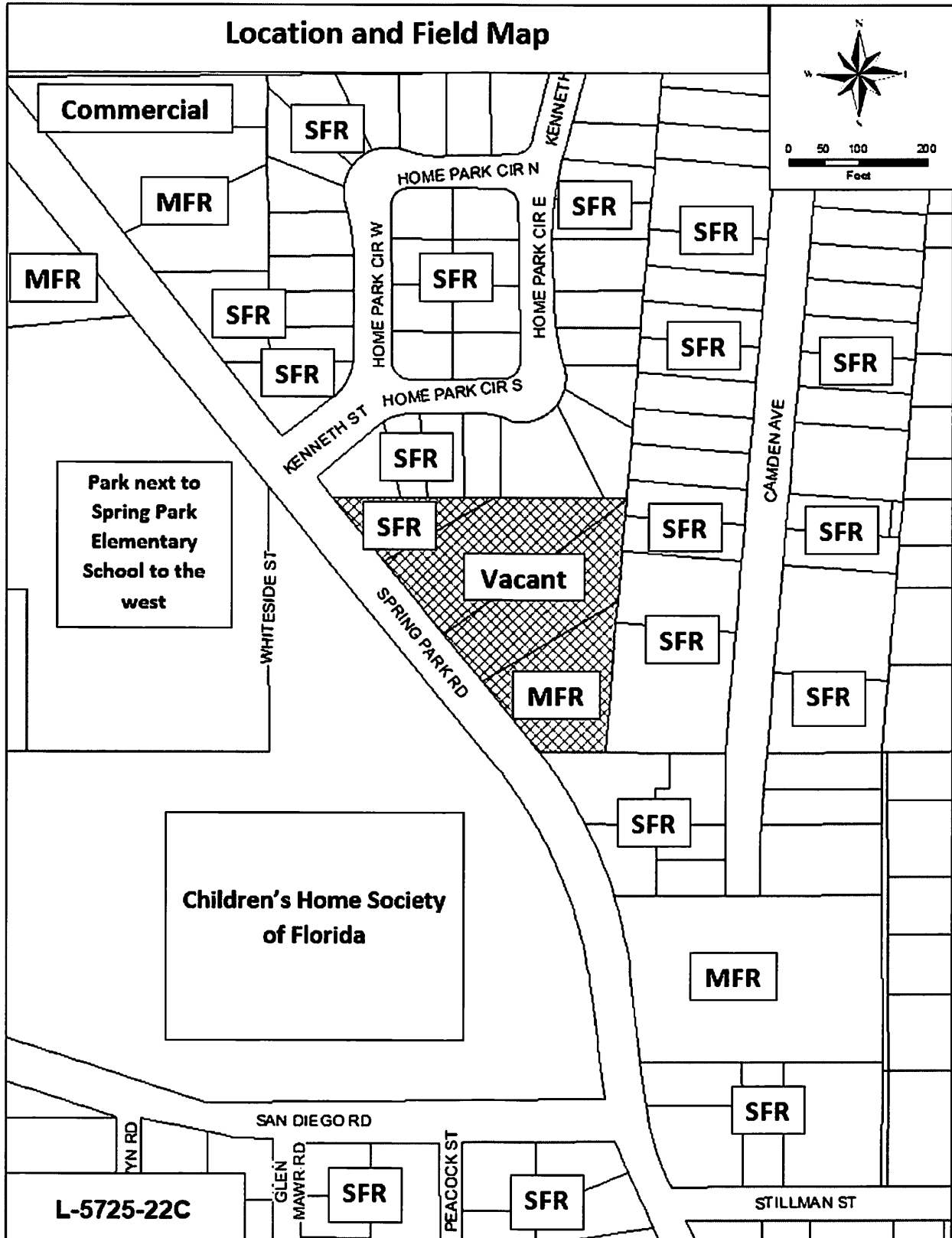
**Objective:** Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.

**Policy 21:** The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

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



# Land Use Amendment Location and Field Map



**Current Land Use**

