



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32203  
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November 9, 2023

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. 2023-704/Application No. L-5859-23C**

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 2023-704 on November 9, 2023.

P&DD Recommendation

DENY

PC Issues:

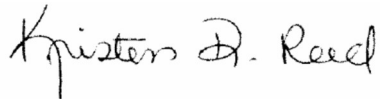
No citizens spoke in opposition to the amendment. The Commission discussed the proposed use and the fact that all uses would be conducted indoor and would not have a negative impact on nearby residential. They also noted that the site is of a unique size, shape, and location that is not conducive to residential development and that the BP land use is considered a transitional land use that is compatible with the area. Based on information presented and discussed at the meeting, the Commission inquired whether the Planning Department position remained a denial. Based on information presented and topics discussed, the Planning Department agreed that the proposed amendment could result in a viable and compatible use of the property.

**PC Vote: 9-0 APPROVE**

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

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

Sincerely,



**Kristen D. Reed, AICP**

***Chief of Community Planning Division***

City of Jacksonville - Planning and Development Department

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## **Report of the Jacksonville Planning and Development Department**

### **Small-Scale Future Land Use Map Amendment – November 3, 2023**

**Ordinance/Application No.:** 2023-704 / L-5859-23C

**Property Location:** 0 St. Augustine Road, between Lorimier Road and Philips Highway

**Real Estate Number(s):** 130411-0110, 130411-0120, 130411-0130

**Property Acreage:** 0.45 of an acre

**Planning District:** District 3, Southeast

**City Council District:** Districts 5

**Applicant:** Cyndy Trimmer, Esquire

**Current Land Use:** Low Density Residential (LDR)

**Proposed Land Use:** Business Park (BP)

**Development Area:** Urban Development Area

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

**Proposed Zoning:** Industrial Business Park (IBP)

***RECOMMENDATION: DENY***

### **APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

Applicant seeks this land use amendment to permit an office and light warehouse on an urban infill lot.

### **BACKGROUND**

The 0.45-acre subject site is located on the east side of St. Augustine Road and between Lorimier Road and Philips Highway. According to the City's Functional Highways Classification Map, this portion of St. Augustine Road is a collector roadway.

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 Low Density Residential (LDR) to Business Park (BP) in order to permit office and warehouse development. A companion rezoning application is pending concurrently with the land

use application via Ordinance 2023-704, which seeks to change the zoning district from Residential Low Density-60 (RLD-60) to Industrial Business Park (IBP). Currently the site is undeveloped.

The dominant use to the west and south is residential but there are a mix of uses to the north and east of the application site. Uses to the north and east are separated by the by the Florida East Coast Railroad doubletrack mainline. Directly abutting the property to the south is the Philips (Craig Swamp) Cemetery, which is a locally designated landmark site and Veterans of Foreign Wars cemetery. More specific adjacent land use categories, zoning districts and property uses are as follows:

**North:** Land Use: Light Industrial (LI), Community General Commercial (CGC)  
Zoning: Industrial Light, Commercial Community General-2 (CCG-2),  
Planned Unit Development (PUD)  
Property Use: Railroad tracks, commercial strip mall, new apartment  
complex under construction, building trades, contractors

**South:** Land Use: Low Density Residential (LDR), Medium Density Residential  
(MDR)  
Zoning: Residential Low Density-60 (RLD-60), Residential Medium  
Density-D (RMD-D)  
Property Use: Veterans of Foreign Wars Cemetery, single family  
dwellings, apartment buildings

**East:** Land Use: CGC  
Zoning: CCG-2, PUD  
Property Use: Railroad tracks, stormwater retention lake, new apartment  
complex, corporate offices

**West:** Land Use: LDR  
Zoning: RLD-60  
Property Use: Single family dwellings

## **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**

<b>Development Analysis</b>		<b>0.45 acres</b>
Development Boundary	Urban area	
Roadway Frontage Classification / State Road	St. Augustine Road, collector	
Plans and/or Studies	Southeast Vision Plan	
Site Utilization	Current: undeveloped	Proposed: office and light warehouse
Land Use / Zoning	Current: LDR	Proposed: BP
Development Standards for Impact Assessment	Current: 5 DU/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: UA 30
Development Potential	Current: 2 dwelling units	Proposed: Scenario 1: 6,860.7 sq. ft Scenario 2: 13 units
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 2 units Scenario 2: Increase of 11 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 6,860.7 sq. ft Scenario 2: N/A	
Population Potential	Current: 5 people	Proposed: 30 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	300' NAS JAX	
Industrial Preservation Area	No	
Cultural Resources	Philips (Craig Swamp) Cemetery (abuts) (Landmark Site)	
Archaeological Sensitivity	HIGH	
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: 66 net daily trips Scenario 2: 69 net daily trips	
Potential Public School Impact	De minimus	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 29.158 gal/day Scenario 2: Increase of 2758 gal/day	

## **Land Use Amendment Impact Assessment**

<b>Development Analysis</b> <b>0.45 acres</b>	
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 21.868 gal/day Scenario 2: Increase of 2068.5 gal/day
Potential Solid Waste Impact	Scenario 1: Increase of 6.2648 tons/year Scenario 2: Increase of 31.2 tons/year
Drainage Basin/Sub-basin	Upstream of Trout River/Craig Creek
Recreation and Parks	River Oaks Park, 0.3 miles away; Angelina Denese Park, 0.29 miles away
Mass Transit Access	St. Augustine Road, fixed route 17
<b>Natural Features</b>	
Elevations	19'-12'
Land Cover	6170 - Mixed wetland hardwoods (Luke says it doesn't matter)
Soils	75: Urban Land-Hurricane Albany complex – 0 to 5 percent slopes
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).

According to the JEA letter dated August 1, 2023, there is an existing 8-inch water main and an 8-inch sanitary sewer gravity main within St. Augustine Road. The availability letter provides that if gravity flow cannot be achieved via connection to the JEA-owned sewer system, the site will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum 4-inch diameter.

### **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 .45 of an acre and is accessible from Old St Augustine Rd, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 8. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Business Park (BP).

### **Comprehensive Plan Consistency:**

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

#### Transportation Element

- |               |  |
|---------------|--|
| Policy 1.2.1  | The City shall use the Institute of Transportation Engineers <i>Trip Generation Manual</i> , latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.  |
| Objective 2.4 | The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. |
| Policy 2.4.2  | The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.   |

### Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 19 daily trips. If the land use is amended to allow for this proposed BP development, this will result in 85 or 88 daily trips.

The difference in daily trips for the proposed land use amendment will result in 66 or 69 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	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	2 SF DUs	T = 9.43 (X)	19	0	19
				<b>Existing Scenario Total</b>		<b>19</b>
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
PFB	770	6,861 SF	T = 12.44 (X) /1000	85	0	85
				<b>Proposed Scenario-1 Total</b>		<b>85</b>
BP	770	13 DUs	T = 9.43 (X)	88	0	88
				<b>Proposed Scenario-2 Total</b>		<b>88</b>
			<b>Scenario 1 Difference in Daily Trips</b>			<b>66</b>
			<b>Scenario 1 Difference in Daily Trips</b>			<b>69</b>

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

### School Impacts

While the proposed amendment includes a residential component, the site will generate 20 residential units or less. Therefore, the proposed development will have a de minimis impact on school capacity.

### Airport Environmental Zone

The site is located within the 300-foot Height and Hazard Zone for Naval Air Station Jacksonville. Zoning will limit development to a maximum height of 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 2.6 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.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of 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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.
- Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

## **Historic Preservation Section**

According to the city GIS database, the abutting property of Philips (Craig Swamp) Cemetery is a locally designated historic landmark. The cemetery houses the remains of early pioneer era Floridians, Union and Confederate Soldiers, and Veterans of Foreign Wars.

The Historic Preservation Section has reviewed the property located at 0 St Augustine Road (RE: 130411-0130, 130411-0120, and 130411-0110). Based on archival records, the subject parcels have historically been undeveloped. The Philips-Craig Swamp Cemetery abuts the property to south. The cemetery is located on a wooded parcel that covers approximately 1.34 acres. Composed of 135 marked burials, the earliest recorded grave in the cemetery is 1867 with the most recent burial occurring in 1987.

Due to its proximity to the cemetery, the subject property has a high probability for the presence of archaeological resources—per the Duval County Florida Archaeological Plan- Phase II Probability Model. Therefore, an Archaeological Reconnaissance Survey shall be performed in order to determine if a Phase I Survey is needed. If this area has been previously surveyed or if it is determined that the site has been too disturbed for the survey to be of benefit to an archaeologist, waiving this requirement will be considered. If archaeological resources are discovered during the construction process, Section 654.122 of the Code of Subdivision Regulations should be followed.

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on September 26, 2023, the required notices of public hearing signs were posted. Thirty-nine (39) 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 16, 2023 for the adoption of the small-scale land use amendment. Two members of the public were present expressing opposition to the application and expressing concerns about the type of business on the property and the potential wetlands on site.

## **CONSISTENCY EVALUATION**

### **Consistency with 2045 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 defined in this Plan.

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

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 1.1.7              Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

Policy 1.1.8              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            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 1.2.8** 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.

**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 3.2.6** 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.

- Policy 3.2.17 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

### 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 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), LDR in the Urban Area and Suburban Area is intended to provide for low density residential development.

BP in the Urban Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary. Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services.

The applicant is proposing a land use change from LDR to BP to allow for the development of an office and light warehousing space. The property is adjacent to the Florida East Coast Railway double track mainline to the north and east, and shares a property line with Veterans of Foreign Wars Post No. 1689 Cemetery to the south. All

nearby parcels to the west of the FEC Track share the LDR land use category. Across the railroad tracks, there are CGC and LI land use categories. While BP is considered a low intensity transitional land use category, the railroad tracks are considered a natural demarcation of the use change from residential to commercial and industrial. The companion rezoning is a conventional rezoning to IBP, but the additional companion administrative deviation application (ORD 2023-706) contains clauses that would reduce the buffering and setbacks from adjacent properties. The development of the parcel with business park uses and subsequent land use amendment would produce a negative effect with an incompatible land use for the established homes along St. Augustine Road. Therefore, the proposed amendment is inconsistent with FLUE Goal 1, Objective 1.1, Policy 1.1.7, and Policy 1.1.21.

As the applicant states, the intention of the site is to permit office and warehouse space on an “urban infill lot”. FLUE policy 1.1.8 gives provisions for non-residential infill in appropriate locations. Goal 3 of the FLUE details provisions for protecting and preserving the fabric of neighborhoods. FLUE policy 3.2.17 states that permitting of new BP amendments to the Future Land Use Map is preferred in areas adjacent to or near residential areas. As previously mentioned, the railroad tracks serve as a barrier between the older LDR neighborhoods to the west and south, and the industrial and commercial corridor of US-1 Philips Highway to the north. While the subject site is near and adjacent to these zones, it is an intrusion into the established residential area in the LDR land use category of the surrounding area. Therefore, the proposed amendment is inconsistent with Policy 1.1.8, Goal 3, Objective 3.2, Policy 3.2.6, and Policy 3.2.17.

The subject site for the land use application will be served by sanitary sewer and water lines. According to the JEA letter dated August 1, 2023, there is an existing 8-inch water main and an 8-inch sanitary sewer gravity main within St. Augustine Road. The availability letter provides that connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum 4-inch diameter. Therefore, the application is consistent with FLUE Policy 1.2.8.

A denial of 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.

### **Vision Plan Consistency**

The application site lies within the boundary of the Southeast Vision Plan. The vision plan does not identify specific recommendations for the subject site or use. Guiding Principle Two of the vision plan contains sub-principles that are relevant to the subject site.

Sub-principle 2.1 Provide for and promote compatible mixed-use development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices, where appropriate.

As previously mentioned, the amendment does not support infill development that results in a compatible mix of uses. Therefore, the subject site is not consistent with the Southeast Vision Plan.

### **Strategic Regional Policy Plan**

The proposed amendment is inconsistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

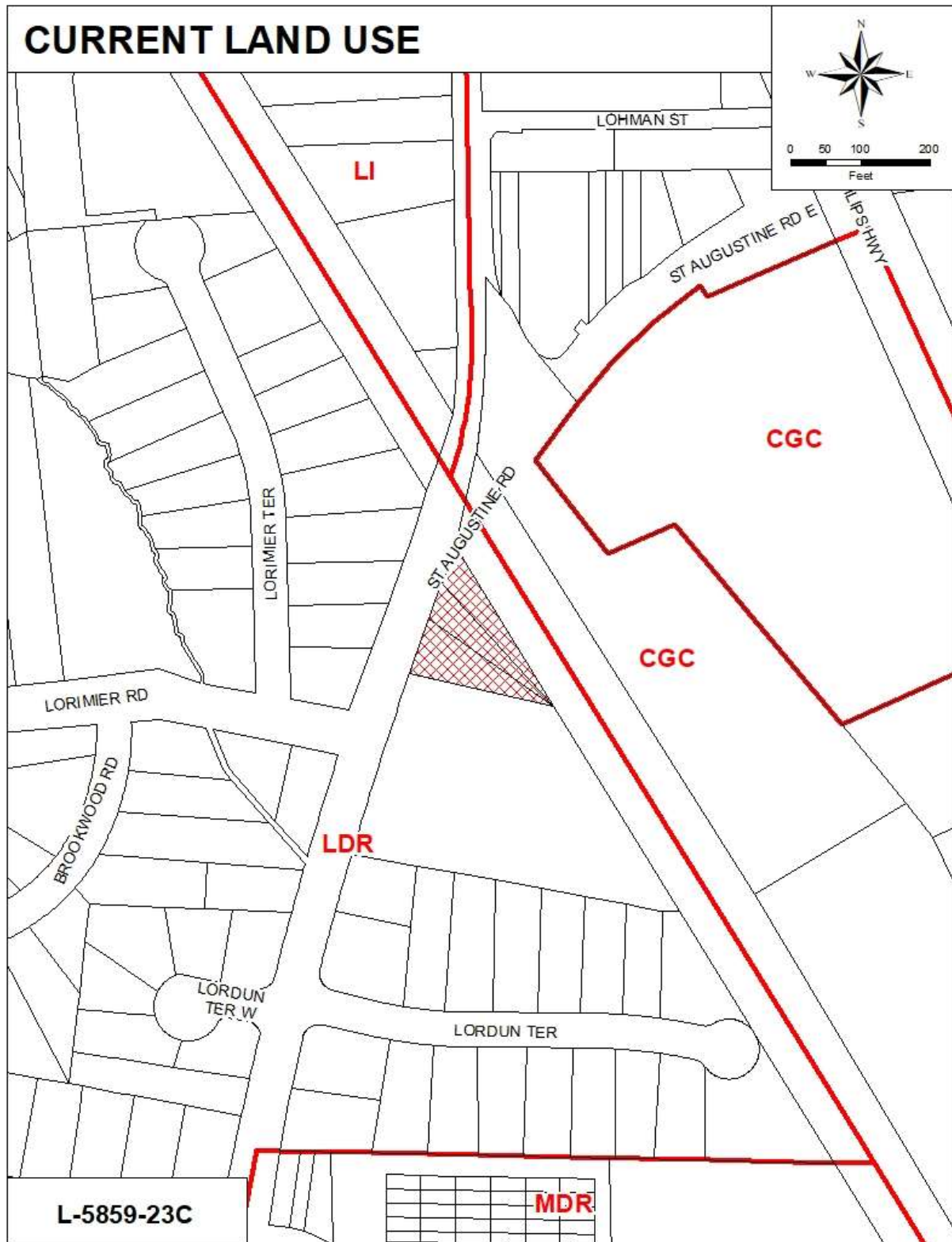
Objective Integrated Planning: The link between land use, resources and mobility.

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

- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

While the amendment would place employment opportunities in close proximity to residential, the amendment does not promote compatible infill development. Therefore, the proposed amendment is inconsistent with Transportation Element Goal, Objective, and Policy 4 of the Strategic Regional Policy Plan.

## LOCATION AND CURRENT LAND USE MAP





## LAND UTILIZATION MAP

