

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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April 21, 2022

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-0193/Application No. L-5649-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond 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 2022-0193 on April 21, 2022.

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

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Joshua Garrison	Aye
Jason Porter	Aye
Jordan Elsbury	Absent

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – April 15, 2022

Ordinance/Application No.: 2022-193 / L-5649-21C
Property Location: 7071 103rd Street (SR 134)
Real Estate Number(s): 014334-0000
Property Acreage: 4.38 acres
Planning District: District 4, Southwest
City Council District: District 10
Applicant: Jennifer Brooks, Urbanest Group
Current Land Use: Community/General Commercial (CGC)
Proposed Land Use: Community/General Commercial (CGC) with Site Specific Future Land Use Element (FLUE) Policy 4.4.29
Current Zoning: Commercial Community/General-1 (CCG-1) and Commercial Community/General-2 (CCG-2)
Proposed Zoning: Planned Unit Development (PUD)
Development Boundary: Urban Development Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The applicant is proposing to change the hospitality use to residential use by converting the 101- room hotel into 103 multi-family mixed-income residential units. The applicant has a successful history of such renovations to help meet housing needs of various cities.

BACKGROUND

The 4.38 acre subject site is located on the north side of 103rd Street (SR 134), a minor arterial road, and on the east side on the northbound Interstate-295 ramp. The property is also located on the south side of Salk Avenue, a local roadway as classified by the City’s Functional Highway Classification Map. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Community/General Commercial (CGC) with Site Specific FLUE Policy 4.4.29 (detailed

below and included as Exhibit 1, filed on March 16, 2022, to the Ordinance) to allow for use of the site as a single-use multi-family residential development. The applicant is also proposing a companion rezoning from Commercial Community/General-1 (CCG-1) and Commercial Community/General-2 (CCG-2) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2022-194.

Proposed site specific FLUE Policy 4.4.29

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-193 for a Small-Scale Amendment is approved subject to the following site specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- o Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
- o Single use residential development shall be permitted on 100% of the site.

The site's location on the 103rd Street commercial corridor provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

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

North: Land Use: Low Density residential (LDR) and Public Buildings and Facilities (PBF)

Zoning: Residential Low Density (RLD-60) and Public Buildings and Facilities-2 (PBF-2)

Property Use: Single-family dwellings, mobile homes, vacant land and cemetery

South: Land Use: CGC

Zoning: PUD, CCG-1, Commercial Community/General-2 (CCG-2) and Commercial Office (CO)

Property Use: Vacant undeveloped land, warehouse and mini-storage

East: Land Use: CGC, Residential-Professional-Institutional (RPI) and LDR

Zoning: CCG-1, CO, CCG-2, Commercial Residential Office (CRO) and RLD-60

Property Use: Convenience store/gas station, vacant undeveloped land, single-family dwellings, office, and car wash.

West: Land Use: CGC

Zoning: CCG-1

Property Use: Vacant land. I-295 and I-295 Northbound Ramp

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.

Where there is not an associated site specific policy or note on the annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

Impact Assessment Baseline Review

Application Number – L-5649-21C

Development Analysis		4.38 Acres
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	103 rd Street (SR-134) - minor arterial Salk Avenue – local road	
Plans and/or Studies	Southwest Jacksonville Vision Plan	
Site Utilization	Current: Hotel	Proposed: Multi-family
Land Use / Zoning	Current: CGC / CCG-1	Proposed: CGC with Site Specific Policy / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 20% non-residential at 0.35 FAR and 80% residential at 30 multi-family DUs per acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: Per Site Specific Policy – 30 multi-family DUs per acre
Development Potential	Current: Scenario 1: : 66,777 sq. ft. Commercial space Scenario 2: 13,355 sq. ft. Commercial space and 105 multi-family DUs	Proposed: Scenario 1: 66, 777 sq. ft. Commercial Space Scenario 2: 131 Multi-family dwelling units
Net Increase/Decrease in Maximum Density	Scenario 1: Not change Scenario 2: Increase in 26 DUs	
Net Increase/Decrease in Potential Floor Area	Scenario 1: No change Scenario 2: Decrease of 13,355 sq. ft. commercial space	
Population Potential	Current: Scenario 1: 0 people Scenario 2: 246 people	Proposed: Scenario 1: 0 people Scenario: 307 people

Development Analysis		4.38 Acres
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	300 ft. Height Restriction Zone for Naval Air Station Jacksonville and Herlong Recreational Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0 to 4 inches Recharge Area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: no net new daily trips	
Potential Public School Impact	Scenario: Increase of 31 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: No change Scenario 2: Increase of 5,442.3 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: No change Scenario 2: Increase of 4,081.7 gpd	
Potential Solid Waste Impact	Scenario 1: No change Scenario 2: Increase of 46.232 tons per year	
Drainage Basin/Sub-basin	Basin: Ortega River / Sub-basin: Fishing Creek	
Recreation and Parks	Cedar Hills Park	
Mass Transit Access	Bus Stop 2475 Cemetery Road and 103rd Street: Bus Route 16	
Natural Features		
Elevations	44 to 54 feet above mean sea level	
Land Cover	1400: Commercial and Services	
Soils	(32) Leon fine sand	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	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).

A JEA availability letter, dated March 22, 2022 has been provided for the subject site as part of the companion rezoning application. The letter states that the existing sewer and water service serving the hotel may be used for the proposed apartment conversion if the services are adequate with appropriate easements. In addition, there is an existing 8 inch water main and an existing 2.5 inch force sewer main on Daniell Terrace. This would be consistent with FLUE Policy 1.2.9.

Future Land Use Element

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The subject site is 4.38 acres and is accessible from 103rd Street (SR 134), a minor arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from Community General Commercial (CGC) land use to CGC land use subject to a site-specific policy that allows for 100% of residential uses.

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 land use would result in 2,705 or 1,435 daily trips depending on the scenario. If the land use is amended to allow for this proposed CGC with a site-specific policy, this will result 883 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in no net new daily trips when compared to the existing land use. SR 134 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer.

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
CGC	821	66,777 SF	T = 67.52 (X) / 1000	4,509	1,804	2,705
Existing Scenario 1 Total						2,705
Current Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC-N	822	13,355 SF	T = 54.45 (X) / 1000	727	0	727
CGC-R	220	105 MF DUs	T = 6.74 (X)	708	0	708
Existing Scenario 2 Total						1,435
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- R	220	131 MF DUs	T = 6.74 (X)	883	0	883
Proposed Scenario 2 Total						883
Scenario 1 Net New Daily Total						0
Scenario 2 Net New Daily Total						0

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

School Capacity

The 4.38 acre proposed land use map amendment has a development potential of 131 dwelling units and 31 new students. 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 as shown in "Attachment A".

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

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

Objective 3.2 **Adopted Level of Service (LOS) Standards**
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the

percentage occupied may not appear correct due to ESE space requirements as shown in "Attachment B".

Archaeological Sensitivity

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.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 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 protections. 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 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian 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 Floridian Aquifer Recharge GIS grid coverage.

Airport Environment Zone

The site is located within the 300 foot Height and Hazard Zone for the Naval Air Station Jacksonville and Herlong Recreational Airport. 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 24, 2022, the required notices of public hearing signs were posted. Thirty (30) 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 March 28, 2022. No members of the public attended to speak on the proposed amendment.

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 Urban Priority Area (UPA), the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

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.

Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:

- A. Fosters vibrant, viable communities and economic development opportunities;
- B. Addresses outdated development patterns;
- C. Provides 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.

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 1.1.21 Future 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 of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. 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 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be

served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Policy 1.3.8 The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

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 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policy 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the of the areas served, availability of public facilities, and market demands.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Property Rights Element (PRE)

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

- Objective 1.1 Local decision-making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

- Policy 1.1.1 The City will ensure that private property rights are considered in local decision-making.

- Policy 1.1.2 The following rights shall be considered in local decision making:
 - 1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 - 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
 - 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
 - 4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), 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. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC in the Urban Development Area also allows for multi-family residential at densities up to 40 units per acre in the Urban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

The applicant is proposing a change from CGC to CGC with site specific Future Land Use Element (FLUE) Policy 4.4.29. The site specific policy exempts the subject site from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting roadways classified as arterials or higher on the Functional Highway Classification Map and permits single use residential development on 100% of the site. The site's location on 103rd Street Road commercial corridor provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services and therefore provides consistency with FLUE Policy 1.1.25.

The existing and proposed CGC designation is consistent and compatible with the existing commercial corridor along 103rd Street consistent with FLUE Goal 1 and Policies 1.1.5, 3.2.1 and 3.2.7. Further, the site offers an infill redevelopment opportunity on a site that has existing infrastructure consistent with FLUE Objective 6.3.

While CGC is a commercial category, it also allows for residential development. The companion PUD rezoning application and site specific policy indicate an intent to convert the site to residential development. The proposed use of the site as a residential development would allow for a wider mix of uses along the 103rd Street corridor, consistent with Goal 3 of the FLUE, and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area, consistent with FLUE Objective 3.1. Additionally, the proposed companion PUD rezoning allows for an opportunity to offer innovative site design techniques, consistent with FLUE Policy 1.1.12.

The proposed amendment would encourage reuse of the site within the Urban Development Area, where access to full urban services, including public transit, is available, along with a mix of uses. The proposed reuse of the site as residential will broaden the mix of uses in the area. As such, the proposed amendment is consistent with FLUE Policies 1.1.22, 1.1.25, 1.3.8 and 3.1.6.

The proposed small scale amendment would have no impact on the amount of CGC designated land throughout the City, as the site is already designated as CGC. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

A JEA availability letter, dated March 22, 2022, has been provided for the subject site as part of the companion rezoning application. The letter states that the existing sewer and water service serving the hotel may be used for the proposed apartment conversion if the services are adequate with appropriate easements. In addition, there is an existing 8 inch water main and an existing 2.5 inch force sewer main on Daniell Terrace. This would be consistent with FLUE Policy 1.2.9.

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.

Southwest Jacksonville Vision Plan

The subject property is located within the boundaries of the Southwest Vision Plan. The subject site is located within the area of the plan called the Suburban Area, Cedar River Character Area. Theme 3, Policy states, "Promote increased development and redevelopment in centers and organize new growth within the district". The proposed amendment to CGC with Site Specific Policy 4.4.29 would result in the repurpose of commercial property for residential uses. The residential use would not encroach into existing residential neighborhood to the north. The traffic impact analysis conducted by the Transportation Division of the Planning Department shows that the proposed

amendment would result in no net increase of daily trips. Therefore, the proposed amendment would provide a higher density development while limiting the impact on nearby roadways, consistent with the Southeast Vision Plan.

Strategic Regional Policy Plan

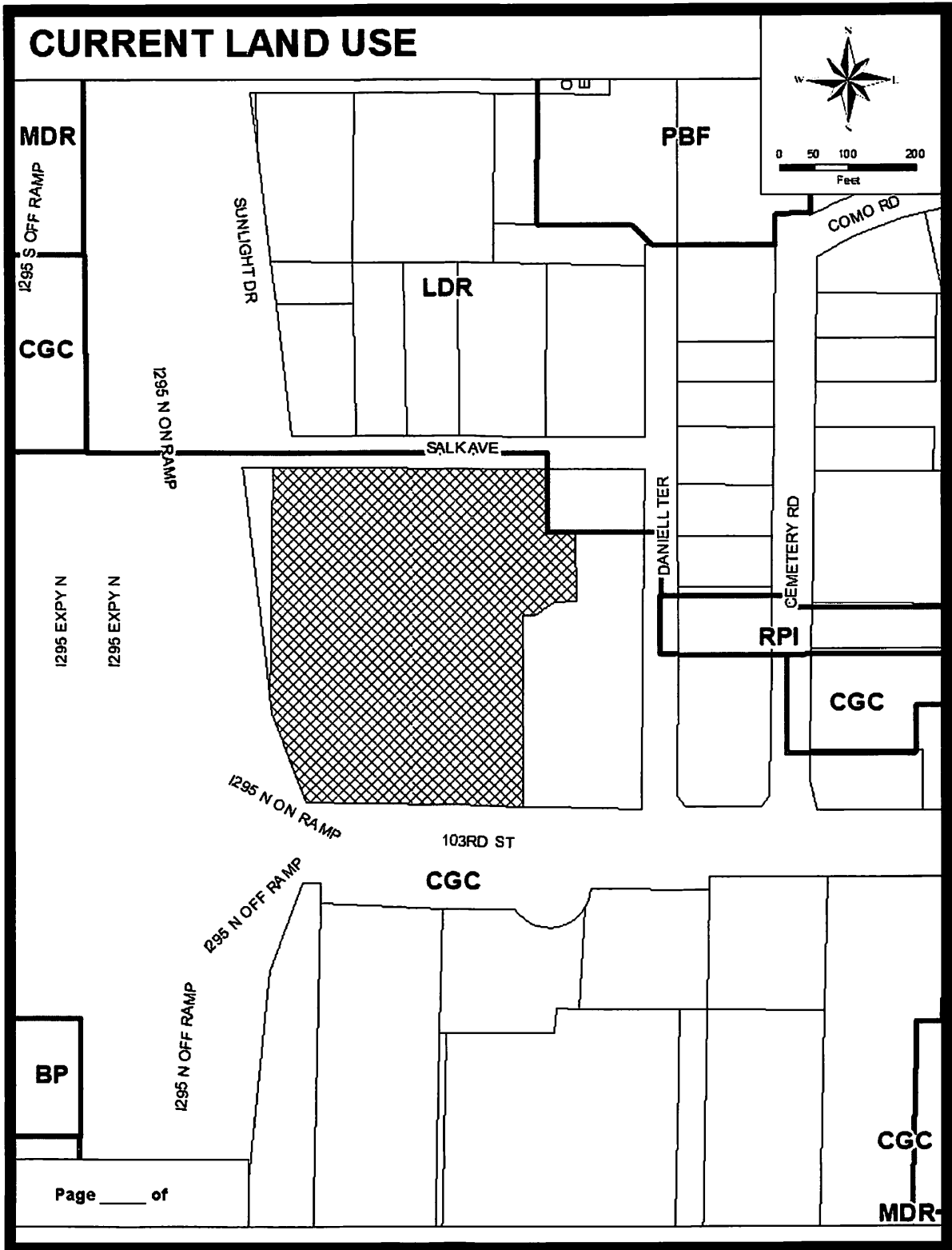
The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Objective: A region where all people can thrive

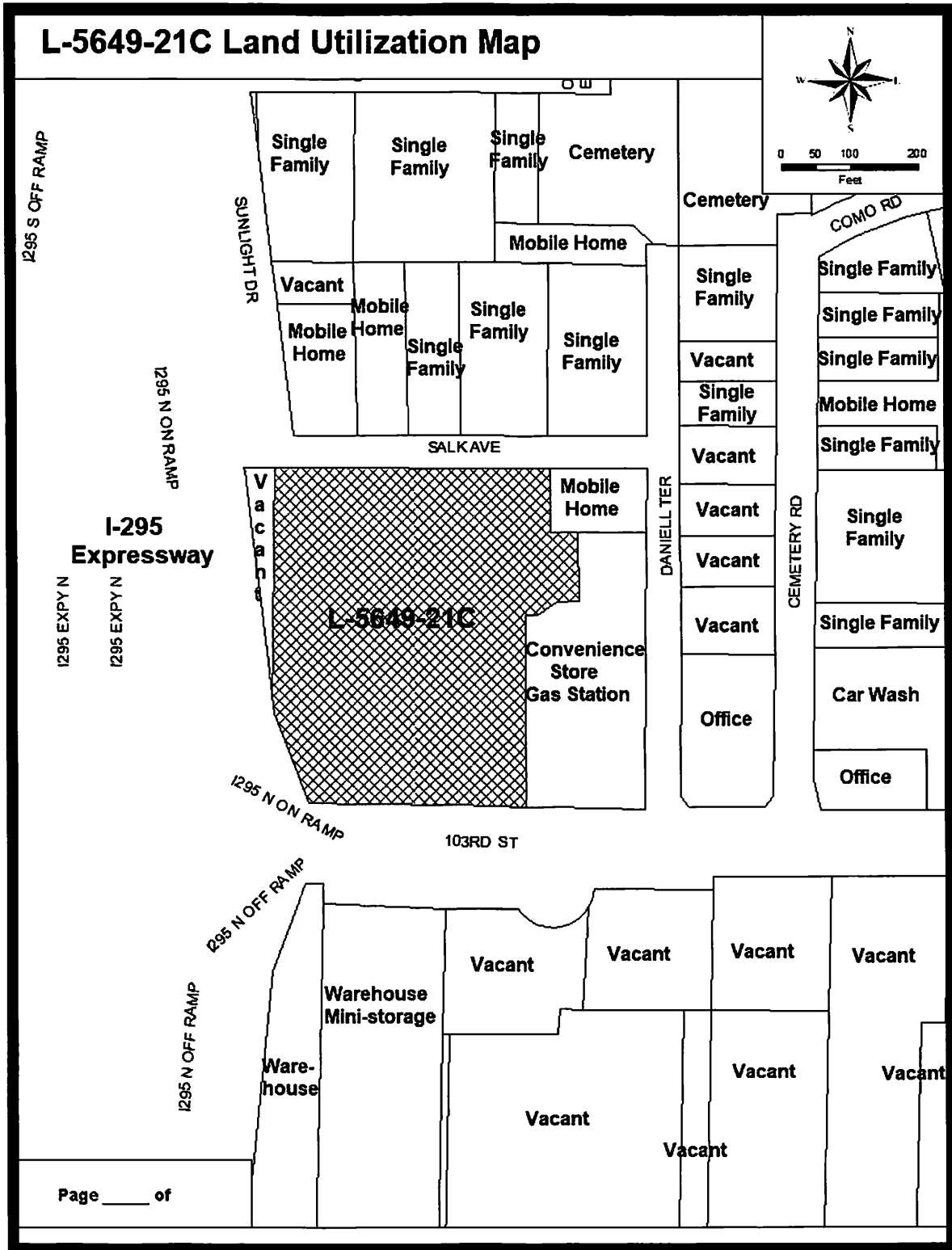
Policy 4: Non-compact development patterns and limited mobility options are a barrier to success for all, and have a greater impact on low-income residents, seniors and those with disabilities or health challenges. The Region supports more compact development connected by transportation corridors.

The proposed land use amendment is located on a minor arterial road way with immediate access to Interstate 295 and therefore would support a residential development connected by transportation corridors, consistent with Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE AMENDMENT MAP



LAND USE AMENDMENT LAND UTILIZATION MAP



Attachment A – School Impact Analysis

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5649-21C 103rd Street Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 2/4/2022 REVISED: 4/4/2022							
Analysis based on maximum dwelling units: 131							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1&7
Elementary	2	5,958	73%	16	69%	2,675	8,751
Middle	2	2,640	70%	6	65%	69	756
High	2	3,122	80%	9	82%	1,009	1,866
Total New Students				31			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5649-21C 103rd Street Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 2/4/2022 REVISED: 4/5/2022						
Analysis based on maximum dwelling units: 131						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Jacksonville Heights ES #229	8	16	916	528	58%	73%
Charger Academy #216	2	6	1438	921	64%	65%
Westside HS #241	8	9	1786	1464	82%	91%
		31				

NOTES:

¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-125
 MS-051
 HS-074
 0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.