

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

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November 4, 2021

The Honorable Samuel Newby, President  
The Honorable Rory Diamond, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2021-737/Application No. L-5585-21C**

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond 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 2021-737 on November 4, 2021.

P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>5-0 APPROVE</b>

David Hacker, Chair	Absent
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Joshua Garrison	Aye
Dawn Motes	Absent
Jason Porter	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  
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**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – October 29, 2021**

**Ordinance/Application No.:** 2021-737 / L-5585-21C  
**Property Location:** 10550 Old St. Augustine Road  
**Real Estate Number(s):** 155707 0100  
**Property Acreage:** 10.58 acres  
**Planning District:** District 3, Southeast  
**City Council District:** District 6  
**Applicant:** Paul M. Harden, Esquire  
**Current Land Use:** Neighborhood Commercial (NC)  
**Proposed Land Use:** Community/General Commercial (CGC)  
**Current Zoning:** Planned Unit Development (PUD)  
**Proposed Zoning:** Planned Unit Development (PUD)  
**Development Boundary:** Urban Area

**RECOMMENDATION: APPROVE**

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

To develop consistent with existing uses in the vicinity.

**BACKGROUND**

The 10.58 acre subject site is located at the northwest quadrant of the intersection of Old St. Augustine Road and Hartley Road. Both are collector roadways. The subject site also has northern frontage on Deer Hollow Lane, a local undeveloped access way. The applicant is proposing a Future Land Use Map (FLUM) amendment from Neighborhood Commercial (NC) to Community/General Commercial (CGC) to allow for additional permitted uses at the existing shopping center. The applicant is also proposing a companion rezoning from Planned Unit Development (PUD) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2021-738.

The subject site is currently a shopping center with other nearby commercial businesses as well as nearby residential areas.

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

North: Land Use: Residential-Professional-Institutional (RPI) and Low Density Residential (LDR)

Zoning: Commercial Office (CO), PUD and Residential Low Density-60 (RLD-60)

Property Use: Offices, church, townhomes and single family dwellings

South: Land Use: NC and RPI

Zoning: Commercial Neighborhood (CN), CO and Commercial Residential Office (CRO)

Property Use: Bank, church, shopping center mobile home, single family dwellings, vacant undeveloped dwellings, nursing home and offices

East: Land Use: LDR and NC

Zoning: PUD and CN

Property Use: Single family dwellings, offices, retail store, Gate gas station, churches and day care

West: Land Use: RPI and LDR

Zoning: PUD, CO, RLD-60 and Public Buildings and Facilities-1 (PBF-1)

Property Use: Townhomes, vacant undeveloped land, office and JEA power transfer station

## **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-5585-21C**

<b>Development Analysis</b>	<b>NC to CGC</b>	<b>10.58 Acres</b>
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Old St. Augustine Road – Collector Road Hartley Road – Collector Road Deer Hollow Lane – Local Road	
Plans and/or Studies	Southeast Jacksonville Vision Plan	
Site Utilization	Current: Neighborhood Shopping Center	Proposed: Commercial Shopping Center
Land Use / Zoning	Current: NC / PUD	Proposed: CGC / PUD
Development Standards for Impact Assessment	Current: Scenario1: 0.45 FAR for NC Scenario 2: 10% non-residential at 0.45 FAR and 90% residential at 23 multi-family DUs per acre in Urban Area	Proposed: Scenario1: 0.35 FAR for CGC Scenario 2: 20% non-residential at 0.35 FAR and 80% residential at 30 multi-family DUs per acre in Urban Area
Development Potential	Current: Scenario 1: NC-207,389 sq. ft. commercial space Scenario 2: NC-20,738.9 sq. ft. commercial space and 219 multi-family DUs	Proposed: Scenario 1: CGC-161,303 sq. ft. commercial space Scenario 2: CGC-32,261.5 sq. ft. commercial space and 253 multi-family DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Not applicable Scenario 2: Increase of 34 Multi-family DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 46,086 sq. ft. of commercial space Scenario 2: Increase of 11,522.6 sq. ft. of commercial space	
Population Potential	Current: Scenario 1: 0 people Scenario 2: 514 people	Proposed: Scenario 1: 0 people Scenario 2: 594 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	300' Height Restriction Zone for Naval Air Station Jacksonville	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No – Discharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
<b>Public Facilities</b>		
Potential Roadway Impact	Scenario 1: No new daily trips Scenario 2: 650 new daily trips	

<b>Development Analysis</b>	<b>NC to CGC</b>	<b>10.58 Acres</b>
Potential Public School Impact	Scenario 1: Not Applicable Scenario 2: Increase of 83 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 2,304 gpd Scenario 2: Increase of 8,566.1 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 1,728 gpd Scenario 2: Increase of 6,424.6 gpd	
Potential Solid Waste Impact	Scenario 1: Decrease of 73.74 tons per year Scenario 2: Increase of 106.84 tons per year	
Drainage Basin/Sub-basin	St. Johns River Upstream From Trout River Basin and Deer Bottom Creek Sub-basin	
Recreation and Parks	Huntington Forest Park	
Mass Transit Access	No bus service at this location	
<b>Natural Features</b>		
Elevations	18 to 32 feet above mean sea level	
Land Cover	(1400) Commercial and Services	
Soils	80% (69) Urban land 10% (32) Leon fine sand and 20% (63) Sapelo fine sand	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	Not applicable	

### **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).

A JEA availability letter, dated June 18, 2021 is included in the companion rezoning application. The letter indicates that a 12 inch water main and an 8 inch gravity sewer main is located behind the building of the shopping center. However, the existing service to the shopping center may be used if adequate.

### **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 Planning and Development Department completed a transportation analysis, which is on file with the Department, and determined that the proposed amendment from Neighborhood Commercial (NC) to Community/General Commercial (CGC) has an existing development potential as 100% commercial under scenario 1 or 20% commercial and 80% residential uses under scenario 2. If the land use is amended to CGC could result in no net new daily trips under scenario 1 or 650 net new daily trips under this scenario 2. 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.

### Supplemental Transportation Information

**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 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. 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 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 in Mobility Zone 1.

The subject site is accessible via Hartley Road and Old St. Augustine Road, both collector facilities. The proposed development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the 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 as well as access improvements.

### **School Capacity**

The 10.58 acre proposed land use map amendment has a development potential of 253 dwelling units and, under scenario 2, 83 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

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

- **Elementary School**
  - Concurrency Service Area (CSA) 4
  - 2020/2021 enrollment: 5,438
  - Current utilization: 80%
  - New student development from amendment: 42
  - 5-year utilization: 100%
  - Available seats in CSA 4: 463
  - Available seats in adjacent CSA(s): 3 and 5 is 1,640
  
- **Middle School**
  - CSA 4
  - 2020/2021 enrollment: 4,005
  - Current utilization: 82%
  - New student development from amendment: 18
  - 5-year utilization: 85%
  - Available seats in CSA 4: 277



- Available seats in adjacent CSA(s): 3 and 5 is 217
- High School
  - CSA 4
  - 2020/2021 enrollment: 856
  - Current utilization: 67%
  - New student development from amendment: 23
  - 5-year utilization: 86%
  - Available seats in CSA 4: 11
  - Available seats in adjacent CSA(s): 3 and 5 is 64

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

#### Public School Facilities Element

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

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

**Objective 3.2** **Adopted Level of Service (LOS) Standards**  
 Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

**Policy 3.1.1** The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

### Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrence Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

- Crown Point Elementary School
  - CSA 4
  - Amendment student generation: 42
  - School Capacity including permanent spaces and portables: 1,068
  - Current enrollment 20 day county for 2020/2021: 775
  - Percent Occupied: 73%
  - 4-year projection: 80%
  
- Mandarin Middle School
  - CSA 4
  - Amendment student generation: 18
  - School Capacity including permanent spaces and portables: 1,625
  - Current enrollment 20 day county for 2020/2021: 1,199
  - Percent Occupied: 74%
  - 4-year projection: 80%
  
- Atlantic Coast High School
  - CSA 5
  - Amendment student generation: 23
  - School Capacity including permanent spaces and portables: 2,443
  - Current enrollment 20 day county for 2020/2021: 2,388
  - Percent Occupied: 98%
  - 4-year projection: 95%

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### Historic Preservation Element

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

### **Airport Environment Zone**

The site is located within the 300 foot Height and Hazard Zone for the Naval Air Station Jacksonville (NAS Jax). Zoning will limit development to a maximum height of less than 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or

increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

#### Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

### **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on October 15, 2021, the required notices of public hearing signs were posted. Eighty-three (83) 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 October 18, 2021. No members of the public attended to speak on the proposed amendment.

### **CONSISTENCY EVALUATION**

#### **Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies**

##### **Future Land Use Element (FLUE)**

###### *Development Area*

*Urban Area (UA):* The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the Urban Priority Area (UPA), the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is 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 system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

**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 3.2** 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.

**Pending Property Rights Element (Ordinance 2021-334-E)**

**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 will ensure that private property rights are considered in local decision making.

**Policy 1.1.2** The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 40 units per acre in the Urban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

The NC land use category in the Urban Development Area is a category intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of Vehicles Miles Traveled. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Multi-family integrated with a permitted use is permitted at up to 30 dwelling units per acre.

Given the land development pattern in the area, the proposed amendment from NC to CGC continues the area's commercial development pattern at the intersection of the two collector roads. The Comprehensive Plan encourages non-residential development to be located along corridors and particularly at commercial nodes along the corridor. Commercial development has occurred to support residential development in this neighborhood and in the Southeast Planning District. The amendment application is compatible with the existing commercial development in the immediate area. 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

This site is an appropriate continued use for commercial since the land utilization of the site will stay a shopping center. The amendment site achieves a well-balanced combination of commercial uses served by a convenient and efficient transportation network, which will continue to offer a full range of employment, shopping, and opportunities to support the nearby residential neighborhoods. 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 June 18, 2021, a 12 inch water main and an 8 inch gravity sewer main is located behind the building of the shopping center. However, the existing service to the shopping center may be used if adequate.

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). There are no specific recommendations for this area within the Plan. The application site is located along the Old St. Augustine Road commercial corridor. Changing the land use category from NC to CGC meets two of the Guiding Principles of the Plan. Guiding Principle Two – to promote mixed use/mixed income redevelopment and infill and Guiding Principle Four – to provide for economic growth. Since the CGC

is a mixed use land use category which allows for both commercial and residential uses Guiding Principal Two applies. Reutilizing an existing shopping center by increasing the potential commercial uses is not only infill also increases the opportunity for increase economic growth as specified in Guiding Principle Four. Therefore, the proposed land use change is consistent with the Southeast Jacksonville Vision Plan.

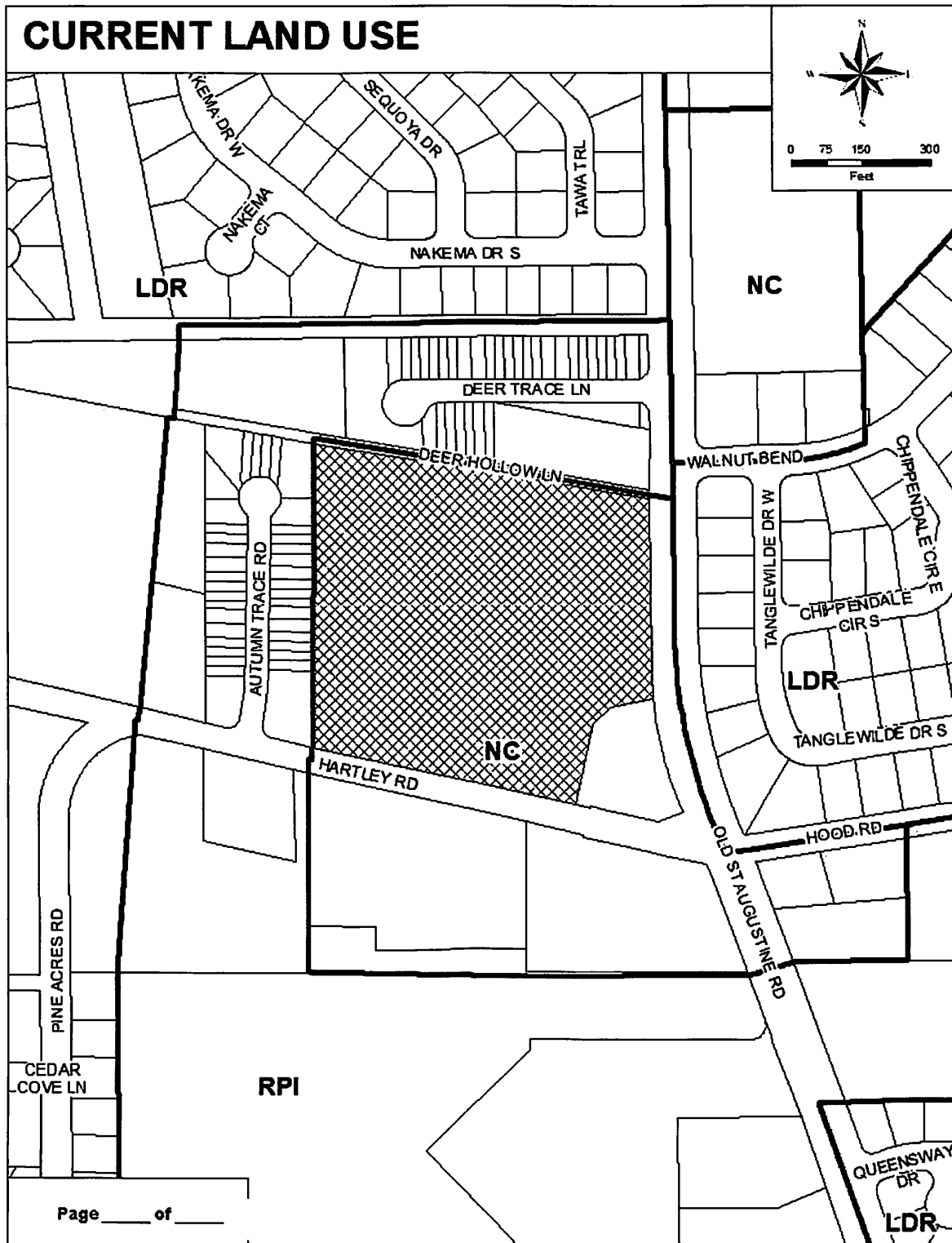
### **Strategic Regional Policy Plan**

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

Goal 2.3      An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

The proposed land use amendment promotes an environment that is conducive to the expansion of a business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

# LAND USE AMENDMENT MAP





# LAND UTILIZATION MAP

