



APPLICATION FOR AMENDMENT TO THE FUTURE LAND USE MAP

APPLICATION & SURROUNDING AREA INFORMATION

OWNER/APPLICANT:	Nassau Baptist Temple			
AGENT:	Emily Pierce, Esq., Rogers Towers P.A. and H & T Consultants			
REQUESTED ACTION:	FLUM amendment of 1.71 acres from Industrial to Commercial			
LOCATION:	Northeast corner of SR 200 & Cessna Drive			
CURRENT LAND USE AND ZONING:	Industrial (IND) and Open Rural (OR)			
PROPOSED LAND USE AND ZONING:	Commercial (COM) and Commercial Intensive (CI)			
EXISTING USES ON SITE:	Undeveloped			
PROPERTY SIZE / PARCEL ID:	1.71 acres / Parcel ID # 25-2N-28-0000-0002-0010			
ADJACENT PROPERTIES:	<u>Direction</u>	<u>Existing Use(s)</u>	<u>Zoning</u>	<u>FLUM</u>
	North	Warehouse	OR	Industrial
	South	Car Dealership	OR/ CI	Commercial
	East	Church	OR	Industrial
	West	Car Dealership	PUD	Industrial

*** All required application materials have been received. All fees have been paid. All required notices have been made. All copies of required materials are part of the official record and have been made available on the County's website and at the Planning Department Office. ***

SUMMARY OF REQUEST AND BACKGROUND INFORMATION

A proposed rezoning, R21-008, for this property from Open Rural (OR) to Commercial Intensive (CI) has been filed along with this application.

The property is in an area characterized by a mix of industrial, residential, and commercial land uses along SR 200. The commercial uses in the immediate vicinity along SR 200 include car dealerships which would be consistent with the automotive use (tire store) proposed for the property.

The new 1.71-acre parcel was recently approved through a lot split application, LS21-052. A new parcel will be assigned by the Property Appraiser but is not currently reflected in the graphics. Figure 1 – Survey indicates the new 1.71-acre portion that has been separated from the 11-acre parcel displayed.

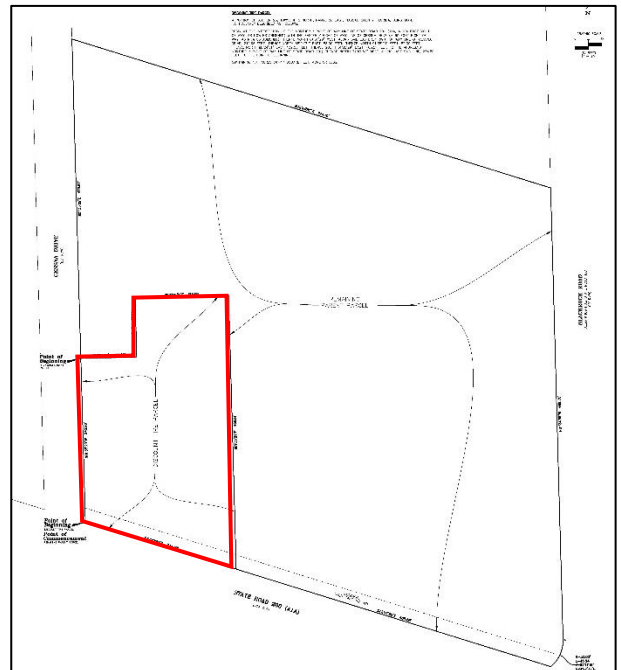


Figure 1: Survey



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Land designated with the Commercial (COM) FLUM allows activities that are predominately associated with the sale, rental, and distribution of products or the performance of services. Automotive services are consistent with this type of FLUM designation.

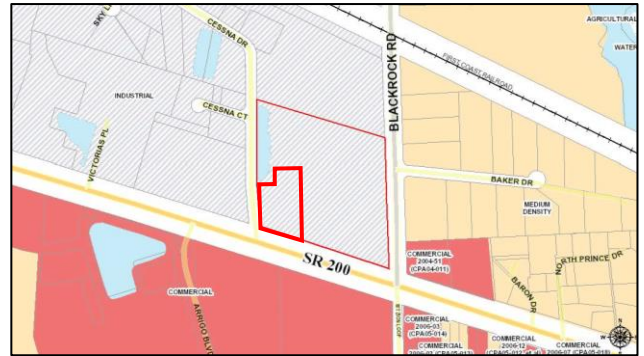


Figure 2: FLUM Map



Figure 3: Zoning Map

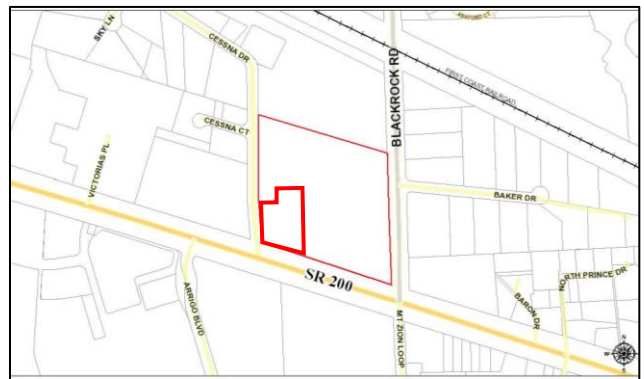


Figure 4: Location Map

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Applicable Policy Reference	Determination of Consistency
FL.01.04(A1)	X
FL.01.04(A2)	N/A
FL.01.04(A3)	X
FL.01.04(A4)	✓
FL.01.04(A5)	N/A
FL.01.04(A6)	✓
FL.01.04(A7)	✓
FL.01.04(A8)	N/A
FL.01.04(A9)	✓
FL.01.04(A10)	X
FL.01.04(A11)	✓
FL.01.04(A12)	✓
FL.01.04(B)	✓
FL.01.04(C)	✓
FL.01.04(D)	✓



FL.01.04(E)	X
FL.01.04(F)	X
FL.01.04(G)	✓

Policy FL.01.04

Pursuant to Ch. 163, F.S. and Policy FL.01.04 of the Comprehensive Plan, all amendments to the Future Land Use Map (FLUM) shall provide justification for the need for the proposed amendment. In evaluating proposed amendments, the County shall consider each of the following criteria.

(A) *Demonstrate the extent to which the proposed amendment discourages urban sprawl per F.S. 163.3177(6)(a)(9), of which indicators are:*

- 1) *Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.*
This amendment would allow commercial development in an area with an established commercial character and would continue the single-use strip commercial development that characterizes SR 200 between Lofton Creek on the west and the Amelia River on the east.
- 2) *Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.*
N/A – this is not a rural area.
- 3) *Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.*
The proposed amendment would allow the property to be used for commercial development that continues the existing urban development strip pattern along SR 200.
- 4) *Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.*
According to the Environmental Assessment submitted with this amendment, the property does not include wetlands or other natural resources that would be impacted.
- 5) *Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.*
N/A – not in an agricultural area.
- 6) *Fails to maximize use of existing and future public facilities and services.*



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This property is in an area where public facilities and services are available. The applicant will be utilizing existing JEA-operated water and sewer lines located adjacent to SR 200.

- 7) *Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.*

As public services and infrastructure are available, the amendment would not substantively increase costs to serve it.

- 8) *Fails to provide a clear separation between rural and urban uses.*

N/A – no rural areas in the vicinity.

- 9) *Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.*

The amendment represents infill development.

- 10) *Fails to encourage a functional mix of uses.*

The proposed amendment will result in a single-use development that does not encourage a mix of uses. It is important to note that the County has a limited supply of industrially-zoned land, particularly in the Yulee area.

- 11) *Results in poor accessibility among linked or related land uses.*

The proposed amendment will support the use of the parcel for urban development that will be accessible by SR 200, a state-maintained road classified as an urban arterial road. The SR 200 Access Management Overlay District (LDC Article 35) provides for limited and controlled access to the property and connectivity to surrounding properties.

- 12) *Results in the loss of significant amounts of functional open space.*

The property does not currently provide functional open space and therefore its development will not result in the loss of significant amounts of open space.

- (B) *Demonstrate the extent to which the proposed amendment is contiguous to an existing urban or urban transitioning area served by public infrastructure;*

The property is within an urbanized area that is served by public infrastructure.

- (C) *Demonstrate the extent to which population growth and development trends warrant an amendment, including an analysis of vested and approved but unbuilt development;*

In the last year, Nassau County experienced a growth in population of nearly 5% and in the next ten years, will be the sixth fastest growing County in the state. There is a need for continued commercial and mixed-



use growth within the SR 200 Corridor to provide services to the growing residential communities in the Yulee area.

- (D) *Demonstrate the extent to which adequate infrastructure to accommodate the proposed amendment exists, or is programmed and funded through an adopted Capital Improvement Schedule, such as the County's Capital Improvement Plan, the Florida Department of Transportation Five-Year Work Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program, or privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;*

Adequate infrastructure and road capacity is available. The property will be served by existing right-in/right-out driveways to SR 200 and an existing connection to Cessna Drive. No improvements were recommended by the traffic study that estimated 200 daily trips to the site. Nassau County guidelines for turn lanes on major or minor collectors are based on the posted speed limit. For collector roads with posted speed limits of 35 mph or greater, a right-turn lane is needed for a development that will generate 250 vehicles per day. Since the site has two access connections, both driveways are projected to see 125 vehicles per day each, which is below County thresholds for a turn lane.

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

The amendment does not provide a balance of land uses, is not a context sensitive use of land, and does not support the use of non-automobile modes of transportation.

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

- 1) Clustered population and/or employment centers;*
- 2) Medium to high densities appropriate to context;*
- 3) A mix of land uses;*
- 4) Interconnected street networks;*
- 5) Innovative and flexible approaches to parking;*
- 6) Multi-modal transportation design including pedestrian, bicycle, and transit-friendly options;*
- 7) And proximity to transit.*

This amendment does not meet this criterion.



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- (G) *Demonstrate the extent to which the amendment does not propose environmental impacts that would significantly alter the natural landscape and topography such that it would exacerbate or lead to increased drainage, flooding, and stormwater issues.*

The amendment would not have an adverse impact on any identified environmentally sensitive lands or designated conservation areas.

CONCLUSION

Staff believes the amendment substantially meets the criteria as discussed in this staff report. Therefore, Staff recommends APPROVAL of application CPA22-003.

PZB RECOMMENDATION

At their meeting on June 21, 2022, the Planning and Zoning Board recommended approval of the amendment. The motion to approve passed with a vote of 8-2.