

City of Jacksonville, Florida

Lenny Curry, Mayor

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May 20, 2021

The Honorable Tommy Hazouri, President
The Honorable Michael Boylan, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-226/Application No. L-5535-21C

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairman Boylan 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 2021-226 on May 20, 2021.

P&DD Recommendation **APPROVED**

PC Issues: None

PC Vote: 5-0 APPROVE

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

Planning Commission Report
May 20, 2021
Page 2

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

Sincerely,

Kristen D. Reed

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – May 14, 2021

Ordinance/Application No.: 2021-226 / L-5535-21C

Property Location: On the north side of Normandy Boulevard between Guardian Drive and Lamplighter Lane

Real Estate Number(s): a portion of 009062-0500

Property Acreage: 5.5 Acres

Planning District: District 5

City Council District: District 12

Applicant: Cyndy Trimmer, Esq.

Current Land Use: Community General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Development Area: Suburban Development Area

Current Zoning: Residential Low Density-60 (RLD-60)

Proposed Zoning: Residential Medium Density B (RMD-B)

RECOMMENDATION: **APPROVE**

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant seeks to amend the land use to permit development of townhomes.

BACKGROUND

The 5.5-acre subject site is located on the north side of Normandy Boulevard, a principal road, between Lamplighter Lane and Guardian Drive. The land use application site is a portion of the property and the zoning application is for the entire parcel.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from CGC to MDR in order to develop the site with townhomes. A companion rezoning application is pending concurrently with the land use application via Ordinance 2021-227, which seeks to change the zoning district from RLD-60 to RMD-B.

Currently the site is undeveloped. The amendment site is across the street from the Herlong Recreational Airport and the property is surrounded by residential to the north, west and east.

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

North: Land Use: MDR
 Zoning: RLD-60
 Property Use: Mobile Home Park

South: Land Use: CGC and Public Buildings and Facilities (PBF)
 Zoning: Commercial Community General-2 (CCG-2) and Public Buildings and facilities- 3 (PBF-3)
 Property Use: Undeveloped commercial and Herlong Airport

East: Land Use: MDR
 Zoning: RLD-60
 Property Use: Mobile Home Park

West: Land Use: LDR
 Zoning: Planned Unit Development (PUD)
 Property Use: Single family homes

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

Development Analysis	
Development Boundary	Suburban
Roadway Frontage Classification / State Road	Normandy Blvd. Principal / SSR 228

Development Analysis		
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Vacant	Proposed: Townhomes
Land Use / Zoning	Current: CGC/RLD-60	Proposed: MDR/ RMD-B
Development Standards for Impact Assessment	Current: Scenario 1: .35 FAR Scenario 2: 80% Residential: 20% commercial	Proposed: 15 DU per acre
Development Potential	Current: Scenario 1: 83,853 sq. ft. Scenario 2: 88 DU and 16,770.6 sq. ft.	Proposed: 82 DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Increase 82 DU's Scenario 2: Decrease of 6 DU's	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 83,853 sq. ft. Scenario 2: Decrease of 16,770.6 sq. ft.	
Population Potential	Current: Scenario 1: N/A Scenario 2: 206 people	Proposed: 192 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150' height Herlong Recreation Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low, Medium, and High	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: 0 net new daily trips Scenario 2: 0 net new daily trips	
Potential Public School Impact	25 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 15,077 gallons per day Scenario 2: Decrease of 2,248.5 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 11,308 Scenario 2: Decrease of 1,686.4 gallons per day	

Development Analysis	
Potential Solid Waste Impact	Scenario 1: Increase of 79.035 tons per year Scenario 2: Decrease of 42.43 tons per year
Drainage Basin/Sub-basin	Ortega River/ Wills Branch
Recreation and Parks	Caleb Field
Mass Transit Access	Route 15
Natural Features	
Elevations	76 feet
Land Cover	4110 Pine Flatwoods
Soils	14- Boulogne Fine Sand, , 32- Leon fine Sand, 22- Evergreen-Wesconnett complex
Flood Zones	No
Wetlands	Yes 2.4 acres 6170
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). Please refer to the JEA letter on file with the zoning application.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department, and determined that the proposed amendment from CGC to MDR has the development potential for 82 multi-family DU's. Under scenario 1 as 100 percent non-residential would generate 4,223 daily trips and under scenario 2 as 80 percent residential, and 20 percent non-residential, 1,211 daily trips. If the land use is amended to MDR, development could result in no net new daily trips. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

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.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula

for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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 of the TE of the 2030 Comprehensive Plan requires that 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.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 6.

The subject site is accessible via Normandy Boulevard (SR 228), a principal arterial facility. Although there is zero net external trips the project is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with Florida Department of Transportation (FDOT) and COJ Traffic Engineering Division to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

School Capacity

The Planning and Development Department determined that the proposed amendment from CGC to MDR has the development potential to result in development of 82 multi-family 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:

- Elementary School
 - Concurrency Service Area (CSA) 8
 - 2020/2021 enrollment: 4,753
 - Current utilization: 67%
 - New student development from amendment: 13
 - 5-year utilization: 81%
 - Available seats in CSA 5: 2,540
 - Available seats in adjacent CSA(s): 1 and 2 is 8,427

- Middle School
 - CSA 2
 - 2020/2021 enrollment: 2,812
 - Current utilization: 74%
 - New student development from amendment: 5
 - 5-year utilization: 82%
 - Available seats in CSA 2: 92
 - Available seats in adjacent CSA(s): 1 and 7 is 1,138

- High School
 - CSA 8
 - 2020/2021 enrollment: 2,764
 - Current utilization: 91%
 - New student development from amendment: 7
 - 5-year utilization: 75%
 - Available seats in CSA 8: 142
 - Available seats in adjacent CSA(s): 1 and 2 is 1,680

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

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.

- Crystal Springs Elementary School
 - CSA 8
 - Amendment student generation: 13
 - School Capacity including permanent spaces and portables: 1,225
 - Current enrollment 20 day county for 2020/2021: 914
 - Percent Occupied: 75%
 - 4-year projection: 72%

- Jefferson Davis Middle School
 - CSA 2
 - Amendment student generation: 5
 - School Capacity including permanent spaces and portables: 1,438
 - Current enrollment 20 day county for 2020/2021: 998
 - Percent Occupied: 69%
 - 4-year projection: 66%

- Westside High School
 - CSA 8
 - Amendment student generation: 7
 - School Capacity including permanent spaces and portables: 1,786
 - Current enrollment 20 day county for 2020/2021: 1,550
 - Percent Occupied: 87%
 - 4-year projection: 93%

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based

on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies

Wetlands Characteristics:

Approximate Size: 2.4 Acres

General Location(s): Wetlands are located on the eastern half of the property

Quality/Functional Value: The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition the wetland has no clear or significant impact on the City's waterways

Soil Types/ Characteristics: Evergreen-Wesconnett complex, depressional (22) – The Evergreen series consists of nearly level, very poorly drained soils. These soils formed in decomposed organic materials underlain by thick sandy marine sediments. They are in depressions. The soils are moderately slowly permeable to rapidly permeable. Generally, the high water table is at or above the surface for very long periods.

Wetland Category: Category III

Environmental Resource Permit (ERP): Not provided by the applicant

Wetlands Impact: Insufficient information to determine impacts

Relevant Policies:

Conservation/Coastal Management Element

Policy 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

- (a) Encroachment
Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
- (b) No net loss
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,
 - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
 - iii the food sources of fish and wildlife including those which are threatened or endangered,
 - iv the water quality of the wetland, and
 - v the flood storage and flood conveyance capabilities of the wetland; and

- (c) Floodplain protection
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

- (d) Stormwater quality
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
 - i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and

 - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

- (e) Septic tanks
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

- (f) Hydrology
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of less than 150 ft, 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.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, medium 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 2, 2021, the required notices of public hearing signs were posted. Thirty-two (32) 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 3, 2021 for the adoption of the small-scale land use amendment. Other than the applicant, no members of the public were present.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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

Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or

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

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

Policy 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.

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

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

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

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

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

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require the all-new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Policy 2.2.5 All multi-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development Department.

CGC in the Suburban Area is intended to provide development in a nodal development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which 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.

According to the category description for the Suburban Development Areas of the Future Land Use Element (FLUE), the MDR future land use category is intended to provide compact medium to high-density residential development and transitional uses between compact low to medium density mixed uses. 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 uses.

The property is an undeveloped parcel surrounded by existing residential uses in the MDR and LDR land use categories.. Single-family dwellings and mobile home parks are the predominant land uses surrounding the property. The site is located within the Suburban Development Area of the Northwest Planning District and has access to full urban services, including mass transit. The infill development will continue the development trends in an area that has existing infrastructure. The proposed amendment promotes a pattern of compatible land uses with a well-organized combination of residential and commercial uses as recommended in FLUE Goal 1 and 3, Objective 6.3 and Policies 1.1.22 and 1.1.24.

The proposed amendment to MDR would allow for increased housing options within the Suburban Area of the Northwest Planning District, and as such, it is consistent with FLUE Objective 3.1 and Policy 3.1.6.

The 5.5 acre subject site will have a negligible impact on the amount of land needed to accommodate commercial uses or multi-family residential uses, and the proposed amendment from CGC to MDR maintains a balance of uses in the area. For these reasons the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The land use application indicates that JEA will provide water and sewer for the site. JEA provided a memo, dated March 24, 2021, stating that water and sewer mains are available for connection near the subject site, consistent with FLUE Policy 1.2.9.

Additionally, multi-family development on the site will be required to be consistent with ROSE Policies 2.2.2 and 2.2.5, as applicable, concerning the provision of recreation and open space.

Northwest Vision Plan

The application site lies within the boundary of the Northwest Vision Plan. The property is located in the suburban zone, identified in the plan, as well as the Normandy character area. The plan does not identify specific recommendations for the subject site. The Plan states that the paramount goal is the enhancement of neighborhoods. Existing neighborhoods must be protected and the community needs to have confidence that new growth will enhance their quality of life and not detract from it. The proposed infill development does not intrude into the existing neighborhoods that surround the property. Therefore, the amendment is consistent with the Vision Plan.

Strategic Regional Policy Plan

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

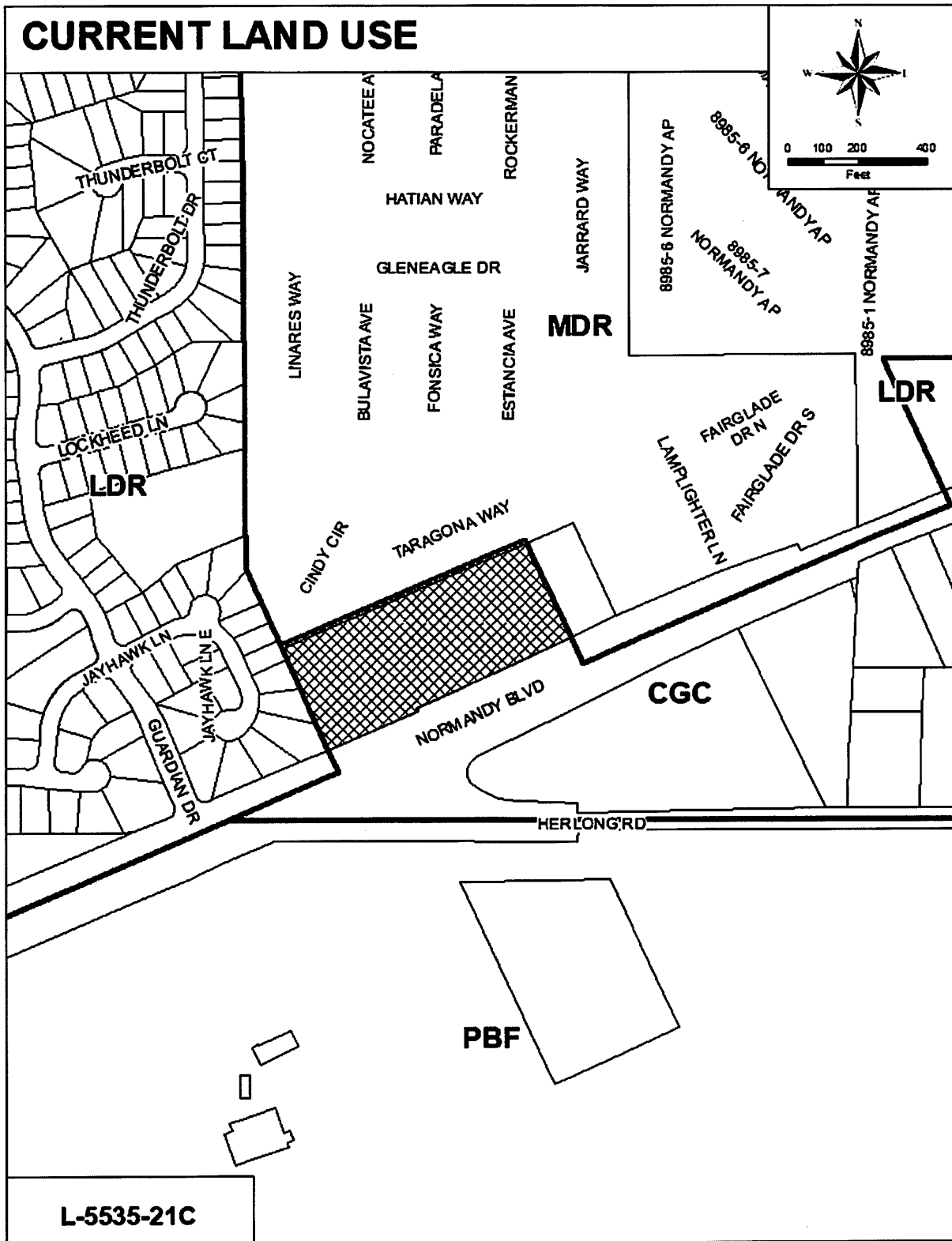
Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would promote development in an area appropriate for infill in the northeast Florida region.

RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the 2030 Comprehensive Plan and the Strategic Regional Policy Plan.

LOCATION AND CURRENT LAND USE MAP



FIELD UTILIZATION MAP

