A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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

August 22, 2024

The Honorable Randy White
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2024-531/Application No. L-5955-24C

Dear Honorable Council President White, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission* Advisory *Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2024-531 on August 22, 2024.

P&DD Recommendation	Approve
PC Issues:	None
PC Vote:	**6-0 APPROVE**

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

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

Sincerely,

Helena A. Parola, MAURP
Acting Chief of Community Planning
City of Jacksonville - Planning and Development Department
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Jacksonville, FL 32202
(904) 255-7842
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – August 16, 2024

Ordinance/Application No.:	**2024-531 / L-5955-24C**
Property Location:	8363 Ramona Boulevard West, between Hammond Boulevard and Cahoon Road.
Real Estate Number(s):	007140-0050
Property Acreage:	0.52 Acres
Planning District:	District 5, Northwest
City Council District:	District 12
Applicant:	Cyndy Trimmer, Esq.
Current Land Use:	Neighborhood Commercial (NC)
Development Area:	Suburban Development Area
Proposed Land Use:	Community / General Commercial (CGC)
Current Zoning:	Commercial Neighborhood (CN)
Proposed Zoning:	Commercial General / Community – 1 (CCG-1)
RECOMMENDATION:	***Approve***

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant requests a land use amendment from NC to CGC and rezoning from CN to CCG-1 to facilitate expansion of the neighboring facility.

BACKGROUND

The 0.52-acre subject site is located on the north side of Ramona Boulevard West. The site is between Ramona Boulevard West and I-10 to the north. Hammond Boulevard is west of the site and Cahoon Road is to the east. According to the City's Functional Highways Classification Map, all three roads are collector roads. I-10 is a limited access road.

Currently, the site includes a vacant convenience store building. The abutting site to the north and east contains a facility for commercial and industrial heating that will be expanded into the subject property. 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 Neighborhood Commercial (NC) to Community/General Commercial (CGC) to allow for the expansion of the neighboring facility. A companion rezoning has been filed and is pending concurrently with the land use amendment, pursuant to Ordinance 2024-532, to change the zoning district of the site from Commercial Neighborhood (CN) to Commercial Community/General – 1 (CCG-1). The site immediately west of the subject site was in the NC land use category until passage of Ordinance 2023-164-E, which changed the land use category from NC to Light Industrial (LI). The change to LI on the adjoining parcel changed the character of the area, making this application to change the land use category from NC to CGC more compatible with the surrounding land uses.

The application site is surrounded by a mix of uses in the Community/General Commercial (CGC), Light Industrial (LI), Residential-Professional-Institutional (RPI), and Low Density Residential (LDR) land use categories. More specific uses along with the current zoning districts are listed below.

The adjacent land use categories, zoning districts and property uses of the land use amendment site are as follows:

North: Land Use: CGC
Zoning: Planned Unit Development (PUD)
Property Use: Commercial HVAC business, Vacant, and an I-10 on-ramp

South: Land Use: LDR (across Ramona Boulevard West)
Zoning: Residential Low Density – 60 (RLD-60)
Property Use: Retention Pond. Single-family residential uses surrounding the pond, all of which is on the south side of Ramona Blvd. W.

East: Land Use: CGC and RPI
Zoning: PUD and Commercial, Residential, Office (CRO)
Property Use: Vacant (former convenience store) and light industrial uses

West: Land Use: LI and LDR
Zoning: PUD and RLD-60
Property Use: Open storage of bucket trucks (LI), retention ponds and I-10 on-ramp (LDR)

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 - Application Number L-5776-22C

Development Analysis	**0.52 acres / 22,651 sq. ft.**	
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Ramona Blvd. - Collector	
Plans and/or Studies	Northwest Vision Plan (5)	
Site Utilization	Current: HVAC Services	Proposed: Expansion of HVAC business abutting the subject site to the east.
Land Use / Zoning	Current: NC / CN	Proposed: CGC / CCG-1
Development Standards for Impact Assessment	Current: Scenario 1: 0.45 FAR Scenario 2: 20 units/acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 units/acre
Development Potential	Current: Scenario 1: 10,192 sq. ft. Scenario 2: 10 units	Proposed: Scenario 1: 7,927 sq. ft. Scenario 2: 7 units
Net Increase or Decrease in Maximum Density	Scenario 2: Decrease of 3 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 2,265	
Population Potential	Current: Scenario 1: 0 Scenario 2: 23 People	Proposed: Scenario 1: 0 Scenario 2: 16 People
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	150’ - Herlong	
Industrial Preservation Area	No	
Cultural Resources	None	
Archaeological Sensitivity	High	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 Inches	
Wellhead Protection Zone	No	

Development Analysis	**0.52 acres / 22,651 sq. ft.**
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: 52 net new daily trips Scenario 2: 20 net new daily trips
Potential Public School Impact	De Minimus
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 113.3 gpd Scenario 2: Decrease of 705 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 84.9 gpd Scenario 2: Decrease of 528.8 gpd
Potential Solid Waste Impact	Scenario 1: Decrease of 3.62 tons per year Scenario 2: Decrease of 26 tons per year
Drainage Basin/Sub-basin	Ortega River / Unnamed Run
Recreation and Parks	Joseph Stillwell Middle School Park
Mass Transit Access	None
Natural Features	
Elevations	56’ to 62’
Land Cover	1400: Commercial and Services
Soils	24: Hurricane and Ridgewood soils, 0-5% 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 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).

The applicant has provided a JEA Availability Letter, dated June 13, 2024, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main within Ramona Boulevard West right-of-way. There is an existing sewer manhole within the Hickory Hill Drive right-of-way, approximately 560 LF southeast of the property. The letter provides that connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main with a 4-inch minimum diameter. According to the application, it is the intent of the applicant to utilize JEA central water and sewer services.

<u>Future Land Use Element</u>

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

Transportation

The subject site is 0.52 acres and is accessible from Ramona Blvd, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Neighborhood Commercial (NC) to Community/General Commercial (CGC).

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

Transportation Element
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.

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 NC use would result in 233 or 67 daily trips, depending on the scenario. If the land use is amended to allow for this proposed CGC development, this will result in 181 or 47 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:
The difference in daily trips for the proposed land use amendment has 52 or 20 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
NC	822	10,192 SF	T= 54.45 (X) / 1000	555	322	233
				Total Trips for Existing Land Use- Scenario		*233*
Existing Land Use-Scenario 2	**ITE Land Use Code**	**Potential Number of Units**	**Estimation Method**	**Gross Trips**	**Less Pass-By Trips**	**Daily Trips**
NC	220	10 MFDUs	T = 6.74 (X)	67	0	67
				Total Trips for Existing Land Use- Scenario 2		*67*
Proposed Land Use-Scenario 1	**ITE Land Use Code**	**Potential Number of Units**	**Estimation Method**	**Gross Trips**	**Less Pass- By Trips**	**Daily Trips**
CGC	822	7,927 SF	T= 54.45 (X) / 1000	432	251	181
				Total Trips for Proposed Land Use- Scenario 1		*181*
Proposed Land Use-Scenario 2	**ITE Land Use Code**	**Potential Number of Units**	**Estimation Method**	**Gross Trips**	**Less Pass-By Trips**	**Daily Trips**
CGC	220	7 MFDUs	T = 6.74 (X)	47	0	47
				Total Trips for Proposed Land Use- Scenario 2		*47*
			Scenario 1 Difference in Daily Trips			52
			Scenario 2 Difference in Daily Trips			20

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

Schools

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.

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. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

<u>Historic Preservation Element</u>

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.

Airport Environment Zone

The site is located within the150-foot Height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of 150 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.

Aquifer Recharge

The site is located within an area identified as being in the 0-4 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 protection. 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 – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridian Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan 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 Floridan Aquifer Recharge GIS grid coverage.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 1, 2024, the required notices of public hearing signs were posted. Twenty (20) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Meeting was held on July 29, 2024. No members of the public were in attendance.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

<u>Future Land Use Element (FLUE)</u>

Development Area

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

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.

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 1.1.21 Rezonings and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

A. Foster vibrant, viable communities and economic development opportunities;
B. Address outdated development patterns; and/or
C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

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

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

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted
where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:
1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
b. Each lot is a minimum of 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 to 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.

<u>Property Rights Element (PRE)</u>

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 Statues.

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 Category Descriptions of the Future Land Use Element (FLUE), Neighborhood Commercial (NC) is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods.

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. 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 a collector or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

The proposed subject site of the amendment abuts LI to the west and CGC to the north and east. While LDR uses are in proximity to the site, the majority of residential development is south of the site, across Ramona Boulevard West. The uses on the north side of Romana Boulevard West are light industrial and commercial. The land use approximately 500 feet east of the site is in the RPI land use category. The land use category south of the site across Ramona Blvd. W. is LDR and is fully developed with single family residences. The uses in the LDR land use category west of the site contains stormwater retention ponds, Hammond Blvd., and on-ramps to I-10, making the area incompatible with residential development. Residential development on the land north of the subject site that is in the LDR land use category is separated by I-10. The area is compatible with adjacent and nearby development to the east and west and is consistent with Goal 3, Objective 1.1, and Policy 1.1.22, and is an appropriate location for CGC land use.

The applicant has provided a JEA Availability Letter, dated June 13, 2024, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main within Ramona Boulevard West right-of-way. There is an existing sewer manhole within the Hickory Hill Drive right-of-way, approximately 560 LF southeast of the property. The letter provides that connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main with a 4-inch minimum diameter consistent with Policy 1.2.8.

The proposed small-scale amendment to take 0.52 acres from NC to CGC would be inconsistent with the residential nature of the area south of the site but the uses are buffered by Ramona Boulevard West. Residential development north of the site is buffered by I-10, and LDR uses to the west are severely restricted, if not precluded, by

the presence of stormwater retention ponds and multiple roadways including ramps for I-10. The proposed land use is in character with the uses on the north side of Ramona Boulevard West and allows for the expansion of a business that is also compatible with the uses surrounding the site to the east and west. This will optimize compatibility with surrounding uses and provide a logical transition of land uses between LI abutting the subject site to the west and the CGC and RPI uses to the east. Thus, the proposed amendment is consistent with FLUE Goal 1 and Policy 1.1.21. The proposed use, building trades contractor, is permitted in CGC and would be appropriate at that location and a logical extension of CGC land use surrounding the subject site on the north and east.

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 Northwest Vision Plan. The property is located in the suburban zone, identified in the plan. The plan does not identify specific recommendations for the subject site. A focus of the plan is to create centers to increase development and redevelopment within the district while protecting existing neighborhoods. The proposed development promotes a use consistent with abutting and surrounding uses. Therefore, the amendment is consistent with the Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent 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.

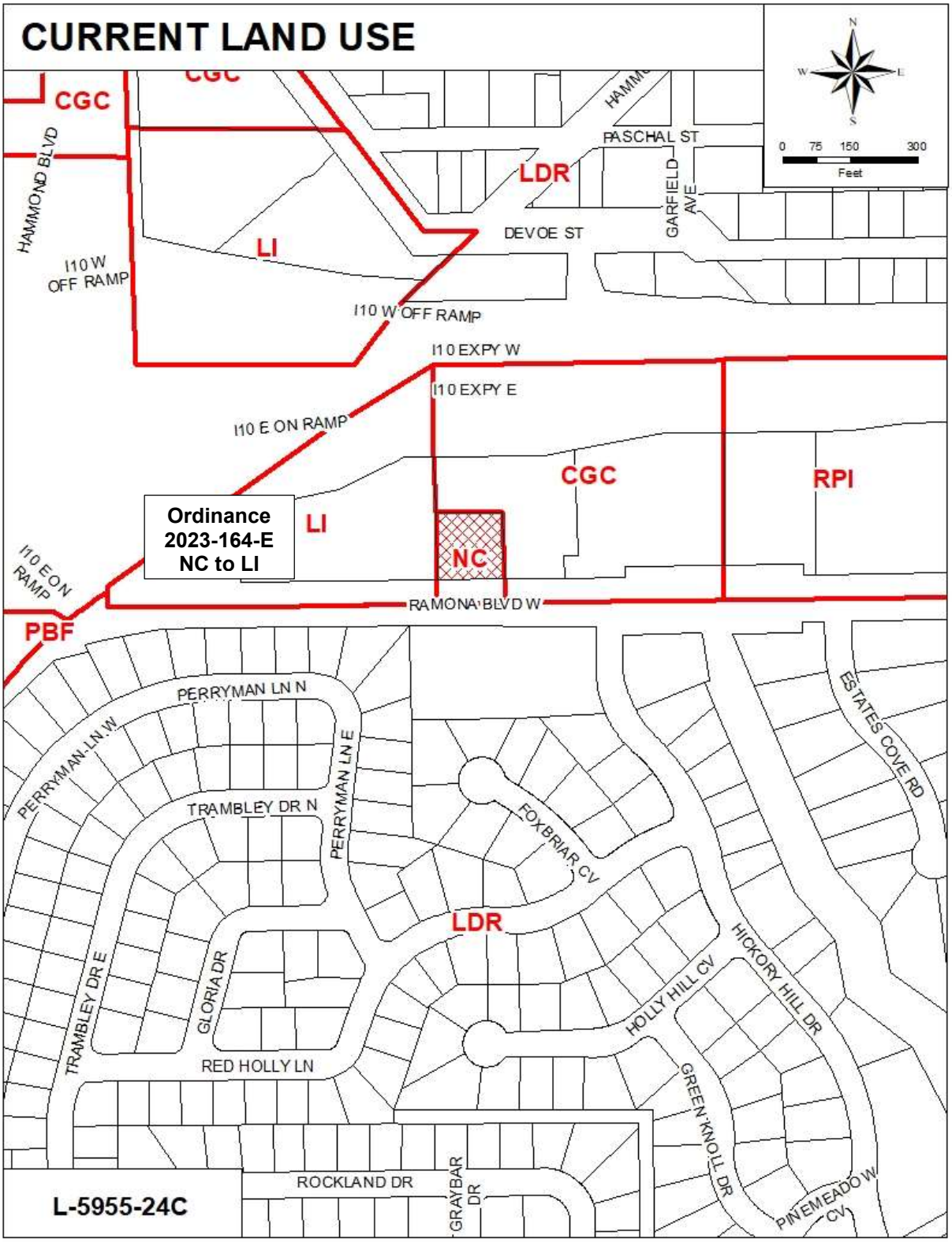
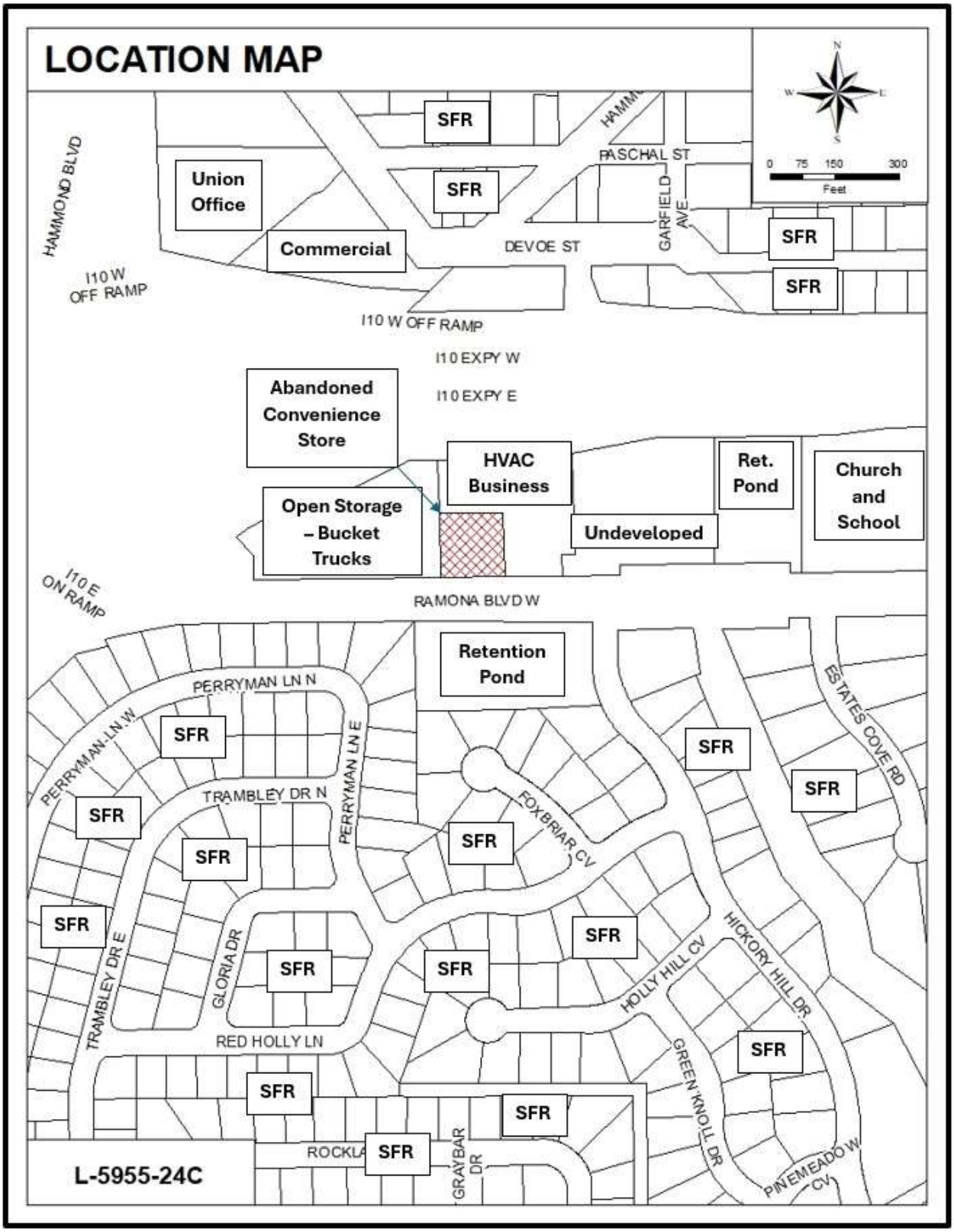
Policy 4 — The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

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

The amendment would place employment opportunities in close proximity to residential areas, located on a major roadway, and promotes compatible infill development.

Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective, and Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE MAP



LAND UTILIZATION MAP