



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32203  
(904) 630-CITY

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February 8, 2024

The Honorable Ronald B. Salem, Pharm. D., President  
The Honorable Kevin Carrico, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, FL 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2024-011/Application No. L-5889-23C**

Dear Honorable Council President Salem, 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 2024-011 on February 8, 2024.

P&DD Recommendation                      APPROVE

PC Issues:                                      None

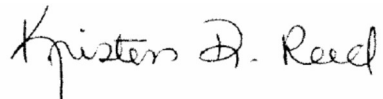
**PC Vote:                                      7-0 APPROVE**

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Absent
Moné Holder	Absent
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Aye
Tina Meskel	Aye

Planning Commission Report  
February 8, 2024  
Page 2

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a light beige background behind the text.

**Kristen D. Reed, AICP**  
***Chief of Community Planning Division***  
City of Jacksonville - Planning and Development Department  
214 North Hogan Street, Suite 300  
Jacksonville, FL 32202  
(904) 255-7837  
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**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – February 2, 2024**

**Ordinance/Application No.:** 2024-11 / L-5889-23C

**Property Location:** 0 and 9506 Hood Road, 5024 Sunbeam Road, and 9513 Neal Drive between Neal Drive and Hood Road.

**Real Estate Number(s):** 149103-0050, 149105-0000, 149106-0000, 149106-0030

**Property Acreage:** 2.28

**Planning District:** District 3, Southeast

**City Council District:** District 5

**Applicant:** Curtis Hart

**Current Land Use:** Business Park (BP) – 1.03 acres  
Residential-Professional-Institutional (RPI) – 1.25 acres

**Proposed Land Use:** Community/General Commercial (CGC) – 2.28 acres

**Development Area:** Suburban Development Area

**Current Zoning:** Industrial Business Park (IBP) – 1.03 acres  
Commercial Office (CO) – 1.25 acres

**Proposed Zoning:** Planned Unit Development (PUD) – 2.28 acres

***RECOMMENDATION:*** ***Approve***

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

The property is adjacent to CGC land use. The proposed change from BP and RPI to CGC would be compatible with the area.

**BACKGROUND**

The 2.28-acre subject site is located at 0 and 9506 Hood Road, 5024 Sunbeam Road and 9513 Neal Drive, at the southwest quadrant of the intersection of Sunbeam Road and

Hood Road. According to the City's Functional Highways Classification Map, Hood Road and Sunbeam Road are both collector roadways.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Residential-Professional-Institutional (RPI) and Business Park (BP) to Community/General Commercial (CGC). The proposed amendment site is adjacent to property that was amended (Ordinance 2020-475-E) from Neighborhood Commercial (NC) and RPI to the CGC land use category. This property is located across Hood Road from the subject site at the southeast quadrant of the intersection of Hood Road and Sunbeam Road. The land use amendment site currently includes a window tinting business, warehouse and open storage uses. A mix of commercial, office, warehouse and multi-family front the surrounding Sunbeam Road corridor while multi-family residential is currently being developed south of the site along Hood Road. A companion PUD rezoning application is pending concurrently with the land use application via Ordinance 2024-12, which seeks a zoning change on the subject site from Industrial Business Park (IBP) and Commercial Office (CO) to Planned Unit Development (PUD).

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

North:

Land Use: BP, CGC, Light Industrial (LI)  
Zoning: IBP, PUD, Industrial Light (IL)  
Property Use: Warehouse-flex space, office, mini-storage, multi-family residential

South: Land Use: RPI

Zoning: CO, Residential Medium Density-A (RMD-A), Residential Medium Density-B (RMD-D)  
Property Use: storage, single-family residential, currently being developed multi-family residential

East: Land Use: CGC, RPI, BP, LI

Zoning: PUD, CO, IBP, IL  
Property Use: commercial center, office, warehouse

West: Land Use: RPI

Zoning: Commercial Residential Office (CRO), RMD-A  
Property Use: Office, single family residential

## **IMPACT ASSESSMENT**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site-specific policy. Development Impact Standards are detailed in FLUE Policy

1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

**Land Use Amendment Impact Assessment L-5889-23C**

<b>Development Analysis L-5889-23C 2.28 acres (BP=1.03 acres; RPI=1.25 acres)</b>		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Sunbeam Road- Collector roadway Hood Road- Collector Roadway	
Plans and/or Studies	Southeast Jacksonville Vision Plan	
Site Utilization	Current: Commercial Business	Proposed: Commercial uses
Land Use / Zoning	Current: BP and RPI / IBP and CO	Proposed: CGC / PUD
Development Standards for Impact Assessment	Current: Scenario 1: BP - 0.35 FAR; RPI -0.50 FAR Scenario 2: BP - 15 DUs/acre; RPI -15 DUs/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 DUs/acre
Development Potential	Current: Scenario 1: BP: 15,703.3 sq. ft. RPI: 27,225 sq. ft. Scenario 2: BP: 15 DUs RPI: 18 DUs	Proposed: Scenario 1: 34,760.8 sq. ft.  Scenario 2: 34 DUs
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Increase of 1 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 8,167.5 sq. ft. Scenario 2: N/A	
Population Potential	Current: Scenario 1: N/A Scenario 2: 77 people	Proposed: Scenario 1: N/A Scenario 2: 79 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	500-foot Height Restriction Zone for NAS Jacksonville	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	

<b>Development Analysis L-5889-23C 2.28 acres (BP=1.03 acres; RPI=1.25 acres)</b>	
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
<b>Public Facilities</b>	
Potential Roadway Impact	Scenario 1: 646 net new daily trips Scenario 2: 7 net new daily trips
Potential Public School Impact	De Minimus
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 709.58 gallons per day Scenario 2: Increase of 235 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 532.18 gallons per day Scenario 2: Increase of 176.25 gallons per day
Potential Solid Waste Impact	Scenario 1: Decrease of 36.62 tons per year Scenario 2: Increase of 2.6 tons per year
Drainage Basin/Sub-basin	Julington Creek / Julington Creek
Recreation and Parks	No
Mass Transit Access	First Coast Flyer Blue Line Route 27 along Philips Highway -east of site.
<b>Natural Features</b>	
Elevations	25-28 feet
Land Cover	1100: Residential, low density; 1400: Commercial and services; 1200: Residential, medium density
Soils	14: Boulogne fine sand, 0 to 2 percent slopes; 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 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 established shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant submitted a JEA Availability letter dated November 20, 2023. The Availability letter indicates that there are connection points for water and sewer in both the Sunbeam Road and Hood Road rights-of-way. Additionally, according to the application, the applicant intends to use central JEA water and sewer services.

#### 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 the JEA Collection Systems available within a five (5) year period.

#### Transportation

The subject site is 2.28 acres and is accessible from Hood, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 1. The applicant proposes to change the existing land use from Business Park (BP) and Residential Professional Institutional (RPI) 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

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

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.

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 490 or 222 daily trips. If the land use is amended to allow for this proposed CGC development, this will result in 1,136 or 229 daily trips.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment will result in 646 or 7 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 to determine if a traffic operational analysis is needed.



**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
BP	770	15,703 SF	T = 12.44 (X) / 1000	195	0	195
RPI	710	27,225	T = 10.84 (X) / 1000	295	0	295
				<b>Existing Scenario-1 Total</b>		<b>490</b>
Current Land Use Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	220	15 MF DUs	T = 6.74 (X)	101	0	101
RPI	220	18 MF DUs	T = 6.74 (X)	121	0	121
				<b>Existing Scenario 2 Total</b>		<b>222</b>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	34,760 SF	T= 54.45 (X) / 1000	1,893	757	1,136
				<b>Proposed Scenario 1 Total</b>		<b>1,136</b>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	220	34 MF DUs	T = 6.74 (X)	229	0	229
				<b>Proposed Scenario 2 Total</b>		<b>229</b>
				<b>Scenario 1 Difference in Daily Trips</b>		<b>646</b>
				<b>Scenario 2 Difference in Daily Trips</b>		<b>7</b>

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

**School Impact Analysis:**

While the proposed amendment includes the potential for a residential component, the site could generate 34 residential units or less. Therefore, according to the Duval County Public Schools analysis, the proposed development will have a de minimis impact on school capacity.

**Airport Environment Zone**

The site is located within the 500-foot Height and Hazard Zone for the Naval Air Station Jacksonville. Zoning will limit development to a maximum height of 500 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.

## **PROCEDURAL COMPLIANCE**

Pursuant to the sign posting affidavit and accompanying photos, the required notices of public hearing signs were posted by January 2, 2024. Thirty-one (31) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Meeting was held on January 16, 2024, via a virtual Zoom meeting. No members of the public attended to discuss the proposed amendment.

## **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 this Plan.

- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban

sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

Policy 1.1.9

Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21

Rezoning and 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 and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide 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.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.8 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 1/2 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 the JEA Collection Systems available within a five (5) year period.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

- Policy 3.1.2 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.
- Objective 3.2 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 encourage development of commercial and light/service industrial uses in the form on nodes, corridor development, centers or parks.
- Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

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 shall 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.

Residential-Professional-Institutional (RPI) in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

Business Park (BP) in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 20 units per acre in the Suburban Area when the single-use or mix of uses requirements are met. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services, abut a roadway classified as a collector or higher on the Functional Highway Classification Map, and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

The 2.28 acre subject site currently includes a window tinting business and storage facility services. The applicant is proposing a change from RPI and BP to CGC to allow for commercial use on the site. According to the companion PUD rezoning (Ordinance 2024-12), the owner will reuse the two buildings on site fronting Sunbeam Road and will construct a third building along Hood Road to accommodate a mix of office, retail and commercial uses. The proposed CGC is a logical extension of the CGC area located adjacent to the subject site to the east. Additionally, the site is located on an intersection of two collector roadways with a mix of commercial, office and residential along both corridors in the immediate area. The proposed land use change encourages corridor development of commercial uses along Sunbeam Road maintaining compatible land use patterns. The proposed amendment to CGC would be consistent with the development pattern in the area and is consistent with the CGC land use category locational requirements. Therefore, the proposed amendment is consistent with FLUE Goal 3, Objectives 1.1 and 3.2 and Policies 1.1.22 and 3.2.1.

The site abuts residential in the RPI land use category to the south. Providing consistency with Policies 1.1.9, 1.1.21 and 3.1.2, the companion PUD rezoning (Ordinance 2024-12) includes buffers along with site design techniques to provide a scale transition and gradation of uses in order to protect the residential uses from potential negative impacts.

The applicant submitted a JEA Availability letter dated November 20, 2023. The Availability letter indicates that there are connection points for water and sewer in both the Sunbeam Road and Hood Road rights-of-way. Additionally, according to the application, the applicant intends to use central JEA water and sewer services providing consistency with FLUE Policy 1.2.8.

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.

### **Southeast Jacksonville Vision Plan**

The subject site is located within the boundaries of the Southeast Jacksonville Vision Plan (March 2010). The proposed land use amendment from RPI and BP to CGC meets Guiding Principle Four of the Plan, which is to provide for economic growth, and Guiding Principle Two, to offer support to existing and new uses. Therefore, the proposed land use change is consistent with the Southeast Jacksonville Vision Plan.

### **Strategic Regional Policy Plan**

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

Policy 4: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Infill and redevelopment.

The proposed amendment would allow for the re-development of a property, and therefore, allow for an additional infill development opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.

