

Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – January 30, 2026

Ordinance/Application No.: 2026-006 / L-6068-25C

Property Location: 5735 and 5807 Morse Avenue and 6750 Seaboard Avenue

Real Estate Number(s): 098253-0000, 098253-0200, and 098255-0100

Property Acreage: 9.7 acres

Planning District: District 4, Southwest

City Council District: District 14

Applicant: Hayden Phillips, Esq.

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Residential Rural-Acre (RR-Acre)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Development Area

RECOMMENDATION: DENY

BACKGROUND

The 9.7-acre subject site is located on the north side of Morse Avenue and west side of Seaboard Avenue. Both roads are unclassified local roadways. The applicant is proposing a Future Land Use Map (FLUM) amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for an increase in the density allowed on the site. The applicant is also proposing a companion rezoning from Residential Rural-Acre (RR-Acre) to Planned Unit Development (PUD), which is pending concurrently with this application, pursuant to Ordinance 2026-007.

The subject site consists of three (3) parcels, currently developed with single-family residential uses. The site is approximately ¼ of a mile east of Blanding Boulevard (SR 21) which serves as a major commercial corridor in this area and is primarily designated as Community / General Commercial (CGC). Approximately ¾ of a mile to the east of the subject site, bordering the Ortega River, is City-owned land designated as Recreation and Open

Space (ROS) and Conservation (CSV). Other than those uses, the site is surrounded on all sides by land designated as LDR and by a single-family residential development pattern. Residential lots within this area vary in size, but the use is consistently single-family residential.

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

North: Land Use: LDR
 Zoning: Residential Low Density-60 (RLD-60), PUD, and RR-Acre
 Property Use: Single-family residential and Church

South: Land Use: LDR and Residential-Professional-Instituional (RPI)
 Zoning: RR-Acre and PUD
 Property Use: Single-family residential

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

West: Land Use: LDR, CGC and MDR
 Zoning: RR-Acre, Commercial Community General-2 (CCG-2), and PUD
 Property Use: Single-family residential and commercial use along Blanding Blvd.

IMPACT ASSESSMENT

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

Land Use Amendment Impact Assessment – Application L-6068-25C

Development Analysis (9.7 Acres)		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Morse Ave and Seaboard Ave – local roadways	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: Single Family Residential	Proposed: Single Family Residential
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: MDR / PUD

Development Analysis (9.7 Acres)		
Development Standards for Impact Assessment	Current: 5 Dwelling Units / acre	Proposed: 15 Dwelling Units / acre
Development Potential	Current: 48 DU	Proposed: 145 DU
Net Increase or Decrease in Maximum Density	Increase of 97 Dwelling Units	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 127 people	Proposed: 340 people
Public Facilities Impacts		
Potential Roadway Impact	Net increase of 464 daily trips	
Potential Public School Impact	31 additional students	
Water Provider	JEA	
Potential Water Impact	Increase of 25,802 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 19,351.5 gallons per day	
Potential Solid Waste Impact	Increase of 252.2 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	18 to 24 feet above sea level	
Drainage Basin/Sub-basin	Ortega River / Unnamed Branch	
Groundwater Aquifer Recharge Area	Discharge	
Land Cover	1100: Residential, low density – less than 2 DU / acre	
Recreation and Parks	Ringhaver Park	
Wellhead Protection Zone	No	
Coastal High Hazard Area (CHHA)	No	
Flood Zones	No	
Soils	51: Pelham Fine Sand, 0 to 2 percent slopes	
Wetlands	No	
Wildlife (<i>applicable to sites greater than 50 acres</i>)	N/A	
Historic Features		
Archaeological Sensitivity	Low	
Cultural Resources	No	
Historic District	No	
Land Use & Zoning Features		
Industrial Preservation Area	No	
Adaptation Action Area	No	
Transportation Features		
Airport Environment Zone	Horizontal Surface Elevation 150' NASJAX and Military Notice Zone; northern portion within 60 DNL	
Mass Transit Access	Routes 31 and 105 : Blanding Blvd and Morse Ave	

Development Analysis (9.7 Acres)	
	And within ReadIRide Zone
Evacuation Zone	Zone D

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 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).

The applicant has provided a JEA Availability Letter, dated March 28, 2025, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main along Seaboard Avenue and an existing 14-inch force main along Seaboard Avenue. Additionally, the letter states that the design and construction of an onsite, JEA owned and maintained pump station and a JEA dedicated force main (min. 4" diameter) will be required for the proposed project to be connected to the JEA-owned sewer system.

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. The MDR land use category requires connection to centralized JEA water and sewer to develop multi-family dwellings.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.

- b. Each lot is a minimum of ½ acre unsubmerged property.
- c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

TRANSPORTATION

The subject site comprises approximately 9.7 acres and is located on the northwestern portion of the intersection of Morse Avenue and Seaboard Avenue, both of which are local roadways. The property lies within the Suburban Area and Mobility Zone 7. The applicant is requesting a land use amendment to change the designation from Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for a broader range of residential uses.

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the 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 existing LDR designation and the proposed MDR designation, illustrating the potential transportation impacts on the roadway network. Under the current LDR designation, the site would generate approximately 436 daily trips. If amended to MDR, a development with a potential of 145 dwelling units could generate approximately 900 daily trips, representing a net increase of 464 daily trips.

Transportation Planning Division Recommendation:

The Transportation Planning Division recommends ongoing coordination with the City of Jacksonville Traffic Engineer to determine whether a traffic operational analysis will be required to evaluate potential site-specific impacts.

Tabel A - Trip Generation Estimation Scenarios

Land Use Scenario	ITE Land Use Code	Potential Units / SF	Estimation Method	Daily Trips
Current Land Use (LDR)	210	48 DUs	T = 9.09(X)	436
<i>Total Trips – Existing Land Use</i>				436
Proposed Land Use (MDR)	220	145 DUs	T = 6.21(X)	900
<i>Total Trips – Proposed Land Use</i>				900
Difference in Daily Trips				464

Source: Trip Generation Manual, 12th Edition, Institute of Transportation Engineers (ITE)

SCHOOL CAPACITY

The 9.7 acre proposed land use map amendment has a development potential of 145 dwelling units and 31 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-6068-25C Morse Ave & Seaboard Ave							
Requested By: Susan Kelly							
Reviewed By: Levonne Griggs							
Due: 12/22/2025							
Analysis based on maximum dwelling units: 145							
School Type	CSA ¹	2025-26 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1,2,8
Elementary	2	5,637	69%	15	75%	647	3,874
Middle	2	1,700	82%	6	75%	294	2,133
High	8	2,674	85%	10	83%	1,037	1,400
				31			

NOTES:
¹ Proposed Development's Concurrency Service Area (CSA)
² Available CSA seats include current reservations
³ Student Distribution Rate
 ES-.110
 MS-.045
 HS-.070
 0.225

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 (100,095) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.225.

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-6068-25C Morse Ave & Seaboard Ave						
Requested By: Susan Kelly						
Reviewed By: LeVonne Griggs						
Due: 12/22/2025						
Analysis based on maximum dwelling units: 145						
SCHOOL	CSA ¹	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2025/26)	% OCCUPIED	4 YEAR PROJECTION
Timucuan ES #98	2	15	639	446	70%	80%
LakeShore MS #69	2	6	1130	801	71%	71%
Westside HS #241	8	10	1730	1435	83%	83%
		31				

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-.110
 MS-.045
 HS-.070
 0.225

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 (100,095) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.225.

AIRPORT ENVIRONMENT ZONE

In a Height Restriction Zone

The site is located within the 150-foot Height and Hazard Zone for Naval Air Station Jacksonville (NASJAX). Zoning will limit development to a maximum height of 150 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.6 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 in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

In a Notice Zone

The site is also located in a Military Influence Zone for NASJAX. Known as Airport Notice Zones in the Land Development Regulations, these areas encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on the Military and Civilian Influence Zones. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

Future Land Use Element

Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

In a Noise Zone

Approximately 2.45 acres of the amendment site is located within the 60-64.99 Day-Night Sound Level (DNL) zone for NASJAX. Future Land Use Element Policy 2.6.9 includes requirements related to use for sites within this noise zone.

Future Land Use Element

Policy 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.

ARCHAEOLOGICAL SENSITIVITY

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

EVACUATION ZONE

The subject site is within Evacuation Zone D. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD, it was determined that the impact of the small scale land use amendment on countywide evacuation timing would be negligible. Their complete response is provided below.

EPD Response:

The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6068-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone A and Zone D, nearest evacuation route along Blanding Boulevard to I-295 (3 road miles), and the estimated 464 new daily trips generated by the proposed rezoning of 9.70 acres from Low Density Residential (LDR) to Medium Density Residential (MDR) use.

Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

Upon the applicant's submittal of the sign posting affidavit and photographs of the posted signs on January 16, 2026, staff determined that the required notices of public hearing signs were posted. Forty-four (44) 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 January 20, 2026. The applicant attended and heard concerns from three (3) residents of the neighborhood. In general, the residents were concerned about the increased density and site plan design associated with the PUD rezoning.

CONSISTENCY EVALUATION

Consistency with 2045 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 defined in the Comprehensive Plan.

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| 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 residents. 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 Comprehensive Plan and Land Development Regulations. |
| Policy 3.1.2 | Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to |

review and grant, when appropriate, relief from the scale transition requirements.

Policy 3.1.5 The City shall provide opportunities for 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 3.1.12 The City shall, through Land Development Regulations and land use category descriptions, require higher density residential development and supporting commercial uses to locate on or near arterial or collector roads used for mass transit routes and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

Policy 3.1.13 The City shall adopt criteria and standards in order to limit the location of single-family attached and multi-family housing units to the periphery of established single-family detached neighborhoods and non-residential nodes, along collectors, arterials, and rail transit corridors, unless the higher density residential development is a component of a mixed or multi-use project.

Housing Element (HE)

Objective 1.4 The City shall preserve, protect, and stabilize residential neighborhoods keeping the maximum possible number of dwelling units in the housing supply, as measured by the implementation of the following policies.

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), Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicles Miles Traveled, and cul-de-sacs should be avoided. The maximum gross density in the Urban Area shall be seven (7) units per acre when centralized potable water.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. 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. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

MDR in the Suburban Development Area permits residential densities at a minimum of seven (7) units per acre and up to 20 units per acre when the site abuts land in the LDR category. In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category will be the same as allowed in Low Density Residential (LDR) without such services.

The 9.7-acre subject site is located on the north side of Morse Avenue and west side of Seaboard Avenue. Both roads are unclassified local roadways. The subject site consists of three (3) parcels, currently developed with single-family residential uses. The site is approximately $\frac{1}{4}$ of a mile east of Blanding Boulevard which serves as a major commercial corridor in this area and is primarily designated as Community / General Commercial (CGC). Approximately $\frac{3}{4}$ of a mile to the east of the subject site, bordering the Ortega River, is City-owned land designated as Recreation and Open Space (ROS) and Conservation (CSV). Other than those uses, the site is surrounded on all sides by land designated as LDR and by a single-family residential development pattern.

With respect to FLUE Policy 3.1.5 and HE Objective 1.4, the proposed land use amendment allows for more residential units to be developed. However, the proposed MDR land use category allows for 20 dwelling units per acre. The abutting LDR-designated properties surrounding the subject site allow for 7 dwelling units per acre. This abrupt density increase in the middle of an existing low density neighborhood would disrupt the existing land development pattern and detract from the character of the area.

As mentioned in the MDR description above, 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. The proposed amendment is not consistent with the locational criteria of the MDR category description because the location does not serve as a transitional use between residential and commercial land uses. For these reasons, the proposed amendment is inconsistent with FLUE Goal 3 and Objective 3.1.

The proposed land use amendment has the potential to negatively impact the existing single-family neighborhood that abuts the north, south, east, and west property lines of the subject site as the MDR land use category at this location would be a “spot,” not providing a gradation of uses or a scaled transition from the abutting single-family residential on either side. As such, the proposed amendment is inconsistent with FLUE Policy 3.1.2.

Per FLUE Policy 3.1.12, the City shall require higher density residential development to locate on or near arterial or collector roads used for mass transit routes and in proximity to major employment areas to ensure the efficient use of land, public facilities, and services and transportation corridors. The proposed MDR land use is inconsistent with this policy as it would result in a higher residential density on a site accessed and bounded by local, unclassified roads.

The City seeks to limit the location of single-family attached and multi-family housing to the periphery of established single-family detached neighborhoods, along collectors, arterials, and rail transit corridors, as stated in FLUE Policy 3.1.13. The proposed land use amendment is inconsistent with this policy as it would allow for the development of multi-family housing within an established single-family neighborhood, accessed via local roads.

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 Vision Plan (2003)

The site is within the boundaries of the Southwest Jacksonville Vision Plan. The Plan emphasizes the importance of strengthening existing neighborhoods. The subject site is located near the boundary of the “Traditional Building Area” and “Suburban Area,” defined in the Vision Plan. As the proposed land use amendment would significantly increase the maximum allowable density and is located within an established single-family neighborhood, it would be incompatible with the character of the existing neighborhood and inconsistent with the Vision Plan and FLUE Policy 4.1.7.

Future Land Use Element (FLUE)

Policy 4.1.7 The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Amendments that are consistent with the relevant plan or study shall be presumed to be appropriate based on a case-by-case review of consistency with state and regional plans and the goals, objectives and policies of the Comprehensive Plan.

Strategic Regional Policy Plan

The proposed amendment relates to the following Goal of the Communities and Affordable Housing component of the Northeast Florida 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 from LDR to MDR would provide more housing units; however, it would do so at the expense of the lifestyle choice created by the existing single-family neighborhood, detracting from the character of the area and inconsistent with the Strategic Regional Policy Plan.

LAND UTILIZATION AND CURRENT LAND USE MAP

