

Harts Road

Review Criteria for Rezoning:

(A) Consistency of the proposed rezoning with the uses, densities and intensities permitted by the underlying Future Land Use Map (FLUM) designation and the goals, objectives, and policies of the adopted Comprehensive Plan.

The proposed rezoning is consistent with the zoning prescribed by the William Burgess Blueprint (the "Blueprint") and with the proposed future land use of T-2.5 and otherwise complies with the goals, objectives, and policies of the adopted Comprehensive Plan.

(B) Consistency of the proposed rezoning with the uses, densities and intensities permitted by the adjacent and surrounding zoning districts.

The proposed rezoning is consistent with the uses in the adjacent and surrounding zoning districts as single-family homes are proposed and the adjacent/surrounding uses are all for single family homes.

(C) Consistency of the proposed rezoning with the applicable portions of small area plans, overlay districts or any current County plans or programs.

The proposed zoning is the same as is called for by the Blueprint.

(D) The rezoning does not result in a sprawl development pattern as determined by Chapter 163 Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing urban or transitioning areas.

The rezoning does not result in a sprawl development as it involves the development of property which is at the end of Harts and Clyde Higginbotham Road with no further development possible adjacent to the property because the it is bordered by the Nassau River to the west and south, the CSX railroad tracks to the east and Harts and Clyde Higginbotham Roads to the north..

(E) The availability of, and potential impact to, public infrastructure and facilities that will serve the site in question including public water and wastewater, public roads, public schools, public parks, police and fire service and other similar items. These items may also be reviewed if an amendment to the Future Land Use Map filed is filed in conjunction with a rezoning.

If required by the Land Development Code, water and sewer will be provided to the development by JEA to provide potable water and sewer service and to provide adequate fire protection. The property has adequate vehicular access from Harts and Clyde Higginbotham Road and is located in close proximity to the Nassau Crossing Park. The development will comply with the school concurrency requirements.

(F) Consistency of the proposed rezoning with any applicable substantive requirements of the Code, including minimum or maximum district size, access, setback and buffering requirements.

The proposed T-2.5 rezoning plans to meet or exceed the Land Development Code with regard to the minimum or maximum district size, access, setback and buffering requirements for substantially all Land Development Code provisions for the T2.5 zoning category..

(G) The nature and degree of potential adverse impacts the proposed rezoning could have upon permitted conforming uses on neighboring lands.

The proposed development is not expected to impact permitted uses on neighboring conforming lands which are all either vacant or have single family uses.

(H) The nature and degree of potential adverse impacts the proposed rezoning could have upon environmentally sensitive lands or areas of historical or cultural significance.

There are minimal wetlands on site but it borders the wetlands of the Nassau River Basin to the west and will be required to comply with the St. Johns River Water Management District and Nassau County regulations.

(I) Substantial changes in the character or development of areas in or near the area under consideration which affect the suitability or unsuitability of the land for its use as presently zoned.

There are no known substantial changes in the character of development of the property or the surrounding properties that would impact the suitability of the proposed uses and density for the property.

(J) The extent to which land use and development conditions have changed since the effective date of the existing zoning district regulations involved which are relevant to the property.

The existing zoning is required to be changed to comply with the Blueprint.

(K) Public policies in favor of the rezoning. Examples include identified economic development or affordable housing projects, mixed-use development, or sustainable environmental features, which are consistent with specific adopted plans or policies of the Board of County Commissioners.

The need for the proposed development is clearly set forth in Section 2 of the Blueprint.

(L) The extent to which the rezoning will result in a fiscally and environmentally sustainable development pattern through a balance of land uses that is internally interrelated; demonstrates a context sensitive use of land; ensures compatible development adjacent to agriculture and environmentally sensitive lands; protects environmental and cultural assets and resources; provides interconnectivity of roadways; supports the use of non-automobile modes of transportation; and appropriately addresses the infrastructure needs of the community.

The proposed zoning is consistent with the proposed uses in the area according to the Blueprint for this and surrounding properties.

(M) The extent to which the rezoning does not propose environmental impacts that would significantly alter the natural landscape and topography such that it would exacerbate or lead to increased drainage, flooding, and stormwater issues.

The zoning change to T-2.5 proposes minimal impacts to the existing wetlands on the property and also proposes to maintain the existing drainage pattern of the area by continuing the existing flow of stormwater generally in a south and west direction away from existing development.

(N) The extent to which the rezoning results in a compact development form that fosters emergence of vibrant, walkable communities; makes active, healthier lifestyles easier to enjoy; conserves land; supports transportation alternatives; reduces automobile traffic congestion; lowers infrastructure costs; reduce vehicular miles traveled and costs related to household transportation and energy; and puts destinations in closer proximity. Successful compact development is illustrated through the use of:

- (1) Medium to high densities appropriate to context;
- (2) A mix of land uses;
- (3) Interconnected street networks;
- (4) Innovative and flexible approaches to parking;
- (5) Multi-modal transportation design including pedestrian, bicycle, and transit-friendly options;

The proposed development form of low density residential is consistent with the zoning called for by the Blueprint.. Mixed use appears to be inappropriate for the site.