

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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August 4, 2022

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

RE: Planning Commission Advisory Report / Ordinance No. 2022-481/Application No. L-5716-22C

Dear Honorable Council President Freeman, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-481 on August 4, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Absent
Marshall Adkison	Aye
Daniel Blanchard	Aye
Joshua Garrison	Aye
Jason Porter	Aye
Jordan Elsbury	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
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – July 29, 2022

Ordinance/Application No.: 2022-481 / L-5716-22C

Property Location: 5649 Cagle Road, south of University Boulevard West and abutting I-95 southbound.

Real Estate Number(s): 153066-0000

Property Acreage: 3.03 acres

Planning District: District 3, Southeast

City Council District: District 5

Applicant: Paul Harden, Esquire

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Community/General Commercial (CGC) with site specific Future Land Use Element (FLUE) Policy 4.4.32

Current Zoning: Commercial Community/General – 1 (CCG-1)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Urban Priority Development Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop as apartments.

BACKGROUND

The 3.03-acre subject site contains a closed Days Inn hotel, south of University Boulevard West and west of I-95. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) subject to Community/General Commercial (CGC) with site specific FLUE Policy 4.4.32 (detailed below and included as Exhibit 3, dated June 7, 2022, to the Ordinance) to allow for the existing hotel to be converted to 100% residential uses. The applicant is also proposing a companion rezoning from Commercial Community/General – 1 (CCG-1) to Planned Unit

Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2022-482.

The subject property is north of two other hotels in the High Density Residential (HDR) land use category that are in the process of being converted to multi-family residences. In 2019, that property was changed from CGC to HDR (Ordinance 2019-230-E). The zoning was changed from CCG-1 to PUD (Ordinance 2019-231-E). The PUD allowed for the conversion from a motel to a high-density multi-family complex, not to exceed 111 units.

Proposed site-specific FLUE Policy 4.4.32

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-481 for a small-scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

- Single use residential development shall be permitted on 100% of the site.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing 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.

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

North: Land Use: CGC
Zoning: CCG-1
Property Use: Undeveloped, I-95 Off-ramp

South: Land Use: HDR
Zoning: CCG-1, PUD
Property Use: In process of conversion of hotels to multi-family

East: Land Use: CGC
Zoning: CCG-1, PUD
Property Use: I-95

West: Land Use: CGC
Zoning: CCG-1
Property Use: Hotel

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.

Impact Assessment Baseline Review

Development Analysis		3.03 Acres – 131,987 sq. ft.	
Development Boundary	Urban Priority Area		
Roadway Frontage Classification / State Road	Local Road		
Plans and/or Studies	Southeast Vision Plan		
Site Utilization	Current: Hotel	Proposed: Apartments	
Land Use / Zoning	Current: CGC / CCG-1	Proposed: CGC with SSP / PUD	
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 0.35 FAR – 20% 45 units/acre – 80%	Proposed: Scenario 1: 0.35 FAR Scenario 2: Per Site Specific Policy – 45 MF DU's/acre	
Development Potential	Current: Scenario 1: 46,195 sq. ft. Scenario 2: 9,239 sq. ft. and 109 MF DU	Proposed: Scenario 1: 46,195 sq. ft. Scenario 2: 136 DU	
Net Increase or Decrease in Maximum Density	Scenario 1: No change Scenario 2: Increase 27 MF DUs		
Net Increase or Decrease in Potential Floor Area	Scenario 1: No change Scenario 2: Decrease of 9,239 sq. ft.		
Population Potential	Current: Scenario 1: 0 Scenario 2: 256 People	Proposed: Scenario 1: 0 Scenario 2: 319 People	
Special Designation Areas			
Aquatic Preserve	No		

Development Analysis		3.03 Acres – 131,987 sq. ft.
Septic Tank Failure Area	No	
Evacuation Zone	No	
Airport Environment Zone	300' – Naval Air Station Jacksonville	
Industrial Preservation Area	No	
Cultural Resources	None	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	No new net daily trips	
Potential Public-School Impact	30 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: No change Scenario 2: Increase of 5,883 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: No change Scenario 2: Increase of 4,412 gpd	
Potential Solid Waste Impact	Scenario 1: No change Scenario 2: Increase of 55 tons per year	
Drainage Basin/Sub-basin	Basin: Arlington River Sub-basin: Bennett Branch	
Recreation and Parks	Lovelace Park	
Mass Transit Access	Routes 25, 50 – Stop 1167 and 1168 (1000' away)	
Natural Features		
Elevations	21' – 24'	
Land Cover	1400: Commercial and services	
Soils	69 – Urban Land	
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 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 provided a JEA letter of service availability, dated April 15, 2022, which was submitted with the companion PUD rezoning application identifying that the site has access to existing connection points to both sewer and water facilities. The letter does not specify the diameter of the connections. Connection point 2 for potable water is an existing 8-inch water main within the Cagle Road right-of-way, adjacent to the property. Connection point 2 to central sewer is an existing 8-inch gravity sewer main with the Cagle Road right-of-way, adjacent to the property.

Future Land Use Element

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The subject site is 3.03 acres and is accessible from Cagle Road, an unclassified facility. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 8. The applicant proposes to change the existing land use from Community General Commercial (CGC) land use to CGC land use subject to a site-specific policy that allows for 100% of residential uses.

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 1,871 or 1,037 daily trips depending on the scenario. If the land use is amended to allow for this proposed CGC with a site-specific policy, this will result 917 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. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	821	46,195 SF	T = 67.52 (X) / 1000	3,119	1,248	1,871
Existing Scenario 1 Total						1,871
Current 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	9,239 SF	T = 54.45 (X) / 1000	503	201	302
CGC-R	220	109 MF DUs	T = 6.74 (X)	735	0	735
Existing Scenario 2 Total						1,037
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- R	220	136 MF DUs	T = 6.74 (X)	917	0	917
Proposed Total						917
Scenario 1 Net New Daily Total						0
Scenario 2 Net New Daily Total						0

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

School Capacity

The 3.03 acre proposed land use map amendment has a development potential of 125 dwelling units resulting in 30 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: **03/PDD: School Impact Analysis**
 Proposed Name: **L-5716-22C Cagle Road**
 Requested By: **Ed "Lube" Lukacovik / Eric Illickon**
 Reviewed By: **Shelene H Evers**
 Date: **7/15/2022**

Analysis based on maximum dwelling units: **125**

School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5 Year Utilization (%)	Available Seats - CSA ¹	Available Seats - Adjacent CSA's ³
Elementary	4	5,363	79%	15	89%	867	2,245
Middle	4	3,915	80%	6	73%	601	497
High	4	924	72%	9	72%	112	624
Total New Students				30			

- NOTES:
¹ Proposed Development's Concurrent Service Area (CSA)
² Available in CSA must include current renovations
³ Student Development Rate
 IS-125
 MS-051
 HS-074
 0.250

The Student Development Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Donal County (104,757) by the number of total permitted housing units (\$18,700) 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: School Impact Analysis**
 Proposed Name: **L-5716-22C Eagle Road**
 Requested By: **Ed Tule-Lutjsovsk / Erik Hixon**
 Reviewed By: **Shane Hedges**
 Date: **7/15/2022**

Analysis based on maximum dwelling units: **123**

School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 3 & 5
Elementary	4	5,363	79%	15	89%	867	2,245
Middle	4	3,915	80%	6	71%	601	497
High	4	924	72%	9	72%	112	624
Total New Students				30			

NOTES:

¹ Proposed Development's Core Utility Service Area (CSA)
² Available CSA units include current redevelopments

³ Student Development Rate

KS-123
 MS-051
 HS-074

The Student Development Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,377) 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 sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for Naval Air Station Jacksonville. Zoning will limit development to a maximum height of 300 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 2.5 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on April 21, 2022, the required notices of public hearing signs were posted. Seventeen (17) 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 July 18, 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

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.

- 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 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 1.1.12** Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- 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 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

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 3.4.2 The City will evaluate opportunities to promote and encourage development and redevelopment opportunities for mixed and multi-use projects. The Land Development Regulations should be amended, as appropriate, to incorporate such incentives.

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 Statues.

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

The applicant is proposing a change from CGC to CGC with site specific Future Land Use Element (FLUE) Policy 4.4.32. The site-specific policy allows for 100% use of the property for residential purposes. The companion PUD allows for a maximum number of dwelling units of 136 multifamily residential units and will have no net impact on trip generation rates. Therefore, the amendment with the site-specific policy is consistent with FLUE Goals 1 and 3, and FLUE Policy 1.1.22.

The proposed amendment to CGC with the site-specific policy encourages development of residential uses, to achieve a well-balanced and organized combination of land uses on the subject site and in the Urban Priority Development Area. The companion rezoning is pending as a PUD that addresses site design and use regulations to allow for the appropriate combination of land uses. Therefore, the amendment furthers the intent of FLUE Goals 1 and 3, FLUE Objective 3.1, and FLUE Policies 1.1.5, 1.1.12, 1.1.21, 1.1.22, 1.1.25 and 3.4.2.

The applicant provided a JEA letter of service availability dated April 15, 2022, which was submitted with the companion PUD rezoning application identifying that the site has

existing connection points to both sewer and water access, consistent with FLUE Policy 1.2.9.

The proposed small scale amendment would have no impact on the amount of CGC designated land throughout the City, as the site is already designated as CGC and development will be required to meet the CGC density requirements for the residential request per the proposed PUD. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Vision Plan

The subject site is located within the boundaries of the Southeast Vision Plan. Sub-Principle 2.1 of the Vision Plan calls for the provision and promotion of compatible mixed-use development, infill and redevelopment in stable and declining areas and the creation of a range of housing opportunities and choices, where appropriate. As established in the Comprehensive Plan consistency review section of this report, the amendment enhances the availability of housing opportunities in the Urban Priority Development Area where there is access to full urban services and facilities. Therefore, the amendment is consistent with this principle of the Southeast Vision Plan.

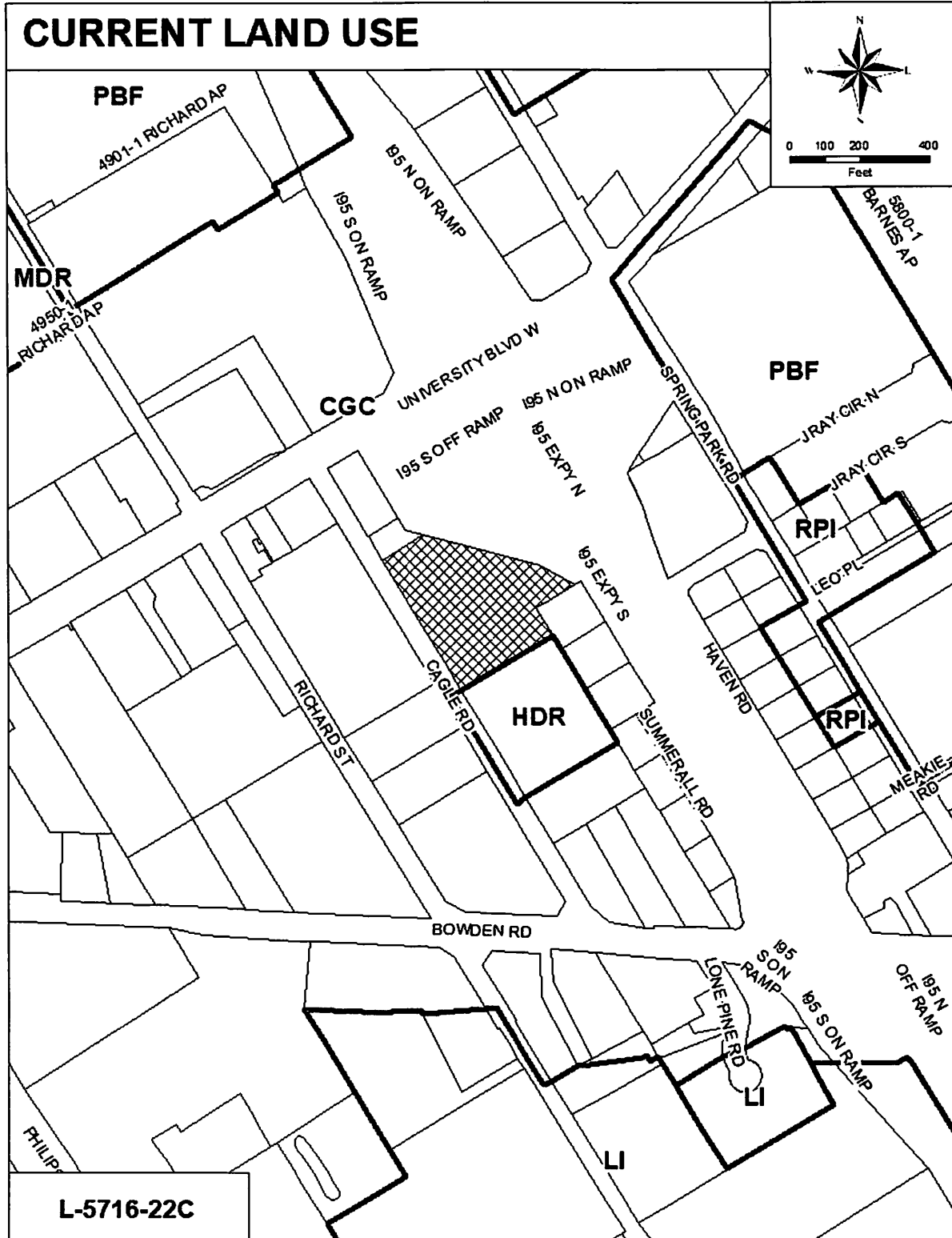
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal 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
CURRENT LAND USE



LAND UTILIZATION MAP

