

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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June 9, 2022

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

RE: Planning Commission Advisory Report / Ordinance No. 2022-342/Application No. L-5641-21C

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

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-342 on June 9, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	6-0 APPROVE

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

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 – June 3, 2022

Ordinance/Application No.: 2022-342 / L-5641-21C

Property Location: 0 Normandy Boulevard (SR – 228); On the south side of Normandy Boulevard, between Doloma Street and Herlong Road

Real Estate Number(s): 009148-0000

Development Area: Suburban

Property Acreage: 2.52 acres

Planning District: District 4, Southwest

City Council District: District 12

Applicant: Curtis Hart

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Commercial Community/General - 2 (CCG-2)

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

RECOMMENDATION: ***APPROVE***

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The subject property is surrounded by CGC and MDR. The proposed transition from CGC to MDR would be compatible with the surrounding area.

BACKGROUND

The 2.52 acre subject property is located on the south side of Normandy Boulevard (SR-228), a major arterial road, between Doloma Street and Herlong Road, both local roads. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Community/General Commercial (CGC) to Medium Density Residential (MDR), with a companion rezoning application from Commercial Community/General - 2 (CCG-2) to Residential Medium Density – D (RMD-D). The companion rezoning, Ordinance 2022-343 is pending concurrently with this application.

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

North: Land Use: CGC, LDR
 Zoning: CCG-2, RLD-60, RR-Acre
 Property Use: Commercial, Office, Single Family, Church

South: Land Use: MDR
 Zoning: RMD-D, RMD-B
 Property Use: Undeveloped, Single family residential

East: Land Use: CGC, MDR, LDR
 Zoning: CCG-2, RMD-B, RLD-60
 Property Use: Service garage, Office, Single family

West: Land Use: CGC
 Zoning: CCG-2
 Property Use: Commercial, 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.

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-5641-21C

Development Analysis		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Normandy Road – Major Arterial / SR-228	
Plans and/or Studies	Southwest Jacksonville Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Residential
Land Use / Zoning	Current: CGC/CCG-2	Proposed: MDR/RMD-D
Development Standards for Impact Assessment	Current:	Proposed: 15 DU / Acre

Development Analysis		
	Scenario 1: 100% non-residential at 0.35 FAR Scenario 2: 20% non-residential at 0.35 FAR and 80% residential at 15 DU / Acre	
Development Potential	Current: Scenario 1: 38,419 Sq. Ft. Scenario 2: 7,683 Sq. Ft. and 30 DUs	Proposed: 37 DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 37 DUs Scenario 2: Increase of 7 DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 38,419 Sq. Ft. Scenario 2: Decrease of 7,683 Sq. Ft.	
Population Potential	Current: Scenario 1: not applicable Scenario 2: 70 people	Proposed: 86 People
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	No	
Airport Environment Zone	50 ft Height and Hazard zone - Herlong Recreational Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and high	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: no net new daily trips	
Potential Public School Impact	7 New Students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: increase of 6,774 gallons per day Scenario 2: increase of 3,610 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: increase of 5,080 gallons per day Scenario 2: increase of 2,708 gallons per day	
Potential Solid Waste Impact	Scenario 1: decrease of 34.73 tons per year Scenario 2: decrease of 5.9 tons per year	
Drainage Basin/Sub-basin	Ortega River / Wells Branch	
Recreation and Parks	Normandy Park	
Mass Transit Access	JTA Route 14	
Natural Features		
Elevations	72-76 feet	

Development Analysis	
Land Cover	4110: Pine flatwoods
Soils	14: Boulogne fine sand
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for 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 letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated May 26, 2021, identifies existing water mains on Normandy Boulevard, Finwood Avenue, and Herlong Road, and force sewer mains on Briar Way South, Newbolt Court, Doyon Court, and Normandy Boulevard. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main.

Transportation

The subject site is 2.52 acres and is accessible from Normandy Boulevard (SR 228), a major arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Community General Commercial (CGC) 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).

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.

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 1,255 or 453 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 249 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in no net new daily trips when compared to the existing land use. However, the subject site is an existing green field, and it currently has zero traffic impacts. SR 228 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

**Table A
Daily Trip Generation Estimation Scenarios**

Existing Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	38,419 SF	T = 54.45 (X) / 1000	2,092	837	1,255
				Total Trips for Existing Scenario 1 Land Use		1,255
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	7,683 SF	T = 54.45 (X) / 1000	418	167	251
CGC- R	220	30 MF DUs	T = 6.74 (X)	202	0	202
				Total Trips for Existing Scenario 2 Land Use		453
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	37 MF DUs	T= 6.74 (X)	249	0	249
				Total Trips for Proposed Land Use		249
				Scenario 1 Difference in Daily Trips		0
				Scenario 2 Difference in Daily Trips		0

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

School Capacity

The 2.52 acre proposed land use map amendment has a development potential of 37 dwelling units and 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:

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5641-21C Normandy Street Requested By: Ed "Luke" Lukacovic / Krista Fogarty Reviewed By: Shalene B. Estes Due: 5/18/2022							
Analysis based on maximum dwelling units: 37							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1&2
Elementary	8	5,659	78%	4	85%	2,364	10,998
Middle	7	1,109	67%	1	68%	707	891
High	8	2,633	87%	2	64%	378	2,137
Total New Students				7			

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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

Public School Facilities Element

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

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

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

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

Supplemental School Information:

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

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5641-21C Normandy Street Requested By: Ed "Luke" Lukacovic / Krista Fogarty Reviewed By: Shalene B. Estes Due: 5/18/2022 Analysis based on maximum dwelling units: <u>37</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Normandy Village ES #221	8	4	658	500	76%	84%
Charger Academy MS #216	2	1	1438	921	64%	65%
Ed White HS #248	2	2	2071	1512	73%	73%
		7				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

Archaeological Sensitivity

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

Historic Preservation Element

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

Airport Environment Zone

The site is located within the 50 foot Height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of 50 foot, 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.

Due to the site's close proximity to the Herlong Recreational Airport, the application was forwarded to the Jacksonville Aviation Authority (JAA). Their response is below.

JAA Response

The development site is located adjacent to Runway 7-25 at Herlong Recreational Airport. The parcel (009148-0000) lies outside of any published noise contours; however, the area may experience aircraft noise. The FAA requires all airports to protect approach, departure, and circling airspace up to five miles from air operations area including mitigating potential wildlife attractants. Guidance is provided in Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or near Airports.

The parcel does fall within the Airport's FAR Part 77 Surfaces. Prior to construction, please submit a 7460-1 Notice of Proposed Construction through the FAA's website at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> prior to construction. The FAA will conduct an airspace analysis to determine if the final structures or construction activities, such as the use of a crane, will interfere with flight operations. A Notice to Airmen may be required during construction.

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.

Infrastructure Element – Aquifer Recharge Sub-Element (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 May 9, 2022, the required notices of public hearing signs were posted. Twenty (20) 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 May 16, 2022. 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.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health,

safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

- 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 1.1.21** 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 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policy 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Property Rights Element (PRE)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2 The following rights shall be considered in local decision making:

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

According to the Future Land Use Element (FLUE), 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.

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family and single-family dwellings are the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre.

Consistent with FLUE Policy 1.2.9, a JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated May 26, 2021, identifies existing water mains on Normandy Boulevard, Finwood Avenue, and Herlong Road, and force sewer mains on Briar Way South, Newbolt Court, Doyon Court, and Normandy Boulevard. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main.

The applicant is proposing a change from CGC to MDR to allow for residential development. MDR abuts the property to the south and there are additional residential land uses located along Normandy Boulevard to the east of the subject site. The proposed land use designation would allow for compact development and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area and offering a wider mix of residential uses in the area, consistent with FLUE Goals 1 and 3, Objective 3.1, and Policies 1.1.22 and 3.1.6.

The 2.52 acre small scale land use amendment from CGC to MDR would have a negligible impact on the amount of commercial uses within the City, and the proposed change to a residential category would allow for the development of additional housing to allow for adequate housing choices for residents. The property is underutilized land in the Suburban Development Area which has access to centralized water and sewer services. Development of this site is considered infill development. Therefore, the amendment is consistent with FLUE Objective 6.3 and 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.

Southwest Jacksonville Vision Plan

The application site lies within the Southwest Vision Plan area. The property is located in the suburban zone, identified in the plan, as well as the Cedar River character area. The plan does not identify specific recommendations for the subject site. The goal of theme 1 is to strengthen existing neighborhoods and create new neighborhoods. The proposed amendment would allow for the development of a new residential neighborhood, consistent with Theme 1 of the Southwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Communities and Affordable Housing section of the Strategic Regional Policy Plan:

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

LAND USE AMENDMENT FIELD, LOCATION AND CURRENT LAND USE MAP

