

City of Jacksonville, Florida

Lenny Curry, Mayor

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July 1, 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. 2022-388/Application No. L-5646-21C

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 2022-388 on June 23, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	8-0 APPROVE

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Aye
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
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – June 17, 2022

Ordinance/Application No.: 2022-388 / L-5646-21C

Property Location: 1882 and 2028 Dunn Avenue (SR 104), between Dunn Avenue and Leonid Road.

Real Estate Number(s): 044183 0000 and 044184 0050

Property Acreage: 8.60 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Paul M. Harden, Esquire

Current Land Use: Medium Density Residential (MDR)

Proposed Land Use: Community/General Commercial (CGC)

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Development Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To make the land use consistent with the existing use (Outside Storage and automotive repair) which is grandfathered.

BACKGROUND

The 8.60 acre subject property is located on the west side of Dunn Avenue, a minor arterial roadway, between Dunn Avenue and Leonid Road, a collector roadway. The applicant is proposing a Future Land Use Map (FLUM) amendment from Medium Density Residential (MDR) to Community/General Commercial (CGC) to provide land use consistency with the existing outside storage and automotive repair use.

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

North: Land Use: CGC and MDR

Zoning: Community Commercial General-2 (CCG-2) and Residential Medium Density-A (RMD-A), PUD

Property Use: Church, single family dwellings, retirement home, retail, and vacant land

South: Land Use: Recreation and Open Space (ROS) and Public Buildings and Facilities (PBF)

Zoning: Public Buildings and Facilities-1 (PBF-1) and Planned Unit Development (PUD)

Property Use: Recreational Ray Green Park and Public Library

East: Land Use: CGC, MDR, and Residential-Professional-Institutional (RPI)

Zoning: CCG-2, PUD, and RMD-A

Property Use: Retail store, warehouse, medical office, single family dwellings, and restaurant, and service garage

West: Land Use: RPI and MDR

Zoning: PUD

Property Use: Single-family dwellings, medical office, and vacant undeveloped land

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-5646-21C

Development Analysis		8.60 Acres
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Dunn Avenue, Minor	
Plans and/or Studies	North Vision Plan, Dunn & Main NAP	
Site Utilization	Current: Service Garage/Vehicle repair, Outdoor storage	Proposed: Service Garage/Vehicle repair, Outdoor storage
Land Use / Zoning	Current: MDR/PUD	Proposed: CGC/PUD
Development Standards for Impact Assessment	Current: 15 Dwelling units per acre	Scenario 1: 0.35 FAR, 100% non-residential Scenario 2: 80% residential at 15 units/acre and 20% non-residential at 0.35 FAR
Development Potential	Current: 129 Dwelling units	Proposed: Scenario 1: 131,115 sq. ft. of CGC uses Scenario 2: 103 units and 26,223 sq. ft. of CGC uses
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 129 units Scenario 2: Decrease of 26 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 131,115 sq. ft. Scenario 2: Increase of 26,223 sq. ft.	
Population Potential	Current: 303 People	Proposed: Scenario 1: 0 people Scenario 2: 242 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150 ft. height restriction zone for the Jacksonville International Airport	
Industrial Preservation Area	No	
Cultural Resources	No	

Development Analysis		8.60 Acres
Archaeological Sensitivity	Low and high sensitivity	
Historic District	No	
Coastal High Hazard/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	Scenario 1: Increase of 4,443 net new daily trips Scenario 2: Increase of 1,253 net new daily trips	
Potential Public School Impact	24 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 23,759 gallons of water per day. Scenario 2: Decrease of 4,799 gallons of water per day.	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 17,819 gallons of wastewater per day. Scenario 2: Decrease of 3,599 gallons of wastewater per day.	
Potential Solid Waste Impact	Scenario 1: Decrease of 125.6 tons of solid waste per year. Scenario 2: Decrease of 25.6 tons of solid waste per year.	
Drainage Basin/Sub-basin	Trout River / Broward River	
Recreation and Parks	Ray Greene Park	
Mass Transit Access	Within .5 mile of JTA Bus Stop 3138	
Natural Features		
Elevations	18-26 ft. above mean sea level	
Land Cover	1400: Commercial and services	
Soils	2: Albany Fine Sand, 63: Sapelo 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 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). Connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main (min. 4" dia.)

A JEA availability letter, dated December 13, 2021 is included in the companion rezoning application. The letter indicates that an 8 inch water main and a 4 inch sewer force main is located within the Dunn Avenue right-of-way.

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 8.60 acres and is accessible from Dunn Avenue (SR 104), a minor arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Medium Density Residential (MDR) to Community General Commercial (CGC).

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. If the land use is amended to allow for this CGC development, this will result in an increase of 4,443 or 1,253 daily trips, when compared to the existing land use.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is an increase of 4,443 or 1,253 daily trips (depending on the scenario) when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment. SR 104 is subject to FDOT review and access management requirements.

Table A
Daily Trip Generation Estimation Scenarios

Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	129 MF DUs	T= 6.74 (X)	869	0	869
				Total Trips for Existing Land Use		869
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	821	131,115 SF	T = 67.52 (X) / 1000	8,853	3,541	5,312
				Total Trips for Proposed Land Use- Scenario 1		5,312
Proposed 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	26,223 SF	T = 54.45 (X) / 1000	1,428	0	1,428
CGC- R	220	103 MF DUs	T = 6.74 (X)	694	0	694
				Total Trips for Proposed Land Use- Scenario 2		2,122
				<i>Scenario 1 Difference in Daily Trips</i>		4,443
				<i>Scenario 2 Difference in Daily Trips</i>		1,253

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

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 8.60 acre proposed land use map amendment has a development potential of 103 dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with



the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

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

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5646-21C Dunn Ave Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 12/28/2021							
Analysis based on maximum dwelling units: <u>103</u>							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2&7
Elementary	1	10,651	54%	12	59%	7,938	3,364
Middle	1	7,527	88%	5	86%	853	756
High	1	8,087	80%	7	72%	1,180	1,766
Total New Students				24			

NOTES:

¹ Proposed Development's Concurrency 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 reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

Public School Facilities Element

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

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

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 is provided by the Duval County School Board. This information is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5646-21C Dunn Ave Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 12/28/2021 Analysis based on maximum dwelling units: <u>103</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Pine Estates ES #250	1	12	354	224	63%	101%
Highland MS #244	1	5	1071	697	65%	75%
First Coast HS #265	7	7	2212	2194	99%	101%
		24				

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.

Airport Environment Zone

A small portion of the site is located within the 150 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of 150', 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.

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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on May 26, 2022, the required notices of public hearing signs were posted. Ninety-Five (95) 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 31, 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.

- Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:
- A. Fosters vibrant, viable communities and economic development opportunities;
 - B. Addresses outdated development patterns;
 - C. Provides for sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

- Policy 1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

- Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

- Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery

Policy 1.2.9 system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions. 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 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

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 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), Medium Density Residential (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.

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 Development Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Given the predominantly commercial land development pattern on the surrounding parcels, the proposed amendment from MDR to CGC is consistent with the commercial land use pattern along this portion of Dunn Avenue. The Comprehensive Plan encourages non-residential development to be located along corridors and particularly at commercial nodes. The proposed amendment abuts four other CGC land uses. Commercial development supports residential development in nearby neighborhoods and in the North Planning District. Therefore, the amendment application is compatible with the existing commercial land uses in the immediate area. The amendment fosters the viability of an existing non-conforming use that can be used by the residential area surrounding the subject site. This proposed pattern of development is encouraged by FLUE Goal 3, Objectives 3.2 and Objective 6.3 and Policies 1.1.5, 1.1.11, 1.1.22 and 3.2.1

The subject commercial site fosters vibrant, viable communities and economic development opportunities. The amendment site's proposed commercial land use is located near residential uses, helping the area achieve a well-balanced and organized combination of residential and non-residential uses. The site is served by a convenient and efficient transportation network, as the site is located in close proximity to JTA Bus Stop 3138 and it is located along Dunn Ave SR 104, which is a minor arterial roadway.

Therefore, the amendment is consistent with FLUE Policy 1.1.21, Goal 3, and Objective 3.2

Consistent with FLUE Policy 1.2.9, the subject site will be served by city water and sewer services. According to the JEA letter dated December 13, 2021, an 8 inch water main and a 4 inch sewer force main is located within the Dunn Avenue right-of-way. Connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main (min. 4" dia.)

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.

North Jacksonville Vision Plan

The subject property is located within the boundaries of the North Jacksonville shared Vision Plan (2003). This North Vision Plan was created to guide growth management decisions that appropriately utilizes North Jacksonville's assets to spur quality growth and economic development. The vision plan does not include a recommendation for this subject site, however commercial developments are encouraged to incorporate architectural features that provide visual interest.

Strategic Regional Policy Plan

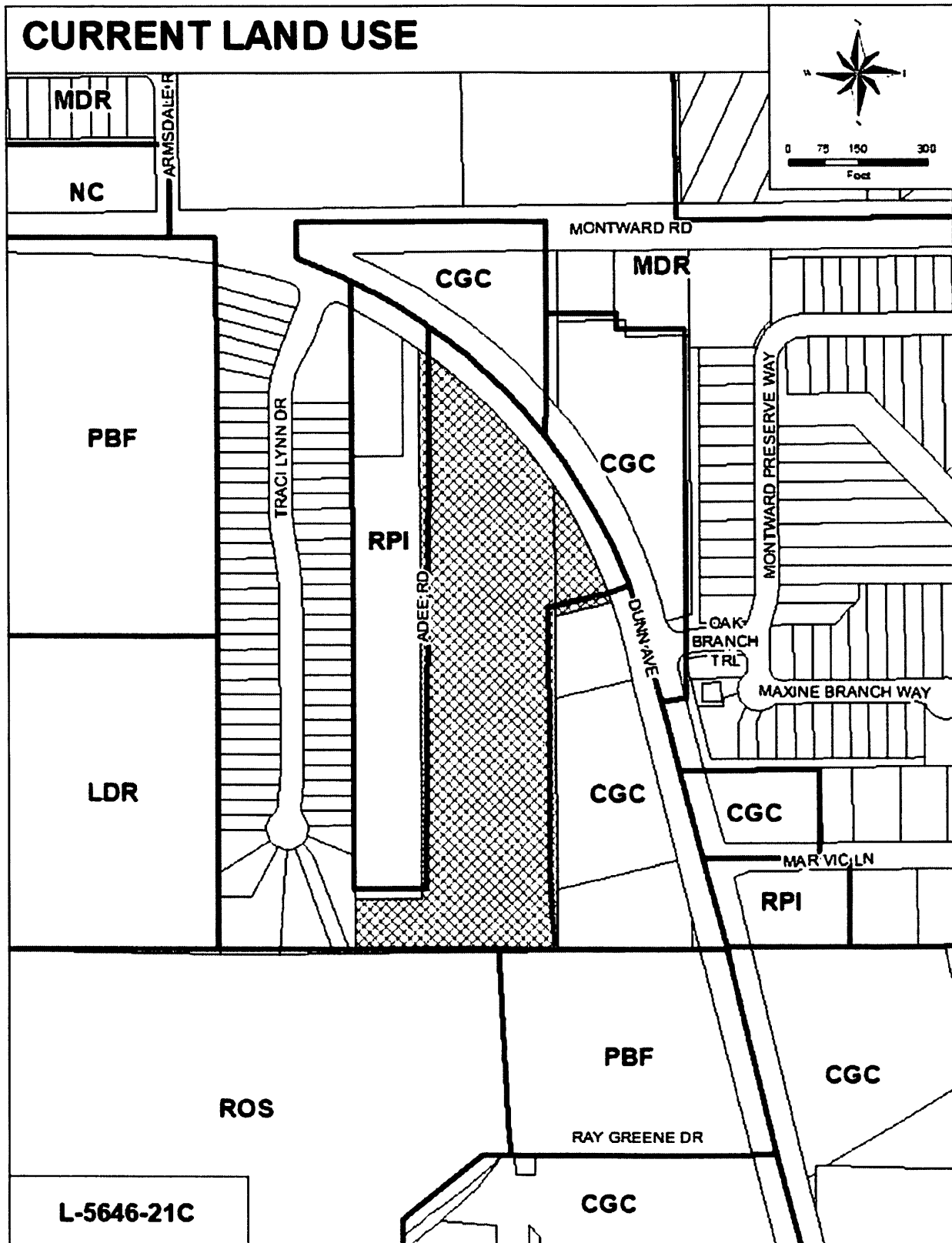
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

Objective: A region where all people can thrive

Policy 4: Non-compact development patterns and limited mobility options are a barrier to success for all, and have a greater impact on low-income residents, seniors and those with disabilities or health challenges. The Region supports more compact development connected by transportation corridors.

The proposed land use amendment is located within .5 mile of JTA Bus Stop 3138 and therefore would support a commercial development connected by transportation corridors, consistent with Policy 4 of the SRPP.

LAND USE AMENDMENT MAP



LAND UTILIZATION MAP

