

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – January 17, 2020

Ordinance/Application No.: 2019-750 / L-5395-19C

Property Location: 2139 Thacker Avenue and 2137 Hendricks Avenue (SR 13), between Alford Place and Mitchell Avenue

Real Estate Number(s): 081704-0000 and 081712-0000

Property Acreage: 2.87 acres

Planning District: District 3, Southeast

City Council District: District 5

Applicant: Paul M. Harden, Esquire

Current Land Use: RPI in the Urban Area (1.89 acres) and CGC in the Urban Area (0.98 of an acre)

Proposed Land Use: CGC in the Urban Priority Area (2.87 acres)

Current Zoning: CRO (1.89 acres) and CCG-1 (0.98 of an acre)

Proposed Zoning: PUD (2.87 acres)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop a mixed use project with 143 multi-family units and a garage. The site is currently located within the Urban Development Area. Request extension of the Urban Priority Development Area to include the subject site.

BACKGROUND

The 2.87 acre subject property occupies the majority of the block between Hendricks Avenue (SR 13) and Mango Place, and Alford Place and Mitchell Avenue in the San Marco neighborhood. The site is currently home to, and owned by, the South Jacksonville Presbyterian Church. The property is located in Council District 5, the Southeast Planning District, and within the boundaries of the Southeast Vision Plan. The property is also within the Urban Development Area, abutting the boundary line with the Urban Priority Area to the north of the subject site, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The subject site is currently designated as Community / General Commercial (CGC) land use and Commercial Community / General-1 (CCG-1) zoning on the northern portion of the subject site and Residential-Professional-Institutional (RPI) land use and Commercial Residential Office (CRO) zoning on the southern portion of the subject site. As previously mentioned, the entire subject site is within the Urban Development Area (UA). The applicant proposes a future land use map amendment from CGC and RPI in the UA to CGC in the Urban Priority Area (UPA) to develop a mixed use project, inclusive of residential uses. By way of this amendment, the applicant seeks to extend the boundary of the UPA to encompass the subject site. A companion rezoning application seeks to change the zoning of the subject site from CCG-1 and CRO to Planned Unit Development (PUD) and is pending concurrently with this land use application, pursuant to Ordinance 2019-751. The proposed PUD written description explicitly states the intent to develop multi-family residential units and a parking garage, with the existing church sanctuary building to remain at the northeast corner of Hendricks Avenue and Mitchell Avenue.

The 2.87 acre subject site consists of two parcels and comprises the majority of the block between Alford Place to the north and Mitchell Avenue to the south, and Hendricks Avenue to the west and Mango Place to the east. Hendricks Avenue (SR 13) is classified as a minor arterial roadway at this location, but the other roads are classified as local. Thacker Avenue is a closed north-south road that separates the two parcels. A 0.11 of an acre parcel at the southeast corner of Alford Place and Hendricks Avenue is the only parcel within that block that is not subject to the proposed land use map amendment; the use at this location is a restaurant. The western-most parcel of the subject site is home to the South Jacksonville Presbyterian Church building. The eastern-most parcel is under the same ownership but contains a parking lot, vacant land, and a smaller church office facility. In 2014, the entire block across Alford Place to the north of the subject site, along with several parcels to the east of that block, were approved for a land use change from CGC in the UA to CGC in the UPA and a rezoning from PUD and CCG-1 to PUD. This site is currently in the process of being rezoned again from PUD to PUD to allow for a mixed use development called East San Marco; it is anticipated that this mixed use development will be anchored by a grocery store.

A variety of uses surround the subject site. As mentioned above, the property to the north is currently being rezoned to allow for the mixed use East San Marco development. Single-family residential uses designated as Low Density Residential (LDR) are to the south of the subject site across Mitchell Avenue. Single family residential and office uses are to the east of the subject site across Mango Place and are designated as RPI and CGC. Commercial (retail/restaurant/office) and multi-family uses are to the west, at the Hendricks Avenue/San Marco Boulevard split; these properties are designated CGC and Medium Density Residential (MDR).

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

North: Land Use: CGC
Zoning: PUD

Property Use: Vacant, anticipated Publix shopping center

South: Land Use: LDR
Zoning: RLD-60
Property Use: single-family

East: Land Use: CGC / RPI
Zoning: CCG-1 / RMD-A / C O
Property Use: single-family and office

West: Land Use: MDR / CGC
Zoning: RMD-D / CCG-1
Property Use: multi-family and restaurant / commercial

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.

Impact Assessment Baseline Review for L-5395-19C

Development Analysis		
Development Boundary	Urban Area, abutting Urban Priority Area	
Roadway Frontage Classification / State Road	Local roads and minor arterial (Hendricks Avenue)	
Plans and/or Studies	North San Marco N.A.P. and Southeast Vision Plan	
Site Utilization	Current: Church and vacant	Proposed: Mixed use with residential
Land Use / Zoning	Current: RPI and CGC (UA) / CRO and CCG-1	Proposed: CGC (UPA) / PUD
Development Standards for Impact Assessment	Current: 0.5 F.A.R. / 0.35 F.A.R.	Proposed: 0.35 F.A.R.
Development Potential	Current: 41,164 square feet / 14,941 square feet	Proposed: 43,756 square feet
Net Increase or Decrease in Maximum Density	Not applicable	
Net Increase or Decrease in Potential Floor Area	Decrease of 12,349 square feet	
Population Potential	Current: Not applicable	Proposed: Not applicable
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	300 feet height and hazard zone for N.A.S. Jacksonville	
Industrial Preservation Area	No	
Cultural Resources	Florida Master Site File	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No	
Wellhead Protection Zone	Within the 750 feet buffer	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	850 net new daily vehicular trips	
Potential Public School Impact	47 new students (per application intent, 143 m-f units)	
Water Provider	JEA	
Potential Water Impact	Decrease of 1,448 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 1,086 gallons per day	
Potential Solid Waste Impact	Decrease of 19.758 tons per year	
Drainage Basin/Sub-basin	Upstream of Trout River / St. Johns River	
Recreation and Parks	Brown Whatley Park	
Mass Transit Access	Routes 8 and 25	
Natural Features		
Elevations	10 feet	
Land Cover	1700 (Institutional)	
Soils	69 (Urban Land) and 75 (Urban Land – Hurricane – Albany complex, 0 – 5 % slopes)	
Flood Zones	Not applicable	
Wetlands	Not applicable	

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition). The subject site is served by public water and sewer services as described within the JEA availability letter, dated September 9, 2019, which is on file with the zoning application.

Infrastructure Element

Sanitary Sewer Sub-Element

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

Transportation

The Planning and Development Department completed a transportation analysis (memo on file) and determined that the proposed amendment has the potential to result in an increase of 850 net new daily vehicular trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series 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 of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 8.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 8 is **0.59**.

The proposed land use amendment based on impact assessment standards has the development potential of 43,756 square feet of general commercial, and generating approximately 1,899 daily vehicular trips onto the roadway network. Subject site is accessible via Hendricks Avenue (SR13), a 2-lane undivided arterial facility. The Transportation Planning Division recommends that a traffic operational analysis of the adjacent roadway network be conducted by a licensed professional traffic engineer, to determine the impact to the external trips as a result of the land use change.

School Capacity

The land use application explicitly states that the applicant is seeking a mixed use development, inclusive of a residential component accommodating up to 143 multi-family units. Because of this planned residential component, the application was routed to Duval County Public Schools for a school capacity evaluation using the impact assessment standards detailed in FLUE Policy 1.2.16. The 2.87 acre proposed land use map amendment has a development potential of 143 multi-family dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public

Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

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

- Elementary School
 - Concurrency Service Area (CSA) 4
 - 2018/2019 enrollment: 3,192
 - Current utilization: 89%
 - New student development from amendment: 24
 - 5-year utilization: 97%
 - Available seats in CSA 4: 108
 - Available seats in adjacent CSA(s): 4 and 5 is 325

- Middle School
 - CSA 4
 - 2018/2019 enrollment: 8,312
 - Current utilization: 83%
 - New student development from amendment: 10
 - 5-year utilization: 88%
 - Available seats in CSA 4: 337
 - Available seats in adjacent CSA(s): 4 and 5 is 36

- High School
 - CSA 4
 - 2018/2019 enrollment: 2,098
 - Current utilization: 95%
 - New student development from amendment: 13
 - 5-year utilization: 98%
 - Available seats in CSA 4: 37
 - Available seats in adjacent CSA(s): 4 and 5 is 205

The analysis of the proposed development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

Public School Facilities Element

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

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

Supplemental School Information

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

- Hendricks Avenue
 - CSA 4
 - Amendment student generation: 24
 - School Capacity including permanent spaces and portables: 659
 - Current enrollment 20 day count for 2019/2020: 667
 - Percent Occupied: 101%
 - 4-year projection: 105%

- DuPont Middle School
 - CSA 4
 - Amendment student generation: 10
 - School Capacity including permanent spaces and portables: 1,071
 - Current enrollment 20 day count for 2019/2020: 831
 - Percent Occupied: 78%
 - 4-year projection: 79%

- Terry Parker High School
 - CSA 4
 - Amendment student generation: 13
 - School Capacity including permanent spaces and portables: 1,866
 - Current enrollment 20 day count for 2019/2020: 1,626
 - Percent Occupied: 87%
 - 4-year projection: 89%

Archaeological Sensitivity and Cultural Resources

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If

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

Historic Preservation Element

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

The subject site is listed on the Florida Master Site File for Historic Structures. As such, the application was routed to the Historic Preservation Section for review and comment. The South Jacksonville Presbyterian Church has been identified as being eligible for the National Register (Historical Structure Form on file with the Planning and Development Department). The companion PUD site plan shows the church remaining on site. If future development seeks to demolish the church structure, the demolition would require a review by the Jacksonville Historic Preservation Commission.

Airport Environment

The site is located within the 300 feet Height and Hazard Zone for Naval Air Station Jacksonville (NAS JAX). Zoning will limit development to a maximum height of less than 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

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

Evacuation Zone

The subject site is within Evacuation Zone C. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. The land use application explicitly states that the applicant is seeking a mixed use development, inclusive of a residential component accommodating 143 multi-family units. Their complete analysis is on file with the Planning and Development Department.

Summary of EPD Response:

The proposed land use amendment would result in an increase in the number of potential evacuees residing in Evacuation Zone C. However, EPD has determined that the impact of this small-scale land use amendment application on countywide evacuation timing would be negligible. Shelter populations would similarly remain unaffected by this land use amendment. To prevent evacuation related congestion, the EPD encourages the utilization of site design techniques that minimize the impact to local traffic flow,

particularly with regard to the vulnerable intersection of San Marco Boulevard and Hendricks Avenue.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6

The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 9, 2019, the required notices of public hearing signs were posted. Seventy-one (71) 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 28, 2019. Approximately nine (9) residents attended to discuss the proposed amendment. Those who attended were less concerned with the proposed use and more concerned with the intensity of the proposed development. Specifically, those in attendance were concerned about the number of proposed dwelling units, potential traffic impacts, and development features such as height, access, drainage, and parking.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of

transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.

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 1.1.10A Residential development on sites less than 10 acres that are located within predominantly non-residential Future Land Use Categories and that are processed as small scale map amendments shall be limited to a maximum of 10 dwelling units per acre unless authorized through approval of a Planned Unit Development (PUD) rezoning. The maximum density allowed in the PUD shall be the result of analysis for compatibility with abutting development based on the criteria provided below. The maximum density in each non-residential Future Land Use Category does not constitute entitlement to the maximum permitted density without justification provided pursuant to analysis of the criteria. Such analysis may lead to a recommendation of approval, denial, or a condition of approval on a Planned Unit Development (PUD) rezoning capping the residential density.

All PUDs approved with a density cap above the 10 dwelling units per acre limitation pursuant to this policy shall contain the following statement either in the written description or within the enabling legislation:

A residential density limit of (insert #) dwelling units per acre has been placed on this property as a result of Future Land Use Element (FLUE) Policy 1.1.10A. This density limit can only be changed through application for a rezoning (administrative and minor modifications to increase the density are not permitted) and the requirements of FLUE Policy 1.1.10A must be applied to determine the appropriateness of any increase in residential density.

The criteria below shall be considered in determining the appropriate maximum density for PUD rezonings pursuant to this policy:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access

- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or manmade buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout

Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

Policy 1.1.20 Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

Policy 1.1.20A Extensions of the Development Areas will be noted in each land use amendment where an extension is needed or requested concurrent with a Future Land Use Map Amendment. In addition, plan amendments shall meet the requirements as set forth in Policy 1.1.21 and 1.1.22.

Policy 1.1.20B Expansion of the Development Areas shall result in development that would be compatible with its surroundings. When considering land areas to add to the Development Areas, after demonstrating that a need exists in accordance with Policy 1.1.21, inclusion of the following areas is discouraged;

1. Preservation Project Lands
2. Conservation Lands
3. Agricultural Lands, except when development proposals include Master Planned Communities or developments within the Multi-Use Future Land Use Category, as defined in this element

The following areas are deemed generally appropriate for inclusion in Development Areas subject to conformance with Policy 1.1.21:

1. Land contiguous with the Development Area and which would be a logical extension of an existing urban scale and/or has a functional relationship to development within the Development Area.
2. Locations within one mile of a planned node with urban development characteristics.
3. Locations within one-half mile of the existing or planned JTA RTS.
4. Locations having projected surplus service capacity where necessary facilities and services can be readily extended.
5. Public water and sewer service exists within one-half mile of the site.
6. Large Scale Multi-Use developments and Master Planned Communities which are designed to provide for the internal capture of daily trips for work, shopping and recreational activities.
7. Low density residential development at locations up to three miles from the inward boundary of the preservation project lands. Inward is measured from that part of the preservation project lands closest to the existing Suburban Area such that the preservation lands serves to separate suburban from rural. The development shall be a logical extension of residential growth, which furthers the intent of the Preservation Project to provide passive recreation and low intensity land use buffers around protected areas. Such sites should be located within one-half mile of existing water and sewer, or within JEA plans for expansion.

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.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Policy 3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

Recreation and Open Space Element (ROSE)

- Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.
- Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.
- Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development Department.

According to the Category Descriptions within the Future Land Use Element (FLUE), the CGC land use category in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land use and the use of existing infrastructure. CGC in the Urban Development Area permits commercial development and residential densities of up to 40 dwelling units per acre when full urban services are available. The RPI land use category in the Urban Area is intended to provide compact medium density development. Development which includes medium density residential and professional office uses is preferred. RPI in the Urban Development Area permits residential densities of up to 30 dwelling units per acre when full urban services are available.

The CGC land use category in the Urban Priority Area is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment. CGC in the Urban Priority Area permits commercial development and residential densities of up to 60 dwelling units per acre when full urban services are available. Development that include residential uses is preferred to provide support for commercial and other uses. A combination of compatible mixed uses should be vertically integrated within a multistory building. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map.

The density for the property will not exceed the maximum 60 dwelling units per acre set forth in the CGC, Urban Priority Development Area characteristics. Further, the allowable commercial square footage and residential units will be consistent with the densities and intensities set forth in the category descriptions of the 2030 Comprehensive Plan and limited within the PUD written description and site plan (Ordinance 2019-751). The amendment will facilitate urban infill development and redevelopment which is encouraged within the Urban Priority and Urban Development Areas. The Urban Priority Area Development boundary currently runs north of the subject site, along Alford Place.

According to the applicant, the proposed extension of this boundary south of the subject site, along Mitchell Avenue, to incorporate the subject property would allow for infill development at the densities needed for a successful project. The accompanying PUD on the site ensures compatibility with the site's commercial and residential surroundings. The proposed amendment demonstrates the need for the change in the Development Area boundary meeting Policies 1.1.20, 1.1.20A and 1.1.20B.

The subject site is located between two signalized intersections, Hendricks Avenue with Alford Place and Hendricks Avenue with San Marco Boulevard, where full urban services, including mass transit, are available. The proposed amendment is a logical extension of the adjacent CGC, Urban Priority Area category. The Urban Priority Development Area is an area intended to encourage the use of existing infrastructure through redevelopment and infill development. Therefore, the proposed amendment promotes a compact land use pattern that offers a full range of employment, shopping and leisure opportunities with a residential component while promoting infill development in an existing commercial area with access to full urban services consistent with FLUE Goal 3, Objectives 1.1 and 3.2 and Policies 1.1.22 and 3.2.2. Further, the use of a Planned Unit Development allows for appropriate combinations of complementary land uses and innovation in design consistent with Policy 1.1.12. The PUD written description will need to be consistent with FLUE Policy 1.1.10A, and site development will be required to comply with ROSE Policies 2.2.1, 2.2.2, and 2.2.5 with regards to the provision of open space and active recreation.

Vision Plan

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. The Plan identifies the San Marco Area as a historic neighborhood that contributes to the sense of place of the District with distinct building scale, architecture and public spaces. While protecting these identifying elements of the neighborhood, the Vision Plan explains that additional growth and density could be supported along the edges of the neighborhood and more specifically along Hendricks Avenue. The Plan continues stating that in San Marco “new development which abuts existing neighborhoods should be compatible with existing neighborhood design, character scale, height, massing and use.” The proposed amendment is consistent with the Southeast Jacksonville Vision Plan, and site design details can be addressed via the companion PUD application.

North San Marco Neighborhood Action Plan

The subject site is located within the boundaries of the North San Marco Neighborhood Action Plan. The Plan identifies the area of the subject site as the “Atlantic Boulevard Corridor” and provides design recommendations, so long as the design features are consistent with the San Marco Zoning Overlay. Specifically for this area, the Plan focuses on development's consideration of pedestrian-scale design features and shared parking. The Plan states that the “Church has the potential to work with future development efforts to utilize their property in a more efficient manner.” Consistency with the North San Marco Neighborhood Action Plan is to be implemented via the PUD zoning district.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Communities and Affordable Housing Subject Area:

Objective: Improve Quality of Life and Provide Quality Places in Northeast Florida

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

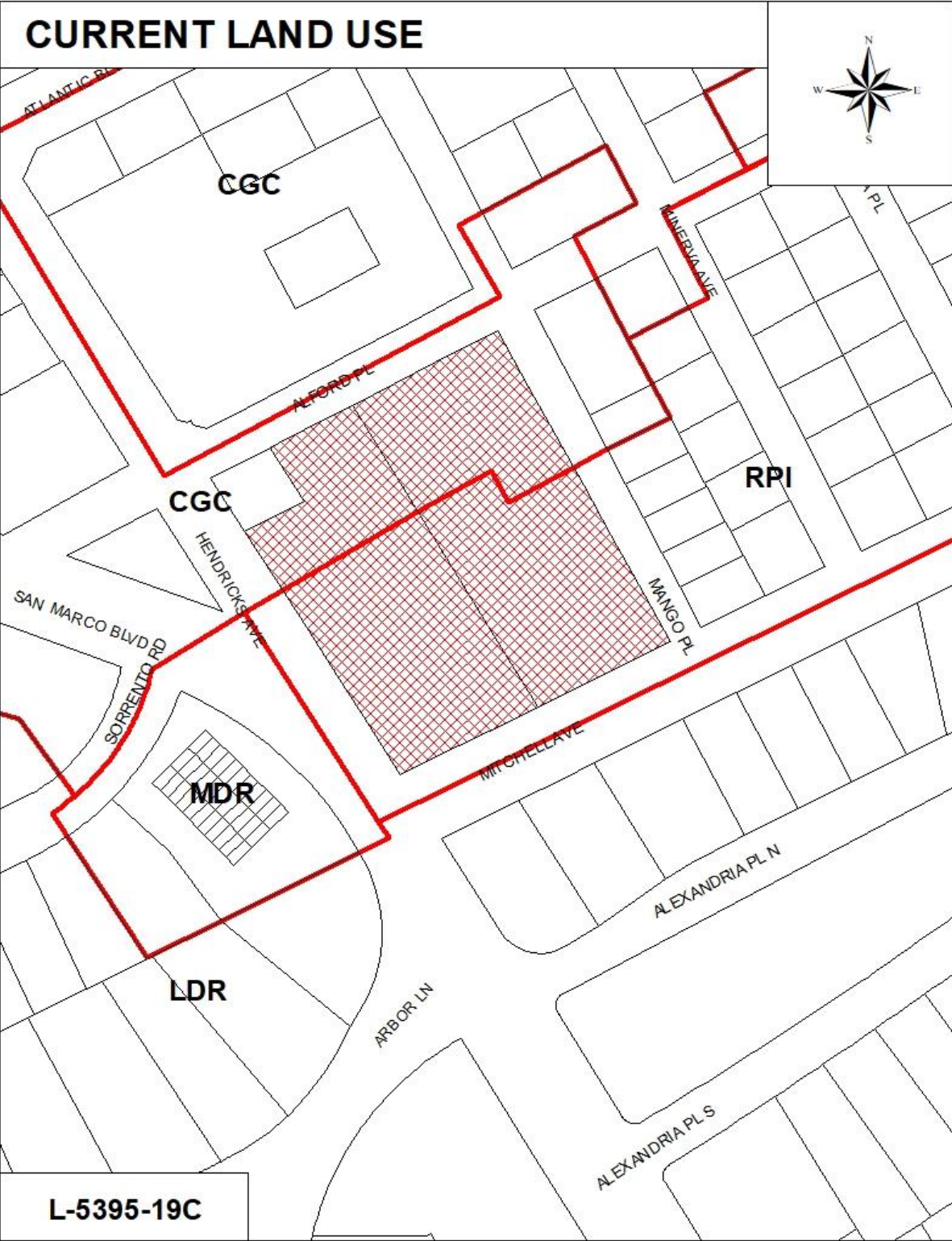
The proposed amendment is also consistent with the following Objective and Policy of the Regional Health Subject Area:

Objective: Housing Options that Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment is consistent with Policy 3 of the Communities and Affordable Housing Subject Area as it provides infill development in an existing and stable neighborhood environment. Additionally, the proposed project seeks to create additional housing opportunities and commercial activity in the area. The proposed land use amendment would create a location for the development of new housing stock for the area. Therefore, the proposed amendment is also consistent with Policy 21 of the Strategic Regional Policy Plan, Regional Health Element.

**LAND USE AMENDMENT SITE LOCATION AND
CURRENT LAND USE MAP**



LAND USE AMENDMENT SITE LAND UTILIZATION MAP

