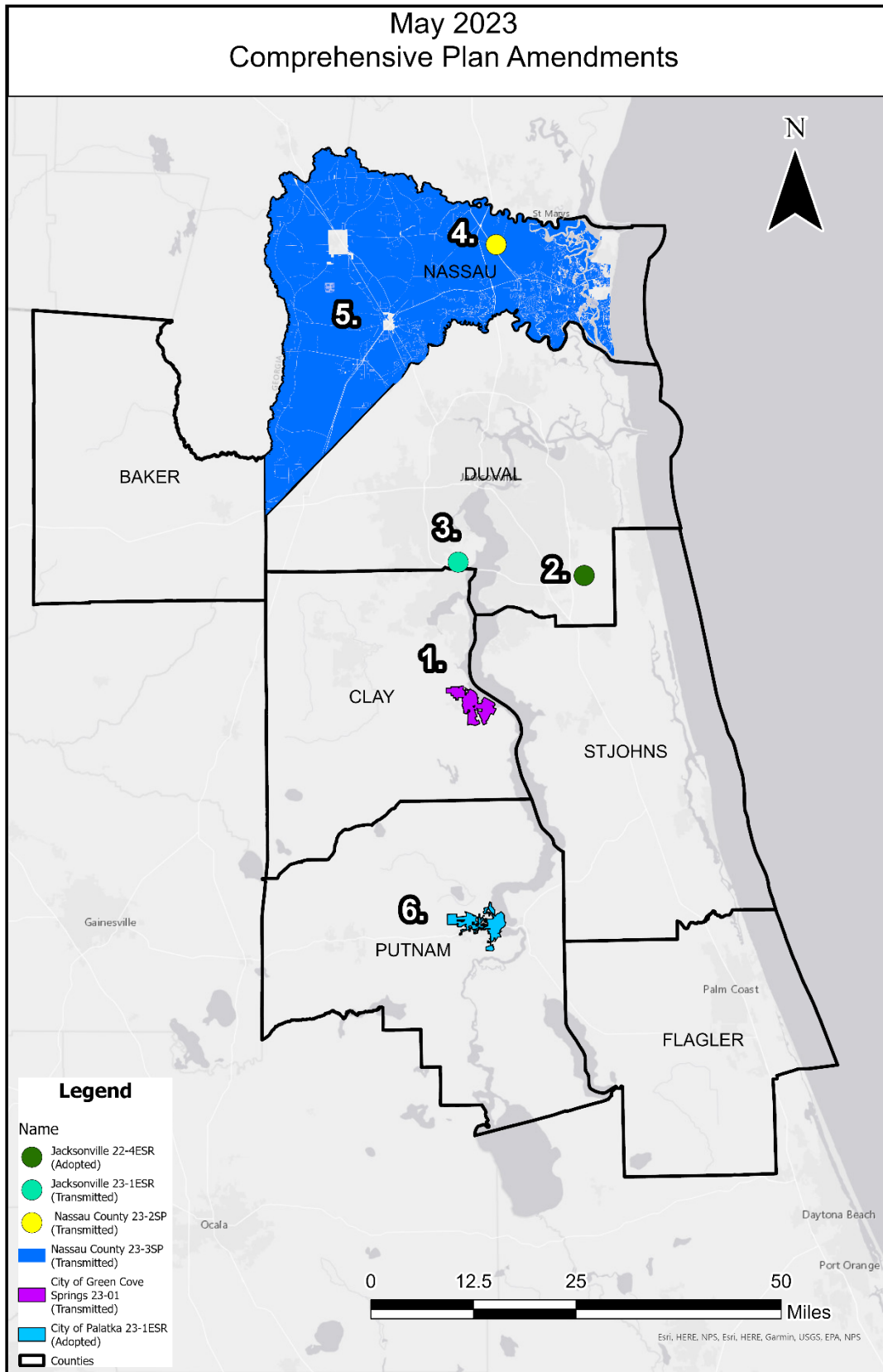


REGIONAL MAP OF AMENDMENT LOCATION SITES



Local Govt. and Plan Amendment	Number on Regional Map	Proposed	Adopted	County Location	Due Date to be Mailed to Local and State Govt.	Local Govt. Item Number
City of Green Cove Springs 23-01ESR	1	X		Clay	5-5-2023	Green Cove Springs Comprehensive Plan Update

- **Type:** Text
- **Issue:** This amendment to the City of Green Cove Springs Comprehensive Plan includes updates to the Future Land Use Element, Transportation Element, and Capital Improvements Element. The purpose of the proposed update is to continue to manage the impacts of development by enacting a transportation mobility fee and moving to a more multimodal transportation system.
- **Background:** Currently, the City manages transportation concurrency through traffic impact analyses. Development applicants generating more than 40 or more new peak-hour trips must complete a traffic study to determine the impact of their development on area roadways and identify improvements necessary to mitigate the impact. However, traffic studies, on average, take approximately six months to complete, which can slow the process of development approval and may prove to be a hindrance to medium-sized development. To continue to manage the impacts of development and move toward a more multi-modal transportation system, the City hired Gannet Fleming to conduct a transportation mobility study to define the need for additional transportation investment, specifically multimodal; document the standards of service and ration for additional capacity; and ensure that there is a rational nexus between the payees of the mobility fee and the beneficiaries. This would provide more fee predictability for development applicants and shorter application timelines without needing a traffic study. This amendment potentially could support the City in using funds collected to improve multimodal transportation capacity by improving walking and biking facilities as well as vehicular traffic. This amendment to the Comprehensive Plan addresses the policies regarding multimodal development and mobility fees to ensure that the subsequent mobility ordinance in the Land Development Regulations is compatible with the Comprehensive Plan Policies in the Future Land Use, Transportation, and Capital Improvements Elements.
- **Impacts:** No impacts to Resources of Regional Significance or extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected local government were identified.
- **Recommended Intergovernmental Coordination:** No intergovernmental coordination is recommended for this amendment.

Local Govt. and Plan Amendment	Number on Regional Map	Proposed	Adopted	County Location	Due Date to be Mailed to Local and State Govt.	Local Govt. Item Number
City of Jacksonville 22-04ESR	2		X	Duval	5-5-2023	Ordinance 2023-67-E

- **Type:** Future Land Use
- **Issue:** This amendment to the City of Jacksonville’s (COJ) Comprehensive Plan changed 6,174 acres of undeveloped land from Low-Density Residential (LDR) to Mixed Use (MU). The LDR land use is subject to site-specific Future Land Use Element (FLUE) Policies 4.4.11 and 4.4.12, while the MU is subject to site-specific FLUE Policy 4.3.22. Please refer to Maps 1-2 in the Appendix.
- **Background:** The property is located in the Southeast Planning District between J. Turner Butler Boulevard, Interstate 295, and near the St. Johns County line. Most of the site is located within the Rural Development Area with portions along the western boundary being located in the Suburban Redevelopment Area.

In 2020, approximately 5,300 acres of the property were amended from various agriculture land use categories to LDR. The FLUE Policies 4.4.11 and 4.4.12 required that the developer submit a conceptual master plan for review and approval by the COJ Planning Commission. The master plan was a long-range development plan that included elements like densities and intensities of residential and non-residential development which were similar to those in the MU land use category; the two land-use map amendments formed the basis for creating the current MU land use standards.

Based on this amendment from LDR to MU, FLUE Policy 4.3.22 was revised to increase single-family residential dwelling units from 5,889 to 6,103. Moreover, other revisions to the FLUE Policy included decreasing townhome residential dwelling units from 2,913 to 2,420; multi-family residential dwelling units from 2,938 to 2,052; and the gross square footage of commercial/office uses from 1,225,000 to 915,000.

- **Impacts:** The subject site is accessible from Phillips Highway (a major arterial) and is a Transportation Resource of Regional Significance. A Daily Trip Generation Comparison between the previous and current Comprehensive Plan land uses and the potential transportation impacts on the roadway network were conducted by the City’s Transportation Planning Division. The previous land use resulted in 291,114 daily trips, and the current land use (amended to MU with a site-specific policy) is expected to result in 114,880 daily trips. The difference in daily trips for the current land use (amended to MU with a site-specific policy) will result in no net increase in daily trips compared to the previous land use.

Further, given the site is adjacent to the Pablo Creek Conservation Area, a Natural Resource of Regional Significance, the COJ’s Parks, Recreation, and Community Services Department provided the following comments:

- Part of the management of the Preserve may include timber harvesting, prescribed burns for resource enhancement, and a reduction in wildfire impacts. Prescribed burning will create smoke, which may temporarily impact neighborhoods and surrounding areas. However, such efforts for the management of these lands for wildlife, resource protection, and recreation uses are necessary.

- The area is currently natural, so the planned development may have wetland, stormwater, and groundwater impacts in the Pablo Creek Watershed. The Department recommended that an environmental assessment be conducted to inventory listed or imperiled plant and animal species. If listed species are found, the Department recommended following a habitat conservation plan for protection or mitigation alternatives. The applicant submitted three Listed Wildlife and Habitat Assessment Reports on file with the City's Planning and Development Department.
- The Department also requested that at least a 50-foot natural, vegetated buffer be maintained along the development property's boundary with the Preserve. The Conceptual Master Plan was submitted for review in the adoption phase on November 2, 2022, and depicts an interconnected network of greenways and conservation lands that define the edges of residential neighborhoods and provide wildlife habitat corridors.

Based on the complete City's staff report for the amendment (some of which are highlighted here), there were no identified adverse effects to Significant Regional Resources and Facilities for the NEFRC Strategic Regional Policy Plan. Further, NEFRC staff also do not find any impacts inconsistent with the comprehensive plans of other municipalities in the county or counties in the region.

- **Recommended Intergovernmental Coordination:** The NEFRC recommended that the COJ coordinate with the St. Johns County Planning Department given the proximity of the site to St. Johns County. The COJ provided information for the amendment on several occasions.

Mailed notice of the proposed amendment and public hearing dates were provided to the St. Johns County Growth Management Department for review concurrent with the submittal of the amendment package to FDEO and the State Review Agencies. Moreover, the COJ emailed the St. Johns County Growth Management Department on August 2, 2022, in response to the NEFRC comments; and the department did not express any concerns.

Local Govt. and Plan Amendment	Number on Regional Map	Proposed	Adopted	County Location	Due Date to be Mailed to Local and State Govt.	Local Govt. Item Number
City of Jacksonville 23-1ESR	3	X		Duval	5-5-2023	Ordinance 2023-116-E

- **Type:** Future Land Use Amendment
- **Issue:** This amendment to the City of Jacksonville’s Comprehensive Plan changes the Future Land Use of 127.95 acres located between Roosevelt Blvd. and Ortega Bluff Parkway from Light-Industrial (LI), Medium-Density Residential (MDR), and Residential-Professional-Institutional (RPI) to just Medium-Density Residential (MDR) and Residential-Professional-Institutional (RPI) to allow for commercial and multi-family uses. Please refer to Maps 3-4 in the Appendix.
- **Background:** The 127.95-acre subject site is located west of the railroad tracks along Roosevelt Boulevard, a major arterial road, with frontage along the north side of Collins Road, a collector road. The site is mostly undeveloped with two single-family residential units located along the Collins Road portion of the subject site. A companion rezoning application is not required for the transmittal round of legislation and will be processed during the adoption round of this amendment.
- **Impacts:** The subject site is 127.95-acres and is accessible from Roosevelt Blvd (U.S. 17) and Collins Road, a major arterial and collector facility, and U.S. 17 are considered a Transportation Resource of Regional Significance. A daily trip comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network was conducted by the Transportation Planning Division. The current land use would result in 12,092 or 11,441 daily trips, depending on the scenario. If the land use is amended, this will result in 28,556 or 14,493 daily trips, depending on the scenario. The difference in daily trips for the proposed land use amendment will result in 16,464 or 3,082 net new daily trips when compared to the existing land use. The U.S. 17 is subject to the Florida Department of Transportation (FDOT) review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed. The subject site is located within the 150-foot and 300-foot Height and Hazard Zones for the Jacksonville Naval Air Station, a Transportation Resource of Regional Significance. City zoning will limit development to a maximum height of less than 150 feet and 300 feet, respectively, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. No impacts to Resources of Regional Significance or extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected local government were identified.
- **Recommended Intergovernmental Coordination:** The subject site is within proximity to the Town of Orange Park and Clay County. The NEFRC recommends that the City of Jacksonville coordinate with the Town of Orange Park’s Economic and Community Development Department and the Clay County Planning and Zoning Department in the adoption phase.

Local Govt. and Plan Amendment	Number on Regional Map	Proposed	Adopted	County Location	Due Date to be Mailed to Local and State Govt.	Local Govt. Item Number
Nassau County 23-2SP	4	X		Nassau	5-5-2023	CPA 22-012

- **Type:** Future Land Use
- **Issue:** This proposed amendment to the Comprehensive Plan Future Land Use Map (FLUM) is comprised of 45 parcels totaling almost 15,000 acres and occupies a strategically located area between US 17 and Chester Road, in the rapidly growing Yulee area. The property is currently designated on the FLUM as Multi-Use, which includes several customized future land use subcategories. The applicant is requesting a map change to the FLUM that adjusts the boundaries of the currently adopted land use subcategories and revises the East Nassau Community Planning Area (ENCPA) mobility network. Please refer to Maps 5-7 and Table 1 in the Appendix.
- **Background:** This amendment is primarily concerned with the revision of the FLUM, specifically changes to the location and distribution of the land use subcategories. Accompanying revisions to the roadway network (Future Transportation Map Series/FTMS) are included with the companion amendment CPA22-013. Map changes include revisions to the road system and adjustments to subcategory areas as shown in the Table included in the appendices. The proposed land use sub-category mix has increased the average 2.5 dwelling units/acres suburban Residential Tier 2 subcategory by almost 25%, shifting most of those units from the rural Tier 3 subcategory. The remaining land use subcategories have been modified to better define boundaries in relation to the realigned road network. The County supports the final land use mix as a workable compromise that provides for market-driven suburban development while retaining the denser development in and around the Village Centers and in the resort. The Village Center, Resort, and Tier 1 still maintain an important 27% share of non-Conservation Habitat Network (CHN) acreage. The only other proposed change is a gain of over 200 acres into the CHN, which Staff also supports. This amendment has the following companion development application in CPA 22-013, which is an amendment to the Transportation Element and Future Transportation Map Series.
- **Impacts:** No impacts to Resources of Regional Significance or extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected local government were identified.
- **Recommended Intergovernmental Coordination:** No intergovernmental coordination is recommended for this amendment.

Local Govt. and Plan Amendment	Number on Regional Map	Proposed	Adopted	County Location	Due Date to be Mailed to Local and State Govt.	Local Govt. Item Number
Nassau County 23-3SP	5	X		Nassau	5-5-2023	CPA 22-013

- **Type:** Text Amendment
- **Issue:** This proposed amendment is an update to the Transportation Element to reflect project updates and changes made to the ENCPA Wildlight Mobility Network by Comprehensive Plan Amendment CPA 22-012. The approximate boundary includes the area north of Pages Dairy Road East, East of US 17, south of the St. Mary’s River, and west of Chester Road. Please refer to Maps 8-11 in the Appendix.
- **Backgrounds:** As required by Florida Statute Chapter 163.3177(6)(b)1, Nassau County’s Comprehensive Plan Transportation Element addresses traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. The element also includes maps showing the general location of the existing and proposed transportation system features and is coordinated with the plans and programs of any applicable metropolitan transportation planning organization (TPO), transportation authority, and the Department of Transportation adopted work program. The current Transportation Element and Transportation Element Future Transportation Map Series (FTMS) was amended in 2020 to be consistent with the North Florida TPO’s 2045 Long-Range Transportation Plan (LRTP) and serve as a basis for the update to the County’s adopted Mobility Plan and the ENCPA Sector Plan Mobility Network. The proposed amendment would update the Transportation Element to:
  1. Amend FTMS-5, Nassau County Needs Network 2045; FTMS-6, Nassau County Cost Feasible Network 2045; FTMS-7, Nassau County Bicycle Facilities; and FTMS-8, Nassau County Trail Facilities to reflect project updates and changes made to the ENCPA Wildlight mobility network by Comprehensive Plan Amendment CPA22-012. The approximate amendment boundary includes the area north of Pages Dairy Road, East of US 17, south of the St. Mary’s River, and west of Chester Road.
  2. Provide clarification and correct typographical errors.
  3. Recognize the purpose of the adopted fee-in-lieu program for sidewalks and trail construction.
  4. Amend policies to add Nassau Transit to the list of local and regional agencies that include a transit component.
- **Impacts:** No impacts to Resources of Regional Significance or extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected local government were identified.

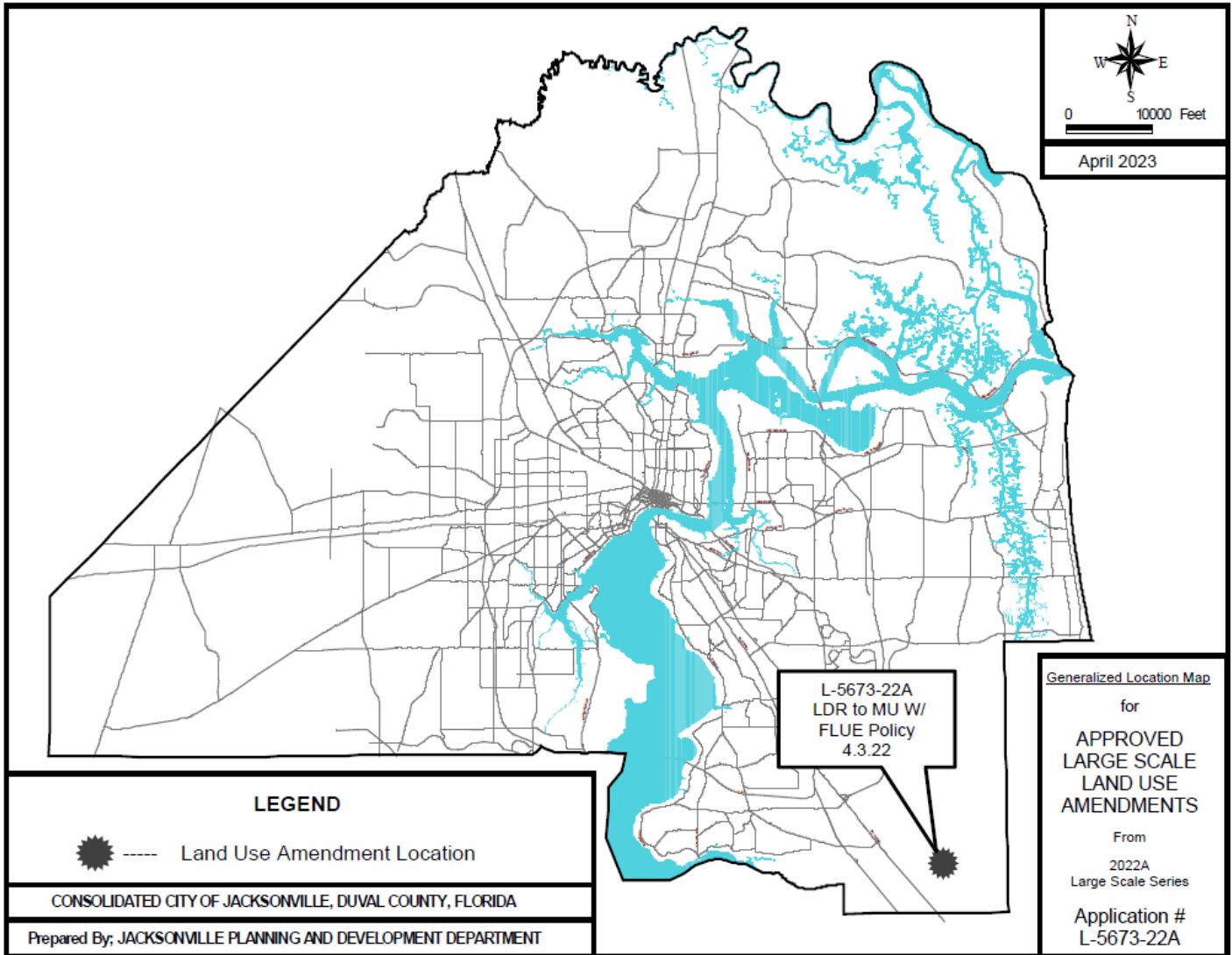
**Recommended Intergovernmental Coordination:** No intergovernmental coordination is recommended for this amendment.

Local Govt. and Plan Amendment	Number on Regional Map	Proposed	Adopted	County Location	Due Date to be Mailed to Local and State Govt.	Local Govt. Item Number
City of Palatka 23-1ESR	6		X	Putnam	5-5-2023	Ordinance 2023-06
<ul style="list-style-type: none"> <li>• <b>Type:</b> Text Amendment</li> <li>• <b>Issue:</b> The City of Palatka, under Section 163.3187(1) adopted an amendment to the Capital Improvements Element of the City’s Comprehensive Plan.</li> <li>• <b>Background:</b> This amendment updated the City’s Capital Improvements Element to reflect changes to the City’s 2022 Five-Year Capital Improvements Plan (CIP). The new CIP includes capital improvements the City intends to fund, in whole or part, with development impact fees and other funds and for other purposes.</li> <li>• <b>Impacts:</b> No impacts to Resources of Regional Significance or extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected local government were identified.</li> <li>• <b>Recommended Intergovernmental Coordination:</b> No intergovernmental coordination is recommended for this amendment.</li> </ul>						

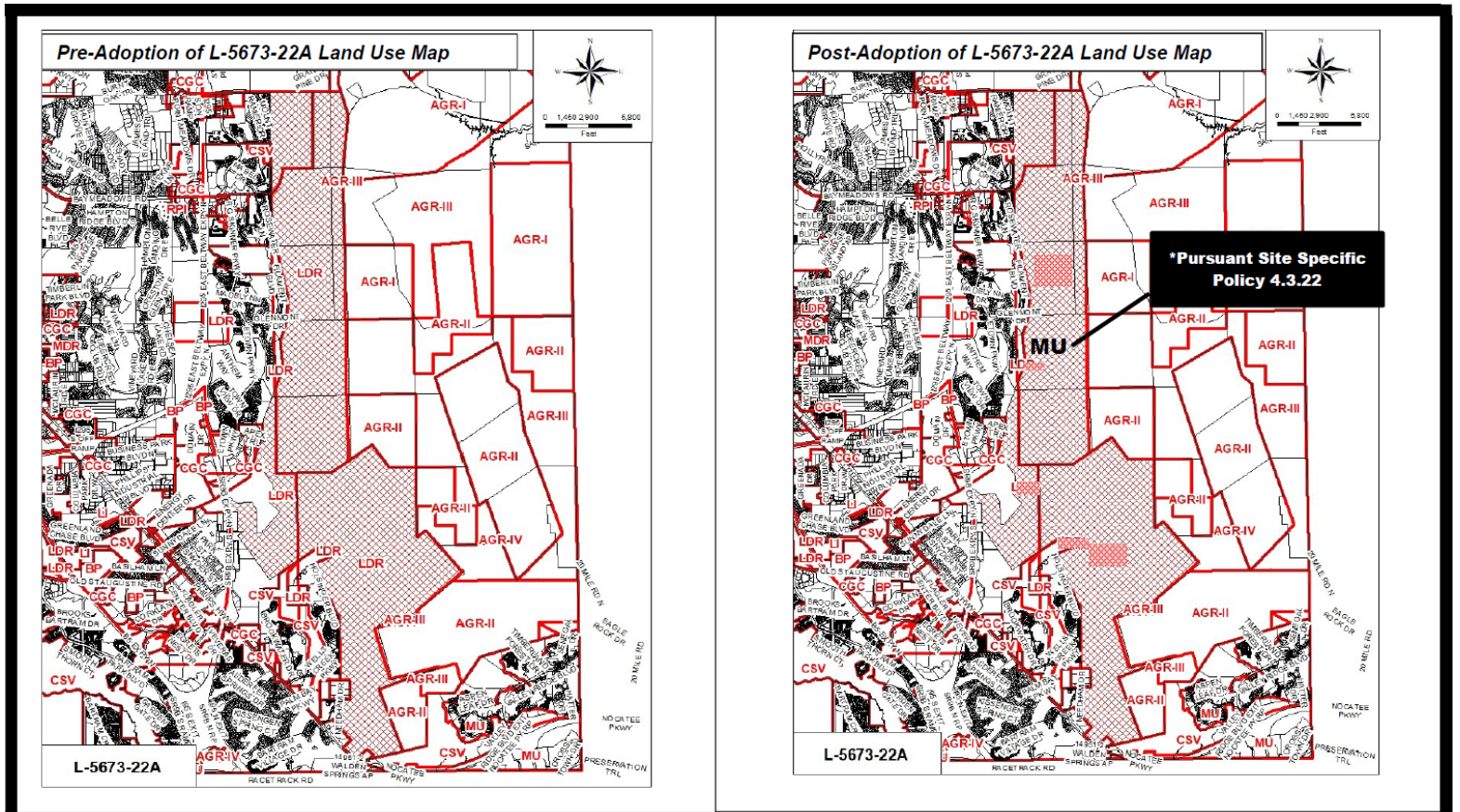


# Appendix

## Map 1: City of Jacksonville 22-4ESR (Location Map)



## Map 2: City of Jacksonville 22-4ESR (Existing and Proposed Future Land Use Map)



### Request for Large Scale Land Use Amendment to Future Land Use Map Series

**From:** Low Density Residential (LDR) Subject to Site Specific Policies 4.4.11 and 4.4.12  
**To:** Multi-Use (MU) With Site Specific Policy 4.3.22



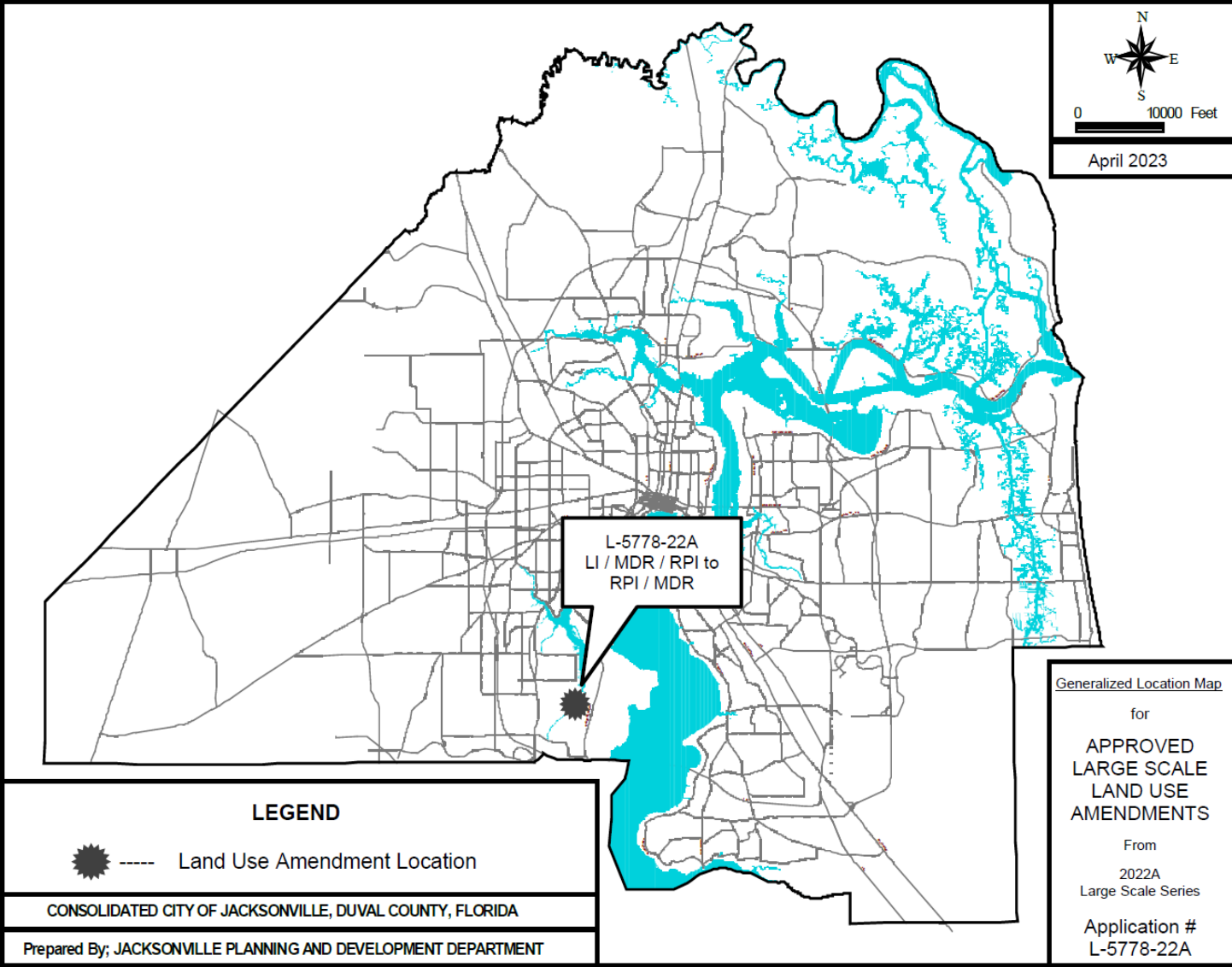
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**Identification Number: L-5673-22A**

**Council District: 11**

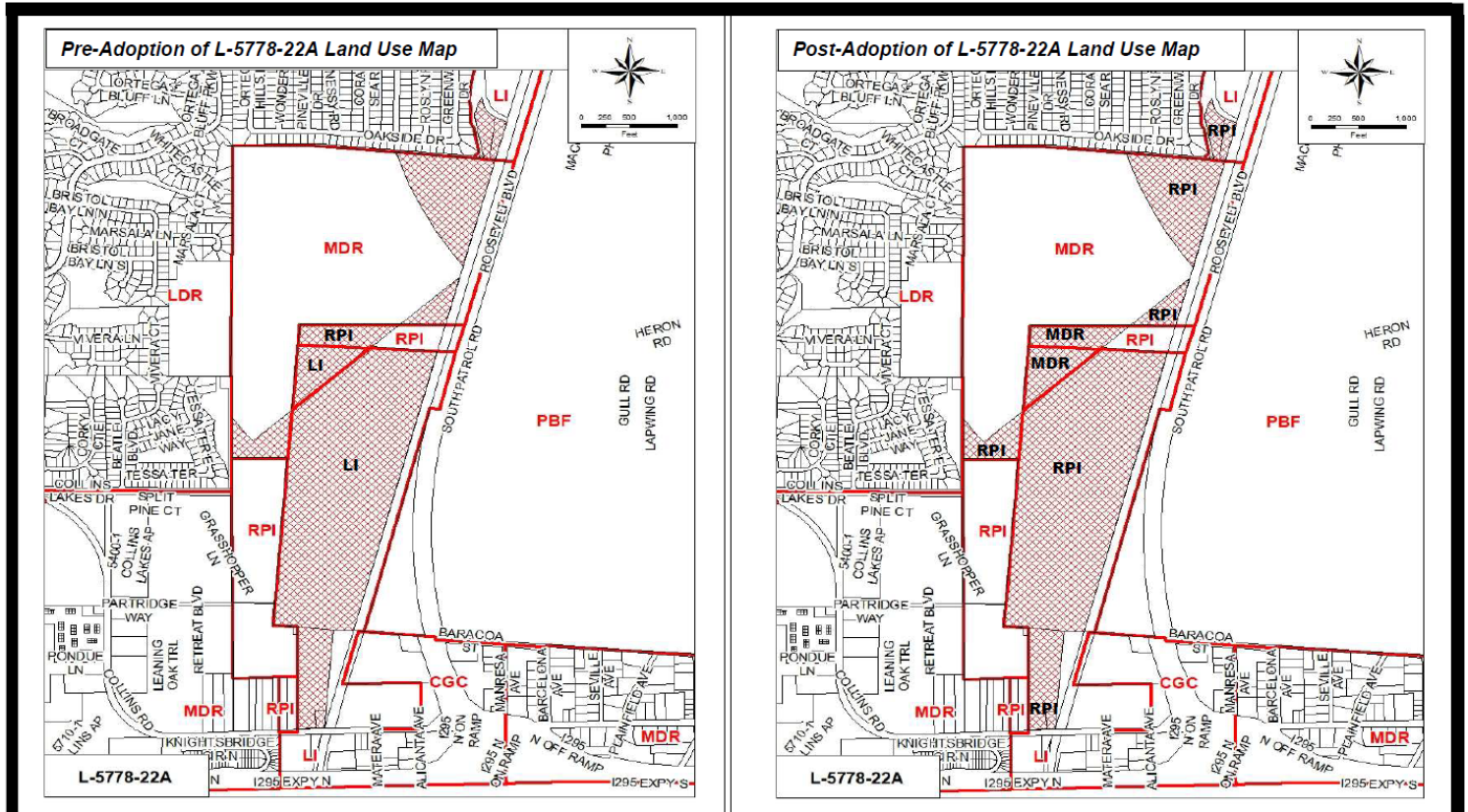
**Exhibit 2 (Page 1 of 1)**

Map 3: The City of Jacksonville 23-1ESR (Location Map)





# Map 4: The City of Jacksonville 23-1ESR(Existing and Proposed Future Land Use)



## Request for Large Scale Land Use Amendment to Future Land Use Map Series

**From:** Light Industrial (LI), Medium Density Residential (MDR), and Residential-Professional-Institutional (RPI)  
**To:** Medium Density Residential (MDR) and Residential-Professional-Institutional (RPI)



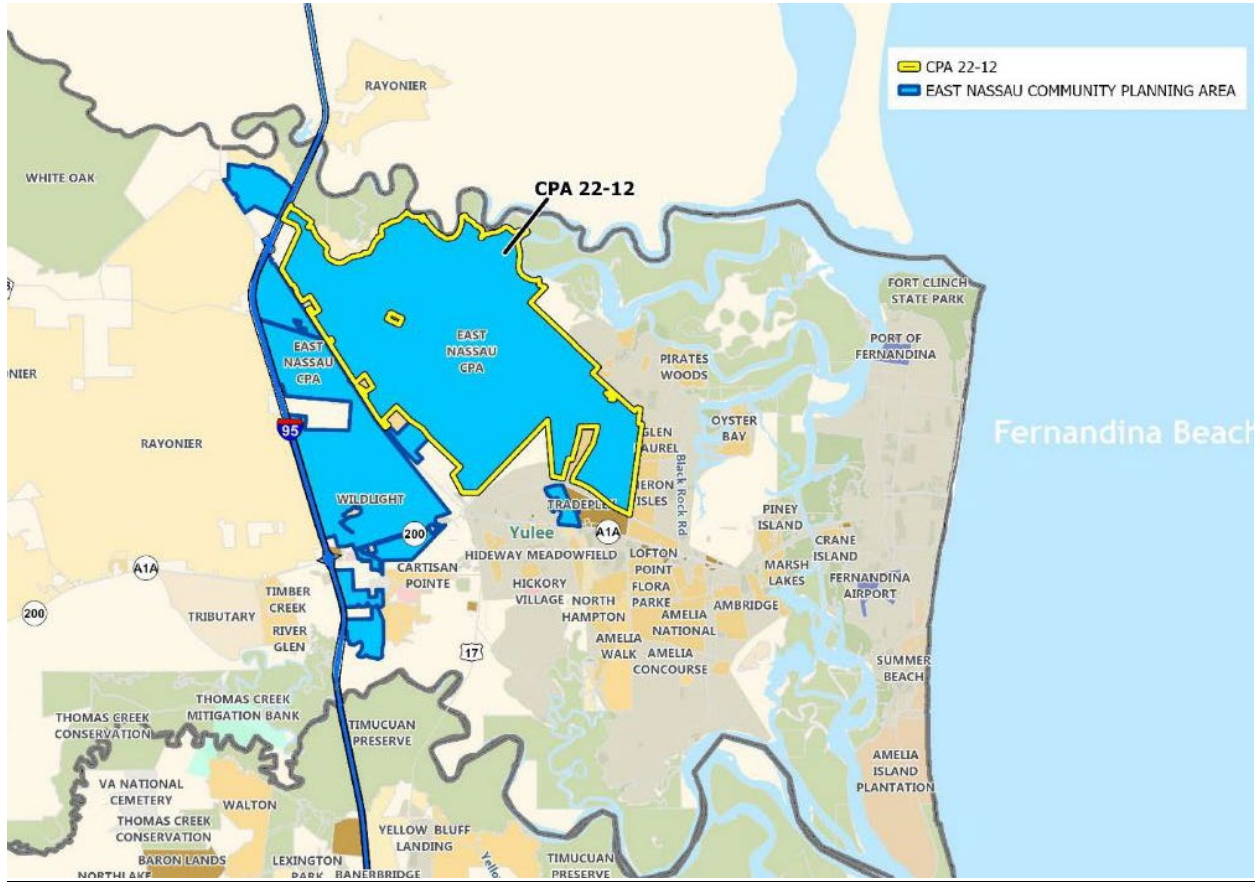
**Planning District: 4**

**Identification Number: L-5778-22A**

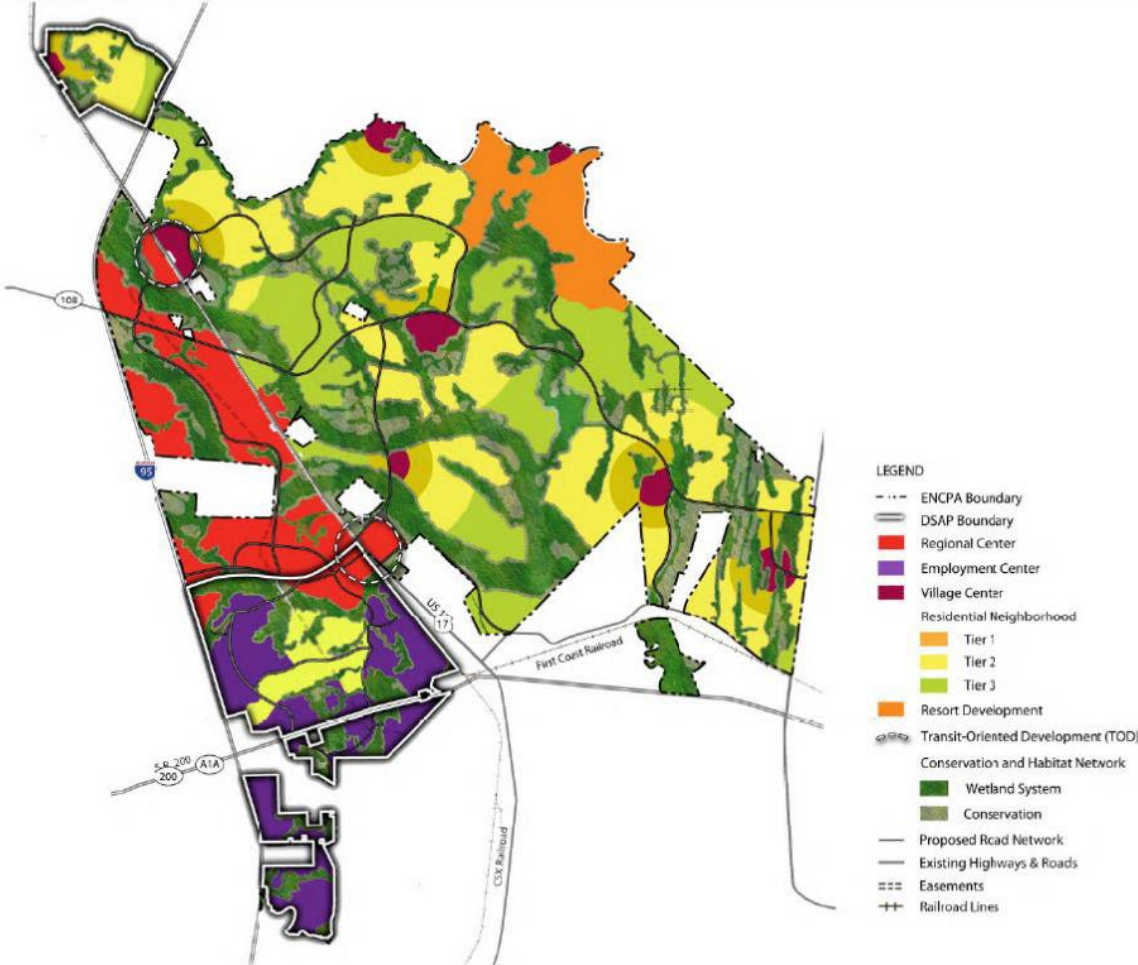
**Council District: 14**

**Exhibit 2 (Page 1 of 1)**

# Map 5: Nassau County 23-2SP (Location Map)

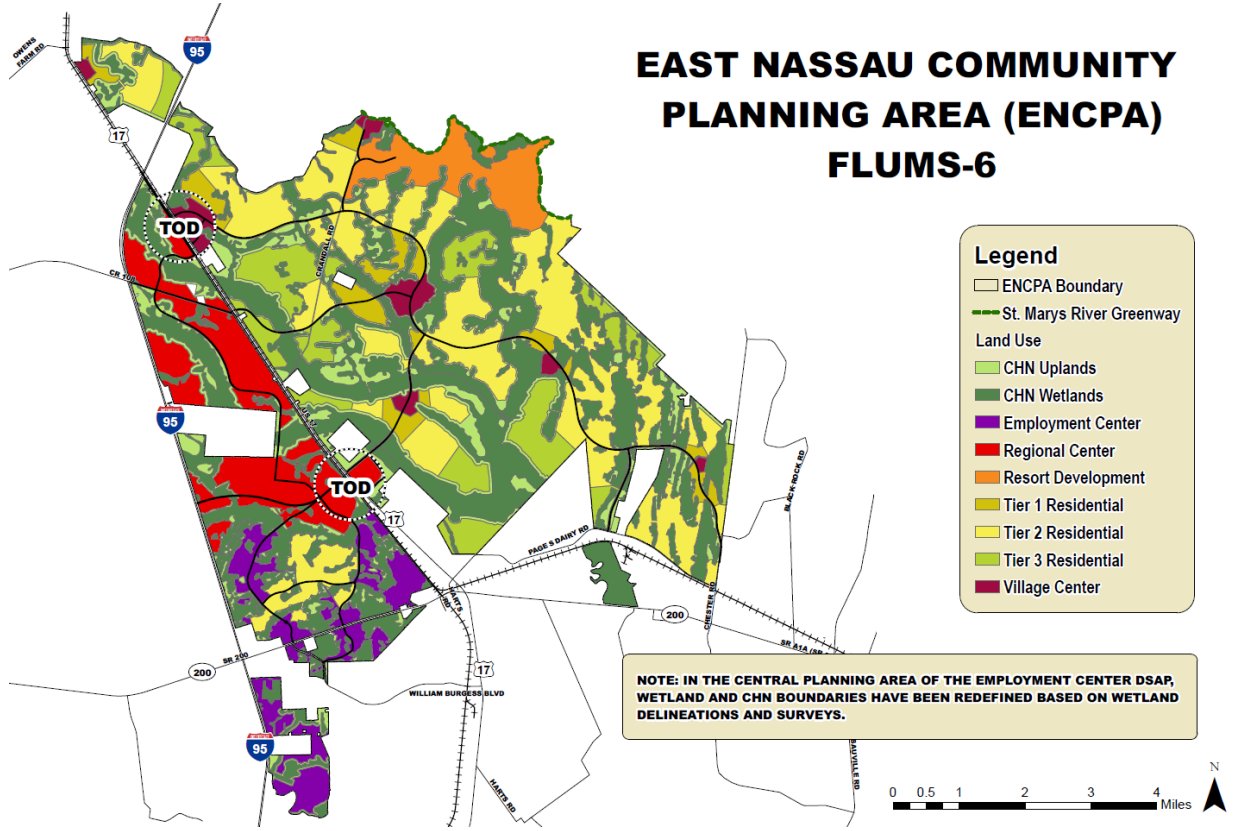


Map 6: Nassau County 23-6SP (Existing Future Land Use Map)



Map 7: Nassau County 23-2SP (Proposed Future Land Use Map)

**EAST NASSAU COMMUNITY  
PLANNING AREA (ENCPA)  
FLUMS-6**



**Table 1: Nassau County 23-2SP (CPA 2022-12 Adopted and Proposed Land Use Subcategories)**

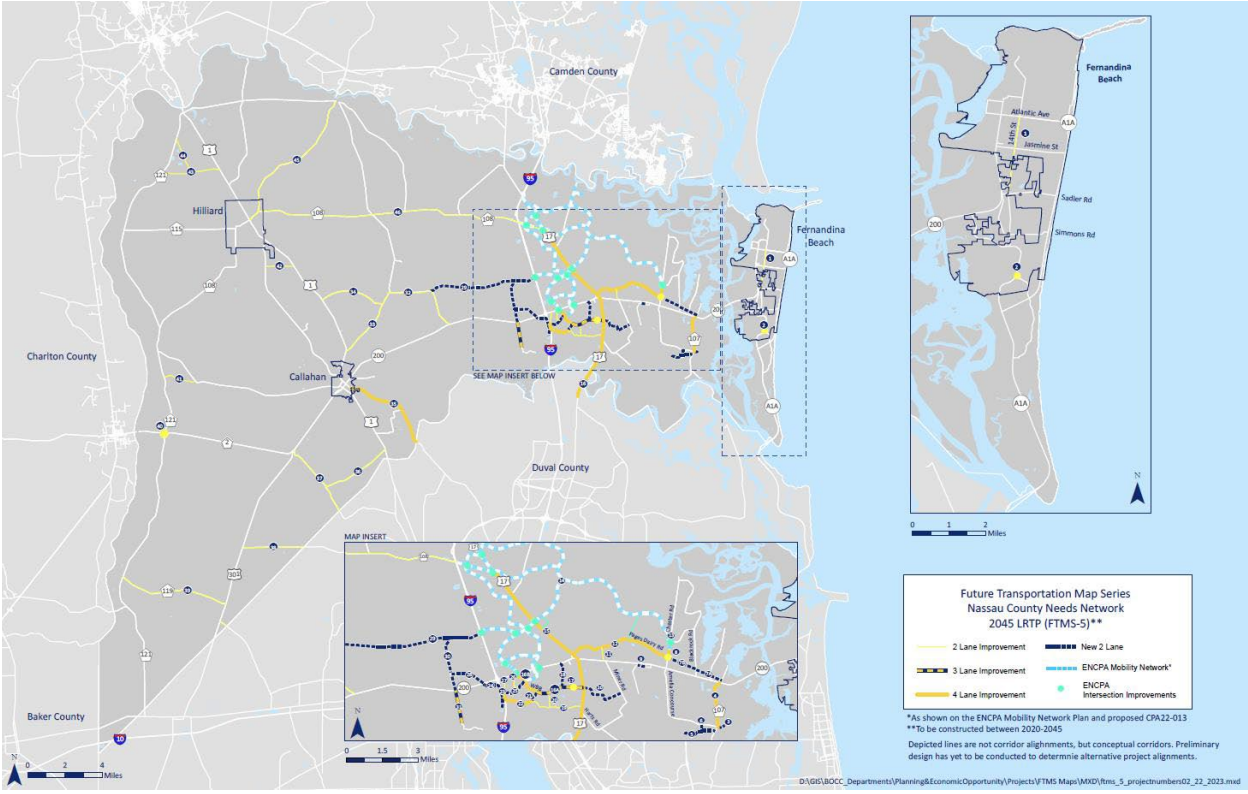
*Table 1: CPA22-012 adopted and proposed land use subcategories*

Type	Adopted Acreage	Proposed Acreage	Change in Acreage	% Change from Adopted to Proposed
Village Center	467	429	(38)	(8.14%)
Resort Development	1,001	943	(58)	(5.8%)
Regional Center	37	0	(37)	(100%)
Residential Tier 1	750	744	(6)	(0.8%)
Residential Tier 2	3,110	3,855	745	23.95%
Residential Tier 3	2,713	1,859	(854)	(31.45%)
CHN	6,801	7,049	248	3.65%
<b>TOTAL</b>	<b>14,879</b>	<b>14,879</b>	<b>0</b>	

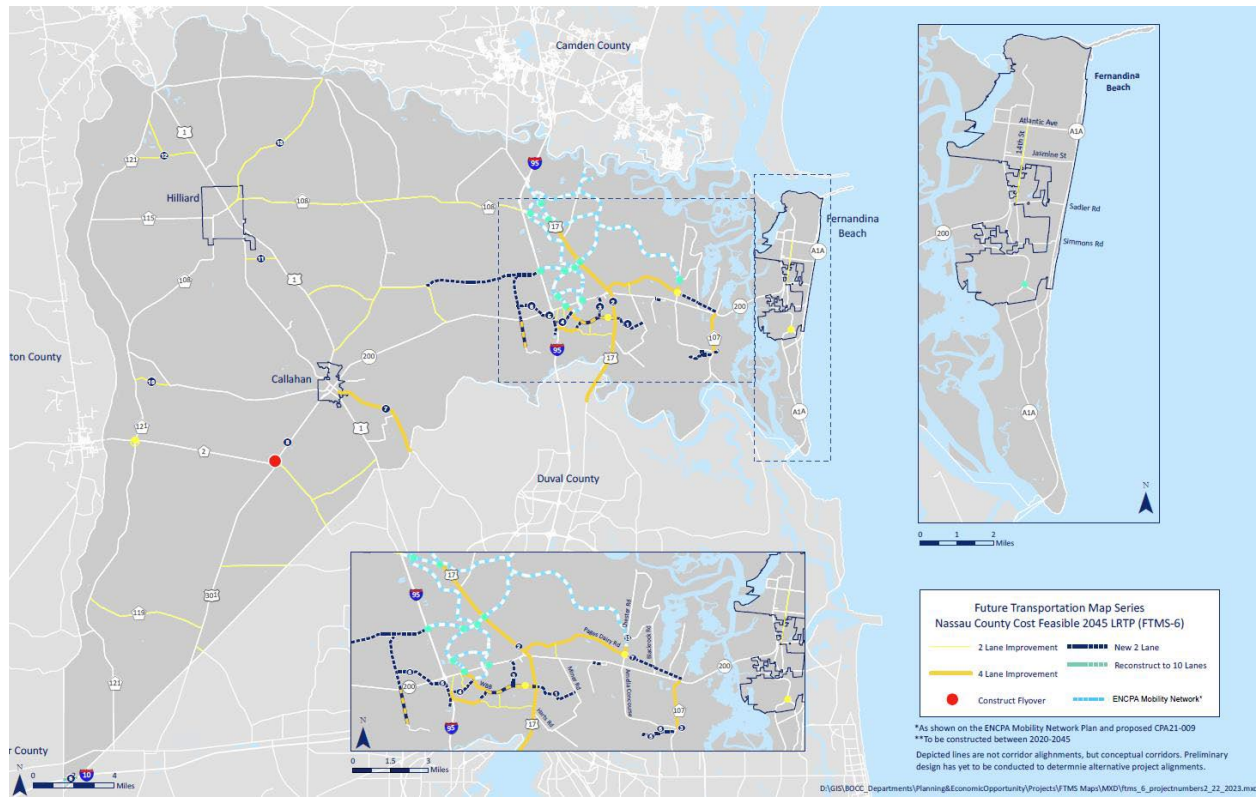
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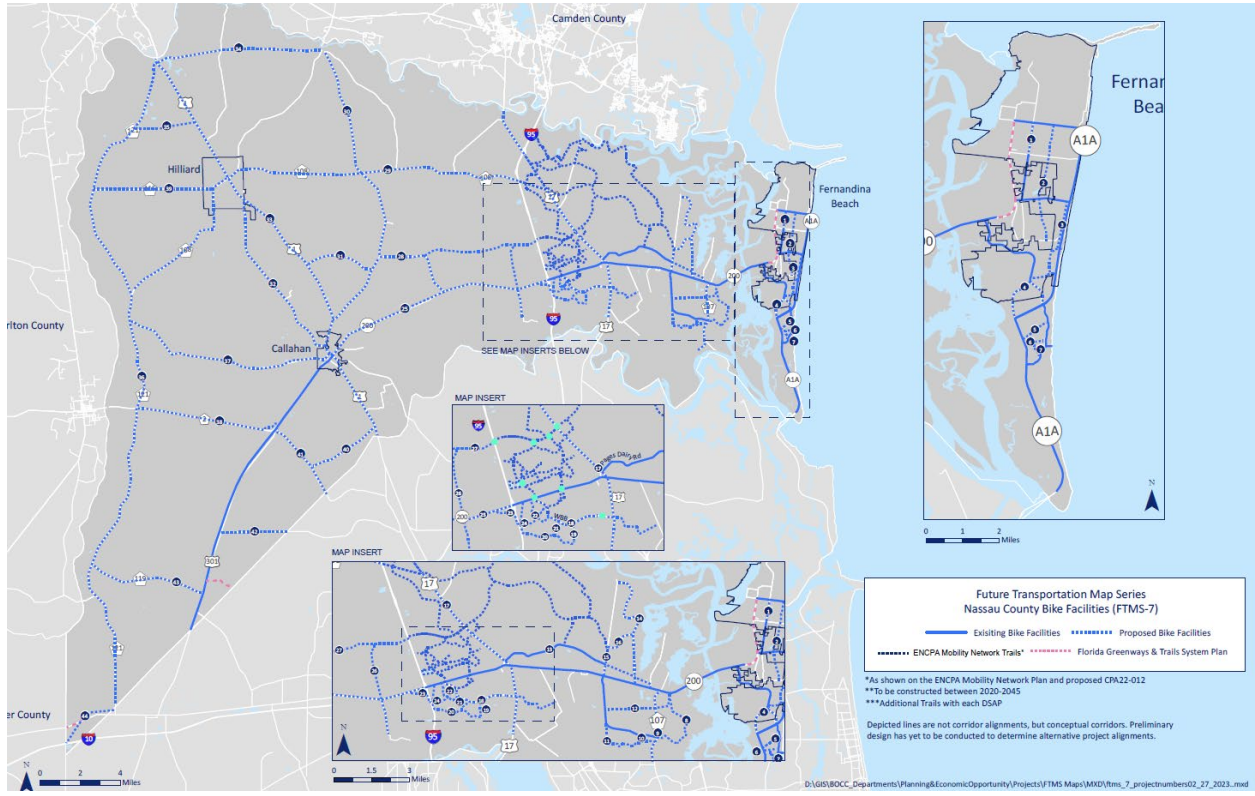
# Map 8: Nassau County 23-3SP (Nassau County Needs Network LRTP)



# Map 9 Nassau County 23-3SP (Nassau County Cost Feasible Network L RTP)



# Map 10: Nassau County Bike Facilities



# Map 11: Nassau County Trail Facilities

