

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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August 20, 2020.

The Honorable Tommy Hazouri, President
The Honorable Michael Boylan, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2020-383/Application No. L-5444-20C

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairman Boylan 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 2020-383 on August 20, 2020.

P&DD Recommendation

APPROVE

PC Issues:

One citizen expressed concerns about traffic and the excessive number of ingress and egress points along Crystal Spring Road.

The Commission stated that the proposed amendment permitted logical growth patterns and appropriate intensities for the subject site.

PC Vote:

6-0 APPROVE

Joshua Garrison, Chair	Aye
Dawn Motes, Vice-Chair	Absent
David Hacker, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Ian Brown	Aye
Alexander Moldovan	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 – August 14, 2020

Ordinance/Application No.: 2020-383 / L-5444-20C

Property Location: 0 Crystal Springs Road, located on the northwest corner of Crystal Springs Road and Hammond Boulevard and in between Emilys Walk Lane and Hammond Boulevard

Real Estate Number(s): 008809-0050

Property Acreage: 9.85 acres

Planning District: District 5, Northwest

City Council District: Council District 12

Applicant: Cyndy Trimmer, Esquire

Current Land Use: LDR

Proposed Land Use: RPI

Development Area: Suburban

Current Zoning: RR-Acre

Proposed Zoning: PUD

RECOMMENDATION: **Approve**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The proposed amendment provides flexibility for the development of an office park with additional limited uses to serve the surrounding areas which could not be accomplished under the current land use.

BACKGROUND

The subject site consists of 9.85 acres and is located on the north side of Crystal Springs Road and on the northwest quadrant of Crystal Springs Road and Hammond Boulevard. According to the City’s Highway Classification Map, both roads are collector roads. The application site is within the boundary of the Northwest Jacksonville Vision Plan.

The applicant is requesting to change the land use category from Low Density Residential (LDR) to Residential-Professional-Institutional (RPI) on 9.85 acres on the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan. A companion rezoning is pending concurrently with this application for change from Rural Residential-Acre (RR-Acre) to Plan Unit Development (PUD) pursuant to Ordinance 2020-384.

The area surrounding the amendment site consists of single-family dwellings, vacant land, churches, and an elementary school in the LDR and PBF land use categories. A 7 acre site located in the southeast quadrant of the intersection of Crystal Springs Road/Lenox Avenue and Hammond Boulevard was recently approved under PUD 2019-038-E for office uses and limited neighborhood commercial retail sales as a secondary use under the LDR land use category. The Church to the north of the amendment site is Trinity Baptist Church which includes a broad mix of uses and amenities including a preschool, a K-12 school and Trinity Baptist College.

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

North: Land Use: LDR and Public Buildings and Facilities (PBF)
Zoning: RR-Acre and PUD (1999-1096-E)
Property Use: Church, undeveloped land and single family residential

South: Land Use: LDR and PBF
Zoning: RR-Acre, PUD (2019-038-E) and Public Buildings and Facilities-1 (PBF-1)
Property Use: Crystal Springs Elementary School, church, undeveloped land mobile home and single family residential

East: Land Use: LDR
Zoning: RR-Acre and Residential Low Density-100A (RLD-100A)
Property Use: Single-family residential and undeveloped land

West: Land Use: LDR
Zoning: RR-Acre
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.

Impact Assessment Baseline Review - Application Number L5444-20C

Development Analysis 9.85 acres		
Development Boundary	Suburban Development Boundary	
Roadway Frontage Classification / State Road	Crystal Springs Road – Collector Road Hammond Boulevard - Collector Road	
Plans and/or Studies	Northwest Jacksonville Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Commercial Office and Retail Uses
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: RPI / PUD
Development Standards for Impact Assessment	Current: 5 Single family dwelling units / Acre	Proposed: Scenario 1: 0.5 FAR Scenario 2: 90% 15 multi-family dwelling units / acre and 10% 0.5 FAR
Development Potential	Current: 49 Single family dwelling units	Proposed: Scenario 1: 214,533 sq. ft. of RPI office or retail space Scenario 2: 133 Multi-family dwelling units and 21,453 Sq. Ft. office or retail space
Net Increase/Decrease in Maximum Density	Decrease of 49 single family dwelling units	
Net Increase/Decrease in Potential Floor Area	Scenario 1: Increase of 214,533 sq. ft. of RPI office or retail space Scenario: Increase of 133 multi-family dwelling units and 21,453 sq. ft. office or retail space	
Population Potential	Current: 130 people	Proposed: Scenario 1: 0 people Scenario 2: 312 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150 Ft. Height Restriction Zone for Herlong Recreational Airport and 300 Ft. Height Restriction Zone for OLF Whitehouse	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	High	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	

Development Analysis 9.85 acres	
Groundwater Aquifer Recharge Area	0 – 4 inch recharge area
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: Increase of 1,627 new net daily trips Scenario 2: Increase of 716 new net daily trips
Potential Public School Impact	Scenario 1: Increase of 0 students Scenario 2: Increase of 43 students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 2,020 gallons/day Scenario 2: Increase of 19,726 gallons/day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 1,515 gallons/day Scenario 2: Increase Of 14,795 gallons/day
Potential Solid Waste Impact	Scenario 1: Increase of 215.85 tons/year Scenario 2: Increase of 561.65 tons/year
Drainage Basin/Sub-basin	Ortega River Basin and Unnamed Run and Wills Branch Sub-basin
Recreation and Parks	Crystal Springs Elementary Park
Mass Transit Access	No bus service at this location
Natural Features	
Elevations	77 to 83 feet above mean sea level
Land Cover	2130 – Woodland Pastures
Soils	58 – Pottsburg fine sand
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	No

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).

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department, and determined that the proposed amendment from LDR to RPI has the development potential under scenario 1 as 100 percent non-residential and under scenario 2 as 90 percent residential with 10 percent non-residential uses. If the land use is amended to RPI, development could result in an increase of 1,627 net new trips under scenario 1 or 716 under scenario 2. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

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.

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 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 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 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.

Mobility needs vary throughout the city and in order 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 located in Mobility Zone 6.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 6 is **0.55**.

Subject site is accessible via Crystal Spring Road a 2-lane divided collector facility. The proposed developments will have some impact on the roadway network and the Transportation Planning Division recommends ongoing coordinating efforts with the COJ Traffic Engineer Division 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 Planning and Development Department determined that the proposed amendment for Residential-Professional-Institutional (RPI) has the development potential under scenario 1 as 100% non-residential and under scenario 2 as 90% residential with 10% non-residential uses. Under scenario 2 the proposed amendment could result in development of 133 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.

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

- Elementary School
 - Concurrency Service Area (CSA): 8
 - 2019/2020 enrollment: 5,529
 - Current utilization: 83%
 - New student development from amendment: 22
 - 5-year utilization: 87%
 - Available seats in CSA 8: 1,452
 - Available seats in adjacent CSA(s): 1 and 2 is 7,999

- Middle School
 - CSA 7
 - 2019/2020 enrollment: 1,118
 - Current utilization: 72%
 - New student development from amendment: 9
 - 5-year utilization: 92%
 - Available seats in CSA 7: 220
 - Available seats in adjacent CSA(s): 1 and 2 is 432

- High School
 - CSA 8
 - 2019/2020 enrollment: 2,708
 - Current utilization: 90%
 - New student development from amendment: 12
 - 5-year utilization: 75%
 - Available seats in CSA 8: 505
 - Available seats in adjacent CSA(s): 1 and 2 is 3,602

The analysis of the proposed 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

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.

- Crystal Springs Elementary School
 - CSA 8
 - Amendment student generation: 22
 - School Capacity including permanent spaces and portables: 1,225
 - Current enrollment 20 day count for 2019/2020: 1,048
 - Percent Occupied: 86%
 - 4-year projection: 72%

- Jefferson Davis Middle School
 - CSA 7
 - Amendment student generation: 9
 - School Capacity including permanent spaces and portables: 1,438
 - Current enrollment 20 day count for 2019/2020: 985
 - Percent Occupied: 68%
 - 4-year projection: 66%

- Edward H. White High School
 - CSA 8
 - Amendment student generation: 12
 - School Capacity including permanent spaces and portables: 2,071
 - Current enrollment 20 day count for 2019/2020: 1,524
 - Percent Occupied: 74%
 - 4-year projection: 75%

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 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 Restriction and Hazard Zone for Herlong Recreational Airport and Zone 300 Foot Height and Hazard Zone for OLF Whitehouse. Zoning will limit development to a maximum height of less than 150 feet and 300 feet for the respective airfields 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.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

IE-AR

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 6, 2020. The required notices of public hearing signs were posted. Twenty-seven (27) 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 August 11 2020 by Zoom Meeting for the adoption of the small-scale land use amendment. The applicant outlined the plans for the land use amendment to RPI to allow the use of the property for offices. Six

members of the public were present and four people spoke in opposition at the on line Zoom Meeting. The reasons for opposition to the land use amendment that were given were increase traffic, decline of the neighborhood home property values and decrease of safety for school children.

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 the 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 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 1.1.24 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.

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.

Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

Policy 3.2.6 The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development.

The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

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.

Recreation and Open Space Element

Policies 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

According to the Category Description within the Future Land Use Element (FLUE), RPI in the Suburban Development Area is intended to provide compact low to medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail sales and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicle Miles Traveled. Single-use developments shall be limited to residential or office and mixed use developments may not include more than 90 percent of any individual use. Plan amendment requests for new RPI 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.

Low Density Residential (LDR) in the Suburban Development Area is intended to provide for low density residential uses. The predominant development typology in this category is single-family residential development. Commercial retail sales and service uses are permitted as secondary uses when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.

Consistent with FLUE Policy 1.2.9, the subject site is served by city water and sewer services. According to a JEA letter dated April 22, 2020 there is a 12-inch water main and 12-inch sewer main the Crystal Springs Road right-of-way.

The proposed amendment to RPI promotes a compatible land development pattern using underutilized property located at the intersection of two collector roadways and in the Suburban Development Area consistent with FLUE Policies 1.1.11, 1.1.22, 1.1.24 and Objectives 1.1 and 6.3. In addition, the companion rezoning to PUD will be required to comply at site plan review with ROSE Policy 2.2.1 concerning the adequate provision of open space.

The site subject to this amendment is located at the signalized intersection of two collector roads and is not accessible through a residential neighborhood. Therefore, the

site is an appropriate location for office and limited neighborhood commercial development as permitted in the RPI category. The amendment to RPI promotes infill development of office and limited neighborhood commercial uses on a site located between non-residential uses to the north and south. The companion rezoning to PUD also excludes multi-family residential. The RPI land use category limits neighborhood commercial retail sales and service establishments to 50% of the site area, and single use developments are limited to residential or office. Therefore, the proposed RPI is consistent with FLUE Goal 3 and Policies 3.2.4 and 3.2.6.

The proposed small scale amendment to RPI will have a negligible impact on the need for commercial or multi-family residential land uses and facilitates development of office and neighborhood serving retail sales and service uses in proximity to a diverse set of neighborhoods. Additionally, the amendment is consistent with the locational criteria for RPI designated sites and the limitations within the RPI land use category provide for a compatible and appropriate scale and intensity of use. Therefore, the amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

Vision Plan

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan (2003) and the Suburban Area of the Vision Plan. The Plan provides no specific guidelines for the location of the subject site. However, the plan suggests that in the traditional building areas of the Suburban Area to create new communities that resemble the old. The PUD zoning can be used as a tool to implement these recommendations.

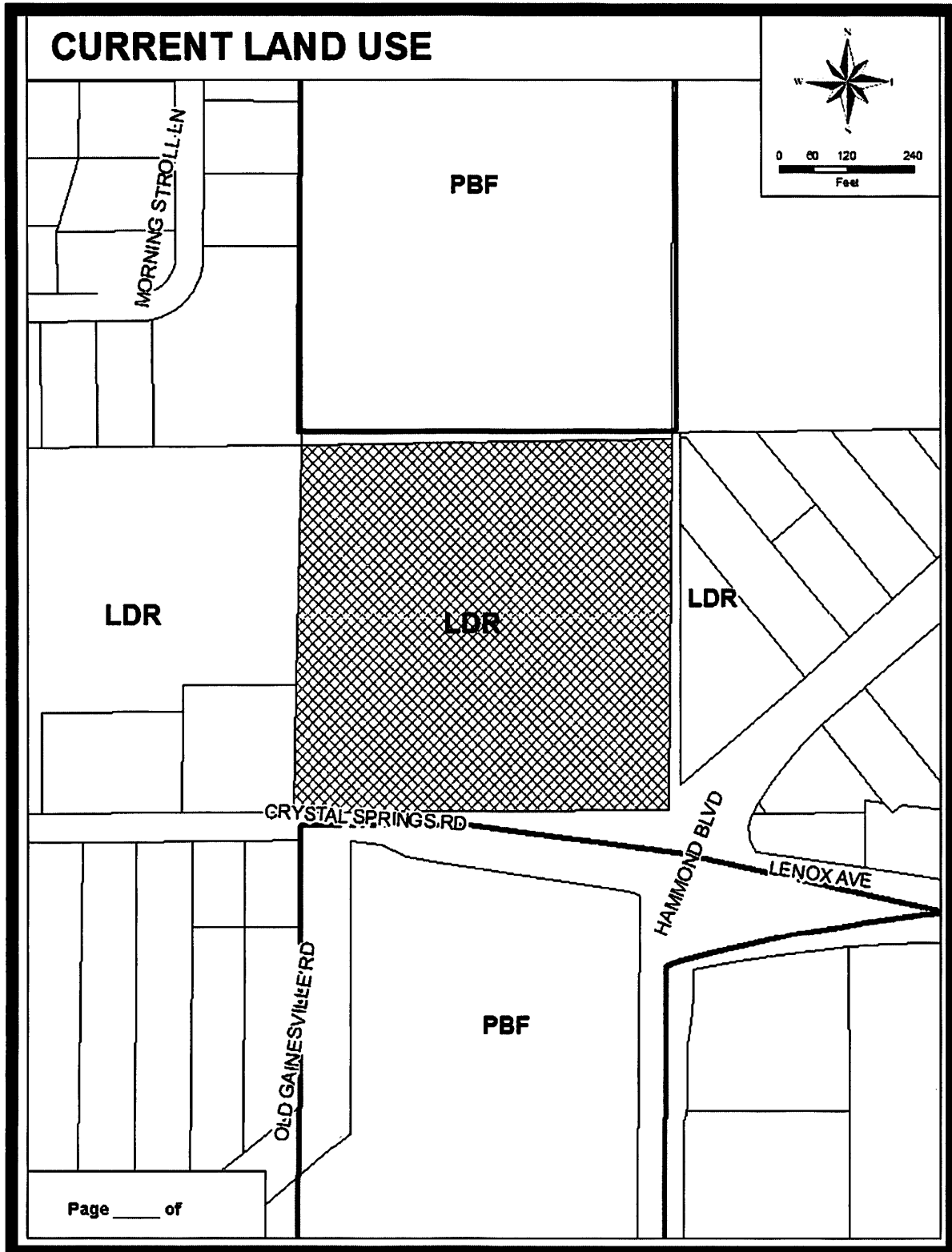
Strategic Regional Policy Plan

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

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

The proposed land use amendment promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

LAND USE AMENDMENT SITE AND CURRENT LAND USE MAP



CURRENT LAND UTILIZATION MAP

