



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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

www.Jacksonville.gov

January 9, 2025

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

RE: Planning Commission Advisory Report / Ordinance No. 2024-914/Application No. L-5945-24C

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

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2024-914 on January 9, 2025.

P&DD Recommendation	APPROVE
PC Issues:	No Issues
PC Vote:	6-0 APPROVE
Michael McGowan, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Charles Garrison	Aye
Julius Harden	Absent
Moné Holder	Aye
Ali Marar	Absent
Jack Meeks	Absent
Tina Meskel	Aye

Planning Commission Report
January 9, 2025
Page 2

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

Sincerely,



Helena A. Parola, MAURP

Chief of Community Planning

City of Jacksonville - Planning and Development Department

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Jacksonville, FL 32202

(904) 255-7842

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – January 3, 2025

Ordinance/Application No.: 2024-914 / L-5945-24C

Property Location: 901, 937, and 940 Main Street North, between Laura Street North and Ocean Street

Real Estate Number(s): 074367-0000; 074378-0000; 074386-0000

Property Acreage: 5.16 acres

Planning District: District 1, Urban Core

City Council District: District 7

Applicant: Cyndy Trimmer, Esquire

Current Land Use: High Density Residential (HDR – 1.5 acres), Community/General Commercial (CGC – 0.89 acres), Public Buildings and Facilities (PBF – 2.45 acres), and Recreation and Open Space (ROS – 0.32 acres)

Proposed Land Use: Regional Commercial (RC) with Site-Specific FLUE Policy 4.4.45 (5.16 acres)

Current Zoning: Planned Unit Development (PUD – 2.39 acres) and Public Buildings and Facilities – 1 (PBF-1 – 2.77 acres)

Proposed Zoning: Planned Unit Development (PUD – 5.16 acres)

Development Boundary: Urban Priority Area (abuts Downtown to the south)

RECOMMENDATION: ***APPROVE***

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant seeks RC land use amendment to permit mixed use development as reflected in the attached RC land use justification and proposed site-specific policy.*

* Please see the applicant’s justification for RC land use for Main Street Mixed-Use Project at the end of this report.

BACKGROUND

The 5.16-acre subject site consists of three parcels with multiple addresses located on Main Street North (US-1, SR-5) and State Street West, both major arterial roads and Laura Street North, a collector road, and Ocean Street North, a local road. Hogan's Creek borders part of the site to the north. Part of the site abuts Confederate Park to the north and east. The Springfield Historic District abutgs the site to the north and The applicant is proposing a Future Land Use Map (FLUM) amendment from High Density Residential (HDR), Community/General Commercial (CGC), Public Buildings and Facilities (PBF), and Recreation and Open Space (ROS) to Regional Commercial (RC) with Site-Specific Future Land Use Element Policy 4.4.45 (detailed below and included as Exhibit 3, dated August 26, 2024, to the ordinance) to allow for a mixed use development with a maximum development potential of ether 250,000 square feet of non-residential uses and 1,100 multifamily residential dwelling units or, under the second scenario, a maximum of 895,000 square feet of which a maximum of 720,000 square feet may be educational use and 450 dwelling units. The applicant is also proposing a companion rezoning from Planned Unit Development (PUD) and Industrial Light (IL) to PUD. The companion rezoning application is pending concurrently with this application, pursuant to Ordinance 2024-915.

Because the subject site abuts Hogan's Creek to the north, the application was reviewed by the City of Jacksonville Waterways Commission on December 12, 2024. There are no wetlands on the site, however. The Commission approved the application.

Currently, the site contains an abandoned parking garage and educational buildings for Florida State College at Jacksonville. Based on a review by the Historic Preservation Section, two buildings on site have recorded Florida Master Site Files. The property on 937 North Main Street containing the Claude Nolan Cadillac Dealership Garage Building and Warehouse. The site on 940 North Main Street contains the Old City Engineers Building. Details of the analysis are below.

The southeast parcel included in the site was subject to a land use change from CGC to HDR in 2017 pursuant to ordinance 2017-483-E. No other surrounding parcels have been subject to recent land use amendments.

FLUE Site Specific Policy with L-5945-24C / Ordinance 2024-914
August 26, 2024

FUTURE LAND USE ELEMENT

Policy 4.4.45

Pursuant to Ordinance 2024-915, a small-scale amendment is approved that designates a 5.16-acre RC land use category site on the Future Land Use Map. In order to implement an appropriate transition of density and scale in urban, infill development, including adaptive reuse of a landmark structure, with vertical and horizontal integration of mixed-use development, and smart growth techniques as called for in the RC land use category, development is subject to the following site-specific conditions:

(1) Development shall allow for the following uses: (a) all non-residential principal and secondary uses in the Community/General Commercial (CGC) land use category; (b) multifamily residential; and (c) colleges, universities, and related uses including administration facilities and student housing.

(2) Development Option 1 shall be limited to a maximum of 250,000 square feet of non-residential uses and 1,100 multifamily residential dwelling units.

(3) Development Option 2 shall be limited to a maximum of 895,000 square feet of which a maximum of 720,000 square feet may be educational use and 450 dwelling units.

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

North: Land Use: ROS, PBF, CGC
Zoning: PUD, PBF-1, CCG-S
Property Use: Park, JEA Facility, Restaurant, Springfield Historic District

South: Land Use: Central Business District (CBD)
Zoning: Commercial Central Business District (CCBD)
Property Use: Commercial and Parking, Church, Downtown Jacksonville

East: Land Use: ROS, CGC, RPI, BP
Zoning: PBF-1, CCG-2, PUD
Property Use: Park, Vacant, Commercial, and the Armory Building

West: Land Use: PBF, ROS
Zoning: PBF-1, ROS
Property Use: JEA Facility, Parking, Educational uses.

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

Development Analysis		5.16 acres / 224,769 sq. ft.
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	West – Laura St. N. – Collector South – State St. W (US-23) – Major Arterial East – Main Street N (US-1 / SR-5) – Major Arterial	
Plans and/or Studies	Abuts/outside of downtown CRA boundary Abuts/outside of Downtown NAP Neighborhood LUZ Plan 77 (small portion)	
Site Utilization	Current: Vacant and temp JSO services	Proposed: Mixed Use Development, parking, residential
Land Use / Zoning	Current: HDR, CGC, PBF, ROS / PUD, PBF-1	Proposed: RC / PUD
Development Standards for Impact Assessment	<p>Current:</p> <p>Scenario 1: HDR: 60 MF DU/Acre PBF: 0.3 FAR ROS: 0.15 FAR CGC: 0.35 FAR</p> <p>Scenario 2: HDR: 60 MF DU/Acre PBF: 0.3 FAR ROS: 0.15 FAR CGC: 45 MF DU/Acre</p>	<p>Proposed:</p> <p>Pursuant to FLUE Site Specific Policy 4.4.45:</p> <p>Scenario 1: 250,000 sf of CGC uses 1,100 MF DU</p> <p>Scenario 2: 720,000 SF educational uses 175,000 sf CGC uses 450 MF DU</p>
Development Potential	<p>Current:</p> <p>Scenario 1: HDR: 90 DU PBF: 32,016 SF ROS: 2,091 SF CGC: 13,569 SF</p> <p>Scenario 2: HDR: 90 DU PBF: 32,016 SF ROS: 2,091 SF</p>	<p>Proposed:</p> <p>Scenario 1: 250,000 sf of CGC uses 1,100 MF DU</p> <p>Scenario 2: 720,000 SF educational uses 175,000 sf CGC uses</p>

Development Analysis		5.16 acres / 224,769 sq. ft.	
	CGC: 40 DU	450 MF DU	
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 1,010 DU Scenario 2: Increase of 360 DU		
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 236,431 sf CGC uses Decrease of 32,016 sf of PBF uses Decrease of 2,091 sf of ROS uses Scenario 2: Increase of 720,000 educational uses Increase of 175,000 sf of non-residential uses Decrease of 32,016 PBF uses Decrease of 2,091 sf of ROS uses		
Population Potential	Current: Scenario 1: 211 people Scenario 2: 305 people	Proposed: Scenario 1: 2,585 people Scenario 2: 1,057 people	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Zone C		
Airport Environment Zone	Portion is in the 500' Height and Hazard Zone for Herlong Recreational Airport		
Industrial Preservation Area	No		
Cultural Resources	Yes – Memo attached		
Archaeological Sensitivity	High and Medium		
Historic District	No		
Coastal High Hazard	No		
Adaptation Action Area	¾ of site is in the AAA		
Groundwater Aquifer Recharge Area	Discharge		
Wellhead Protection Zone	750' Buffer		
Boat Facility Siting Zone	N/A		
Brownfield	Study Area, Main Street Coal Gasification/EHT Corp. (northeast portion), and Park View Inn (southeast portion)		
Public Facilities			
Potential Roadway Impact	Scenario 1: 8,149 net new daily trips		

Development Analysis	5.16 acres / 224,769 sq. ft.
	Scenario 2: 12,214 net new daily trips
Potential Public School Impact	274 students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 246,925 gpd Scenario 2: Increase of 132,082 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 185,194 gpd Scenario 2: Increase of 99,062 gpd
Potential Solid Waste Impact	Scenario 1: Increase of 2,950 tons per year Scenario 2: Increase of 2,209 tons per year
Drainage Basin/Sub-basin	St. Johns River Upstream of Trout River / Hogan Creek
Recreation and Parks	Confederate Park
Mass Transit Access	Routes 10, 19, and 109
Natural Features	
Elevations	2' to 18'
Land Cover	1400: Commercial and services
Soils	69: Urban Land 7: Arents, nearly level
Flood Zones	½ of site is in either 0.2% chance or AE zones
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant has provided a JEA Availability Letter dated March 28, 2024. According to the letter, the site has access to potable water via existing 12-inch water mains along East State Street, North Laura Street, and a 14-inch water main on Main Street North. A sewer connection is available via an existing 18-inch gravity sewer main along North Main Street at the State Street East intersection. According to the application, the applicant intends to use JEA water and sewer services.

Future Land Use Element

Policy 1.2.8

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

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.

2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.

3. Subdivision (non-residential and residential) where:

a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.

b. Each lot is a minimum of ½ acre unsubmerged property.

c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 5.16 acres and is located on the northeast and northwest corner of Main Street and State Street, which are both FDOT Principal Arterial roadways. This segment of Main Street (US-1/SR-5) between State Street and 8th Street is operating at 27% of capacity. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use High Density Residential (HDR), Community/General Commercial (CGC), Public Buildings & Facilities (PBF), and Recreational Open Space (ROS) to Regional Commercial (RC).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the 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 HDR, PBF, ROS, and CGC land use would result in 1,561 or 1,314 trips. If the land use is amended to allow for this proposed RC development, this will result in 9,710 or 13,528 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 8,149 or 12,214 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer and FDOT to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
HDR	222	90 MF DUs	T = 4.54 (X)	409	0	409
CGC	822	13,569 SF	T = 54.45 (X) / 100	739	310	429
PBF	730	32,016 SF	T = 22.59 (X) / 100	723	0	723
ROS	411	2,091 SF	T = 0.78 (X)	0	0	0

				<i>Total Trips for Existing Land Use- Scenario 1</i>		<i>1,561</i>
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
HDR	222	90 DUs	T = 4.54 (X)	409	0	409
CGC	222	40 DUs	T = 4.54 (X)	182	0	182
PBF	730	32,016 SF	T = 22.59 (X) / 100	723	0	723
ROS	411	2,091 SF	T= 0.78 (X)	0	0	0
				<i>Total Trips for Existing Land Use- Scenario 2</i>		<i>1,314</i>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RC	820	250,000 SF	T = 37.01 (X) / 100	9,435	4719	4,716
RC	222	1,100 MF DUs	T = 4.54 (X)	4,994	0	4,994
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		<i>9,710</i>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RC	820	175,000 SF	T = 37.01 (X) / 100	6,659	3,304	3,355
RC	222	450 MF DUs	T = 4.54 (X)	2,043	0	2,043
RC	710	750,000 SF	T = 10.84 (X) / 100	8,130	0	8,130
				<i>Total Trips for Proposed Land Use- Scenario 2</i>		<i>13,528</i>
				Scenario 1 Difference in Daily Trips		8,149
				Scenario 2 Difference in Daily Trips		12,214

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

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. EPD was provided with the land use application and the development potential of the proposed land use amendment change. EPD provided the following comment:

EPD Review:

The proposed property in land use amendment L-5945-24C will be near State Street, indicating sufficient access to I-95 (1.0 road miles), a primary evacuation route.

In consideration of the surrounding evacuation zones (Zone C), nearest evacuation routes, the estimate of 8,149 – 12,214 new daily trips, and the changes proposed through land use amendment application L-5945-24C would have a minimal impact on

countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

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.

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 5.16-acre proposed land use map amendment has a development potential of 1,100 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:

Application Review Request: COI PDD: School Impact Analysis
 Proposed Name: L-5945-24C Main Street North
 Requested By: Eric Hinton
 Reviewed By: Leovome Griggs
 Date: 11/25/2024

Analysis based on maximum dwelling units: **1,100**

School Type	CSA ¹	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2 & 7
Elementary	1	10,763	33%	137	55%	8,991	2,279
Middle	1	6,288	70%	55	81%	1,839	208
High	1	6,762	71%	81	64%	1,806	930
Total New Students				274			

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.119
 MS-.050
 HS-.078

0.248

The Student Distribution Rate is calculated for each school of type by dividing the total number of public school students enrolled in that school type in Duval County (102,110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

The available seats in the CSA and adjacent CSAs include concurrency reservations.

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 3.1 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 EE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review
 Proposed Name: L-5945-24C Main Street North
 Requested By: Eric Hinton
 Reviewed By: LeVonne Griggs
 Due: 11/29/2024

Analysis based on maximum dwelling units: 1,100

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
John E Ford K-8 #154	1	137	529	503	95%	84%
Mathew W. Gilbert MS#146	1	56	799	569	71%	69%
William M. Raines #165	1	81	1829	1384	76%	68%
		274				

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-.119

MS-.050

HS-.078

0.248

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 (102,110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

Airport Height Restriction Zone

The site is located within the 500-foot height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of 500 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.6 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. 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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Cultural Resources

The subject site contains a site listed on the Florida Master Site File. The application was routed to the Historic Preservation Section for review.

Historic Preservation Section Review:

The Historic Preservation Section has reviewed the three (3) properties listed in the provided Land Use Amendment application. The two (2) properties located at 937 North Main Street (RE: 074367-0000) and 940 North Main Street (RE: 074386-0000) have recorded Florida Master Site Files.

Based on archival records, property 937 North Main Street (RE: 074367-0000) is a designated local landmark (Ordinance 2013-0803) containing the Claude Nolan Cadillac Dealership Garage (c. 1911), Building (c. 1912), and Warehouse (c. 1911). These three (3) structures are a few of the last structures in Jacksonville that were designed by architect Henry J. Klutho.

Regarding property 940 North Main Street (RE: 074386-0000), archival records show that this site contains the Old City Engineers Building located on the southeast corner of the lot and a building known as 35 West State Street located on the southwestern side of the lot. The Old City Engineers Building is a Prairie style structure constructed around 1911 by W.P. Richardson & Company. The 35 West State Street building is a Masonry Vernacular style structure constructed in 1940. Both structures located at 940 North Main Street have had few alterations over time, which has resulted in retaining the individual architectural integrity of each structure.

Because properties 937 North Main Street (RE: 074367-0000) and 940 North Main Street (RE: 074386-0000) possess historical significance, potential development of the sites should respect their historic and archaeological resources. Any exterior work to structures on property 937 North Main Street, or the site itself, requires an approved Certificate of Appropriateness (COA) application before work can commence. Please note that when permits are applied for with the City, the permit may be flagged for Historic Preservation Section sign-off.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Downtown Brownfields Pilot Program Area

The property is located within the Downtown Brownfields Pilot Program Area. The City of Jacksonville designated properties in the downtown area as a Pilot Program Brownfields Area by City Council Resolution Number 2000-125-A. The property owner may request that the property be designated a Brownfields Site. A Brownfields Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Tax credits may be available for properties designated as a Brownfields Site.

Designated Brownfield Sites

The subject site contains two designated brownfields sites. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Tax credits may be available for properties designated as a Brownfield Site.

The site located at 901 North Main Street is referenced by the Department of Environmental Protection (DEP) as "Park View Inn" – DEP Site ID# BF160001017. The site was the former Main Street Manufactured Gas Plant (MGP) site, also known as the Confederate Park site. In 2018 the site's owner entered into a Brownfield Site Redevelopment Agreement (BSRA) with the DEP. At the time of this report, there is no Site Rehabilitation Cleanup Order (SRCO) listed on the DEP's website as remedial activities are still being performed.

The site located at 937 Main Street is referenced by the Department of Environmental Protection (DEP) as "Main Street MGP Brownfield Site/Confederate Park Site" – DEP Site ID# BF160001017. Though the City has designated the site a Brownfield, DEP has not. At the time of this report, the site does not have a BSRA, and no work has been performed to remediate the site.

Flood Zones

Approximately $\frac{1}{4}$ of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard and $\frac{1}{4}$ of the site is in the AE flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will

happen every 100 years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

0.2 PCT Annual Chance Flood Hazard – areas within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards.

AE Flood Zone – areas within the 100-year floodplain or SFHA where flood insurance is mandatory.

Conservation /Coastal Management Element (CCME)

Policy 2.6.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.6.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Policy 13.7.10 The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;

- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

Adaptation Action Area

Approximately 3.8 acres of the amendment site is in the AAA. The AAA boundary is a designation in the City’s 2045 Comprehensive Plan which identifies areas that experience coastal flooding due to extreme high tides and storm surge, and that is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. The AAA is defined as those areas within the projected limit of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone, and additional areas determined through detailed flood analysis.

The applicant is encouraged to consider site design measures, such as clustering development away from the AAA, to protect development from the impacts of flooding.

Conservation/Coastal Management Element

- Policy 13.1.2 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

- Policy 13.3.1 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

- Policy 13.3.6 In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development’s use of low impact development stormwater solutions.

Wellhead Buffer Zone

The land use amendment site is within the 750-foot buffer of a wellhead. The Environmental Quality Division is reviewing the application for possible impacts.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements, and a copy of the plugging and abandonment report shall be submitted to the EQD.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on December 16, 2024, the required notices of public hearing signs were posted. Twenty (22) 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 December 2, 2024. No members of the public attended to provide comments or ask questions.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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 defined in this Plan. The UPA does not include the Central Business District Land Use Category boundaries.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness 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 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or

C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

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

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

Policy 1.1.24 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;
6. Use of site design features that engage and enhance the pedestrian experience abutting collector roads and higher (public art, social connection, recreation and open spaces, pedestrian entries and transparency); and
7. Create walkable neighborhoods.

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

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Objective 1.6 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.

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 residents. 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 Comprehensive Plan and Land Development Regulations.

- Objective 3.2 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 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.2 The City shall encourage, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

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.

High Density Residential (HDR) is intended to provide compact high density residential development and transitional uses between lower density residential uses and commercial or office uses and public and semi-public use areas. High rise multi-family and mixed-use developments should be the predominant development typology in this category. Development within the category should be compact and connected and should support multi-modal transportation.

Public Buildings and Facilities (PBF) is a broad land use category that is intended to accommodate major public use or community service activities. Siting public/semi-public facilities that are allowed in commercial, light and heavy industrial, residential and institutional categories as supporting uses will not require plan amendments. Some major uses, however, because of their scale and potential community impacts, may only be sited in this plan category.

Recreation and Open Space (ROS) is a category that includes lands used for activities that are associate with outdoor recreation.

Regional Commercial (RC) uses are intended to accommodate development and redevelopment of areas pursuant to a master plan that is implemented through a Planned Unit Development (PUD) or a Transit Oriented Development (TOD) Zoning Overlay. The RC designation shall be implemented to facilitate innovative site planning, adaptive reuse, infill development and smart growth techniques and to allow for flexible and creative integration of uses that would not otherwise be accommodated under other land use categories. New development within the RC category shall be for sites under 250 acres in size, shall generally include a mix of both residential and non-residential uses, and are discouraged in the Rural Development Area. Plan amendment requests for new RC designations shall be accompanied by a site-specific policy. The policy shall provide for a list of the permitted uses and density and intensity of uses along with any additional information deemed necessary. Gross acreage shall be used in calculating residential densities. The RC category shall be limited to projects that exhibit innovative and creative development concepts and shall not be used as a mechanism to circumvent application other land use categories. Additionally, development in the RC category will be implemented through a PUD Zoning District or TOD Zoning Overlay.

Additional criteria regarding development typology and land development regulations are included in the RC category description and are summarized as described below:

- Preferred in locations are those which are supplied with full urban services, located in close proximity to a roadway classified as a collector or higher and located within the Suburban Development Area.
- Enables innovation and creativity in development that could not otherwise be accommodated under other land use categories.
- Furthers smart growth practices as defined in FLUE Policy 1.1.24
- Directs development away from environmentally sensitive lands.

The applicant is proposing a change from CGC, HDR, PBF, and ROS to RC with FLUE Site Specific Policy 4.4.45 to allow for mixed use development that may include up to 1,100 dwelling units, 250,000 square feet of CGC uses, and 720,000 square feet of educational uses, depending on the scenario. The site is in the Urban Priority Development Area and abuts 2 major arterial roadways and a collector road. The site has access to JTA bus routes 10, 19, and 109, the Skyway, and the First Coast Flyer Red Line due to its close proximity to the Rosa Parks Station, encouraging interconnectivity with public transportation. The provision of housing, employment, and/or educational opportunities at the intersection of the Central Business District and the Springfield Historic District is complementary to meeting the housing, employment, and educational needs of the area while also meeting the goal of creating a land use pattern that minimizes vehicle miles traveled. Therefore, the amendment is consistent with FLUE Goals 1 and 3, Objective 3.1 and 3.2, and Policies 1.1.21, 1.1.22, 1.1.24, and 3.2.1.

Consistent with FLUE Policy 1.2.8, the applicant has provided a JEA Availability Letter dated February 21, 2024 as part of the companion rezoning application. According to the letter, the proposed development has access to both water and sewer services. As identified in the land use application and the companion PUD rezoning, it is the intent of the applicant to connect to JEA water and sewer services for the development.

The property consists of vacant, underutilized, and blighted land in the Urban Priority Development Area which has access to centralized water and sewer services and a mass transit hub. The proposed land use amendment to RC would allow for commercial and residential infill redevelopment. Thus, the proposed amendment is consistent with FLUE Objective 1.6 and Policy 3.2.2.

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.

Springfield Neighborhood Plan

A small portion of the subject site is located within the boundaries of the 1977 Springfield Neighborhood Plan. The Springfield Neighborhood Plan was implemented over forty-five

years ago and has since been replaced by the Springfield Zoning Overlay, which was implemented in 1998 and covers the boundaries of the Springfield Historic District, which was established in 1992. The subject site is located outside the boundaries of the overlay and is, therefore, not subject to the provisions of the Springfield Zoning Overlay or the Springfield Historic District.

Vision Plan

The application site lies within the Urban Core Vision Plan. Guiding Principle 2 of the plan calls for promoting mixed-use/mixed-income redevelopment and infill. The proposed amendment would allow for a mixed-use development consisting of commercial, residential, educational, and/or office uses. Redevelopment will also revitalize a blighted area near the Rosa Parks Transit Station, a major transportation hub, which is consistent with the redevelopment recommendations in the Urban Core Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal, Objective and Policy of the Strategic Regional Policy Plan:

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

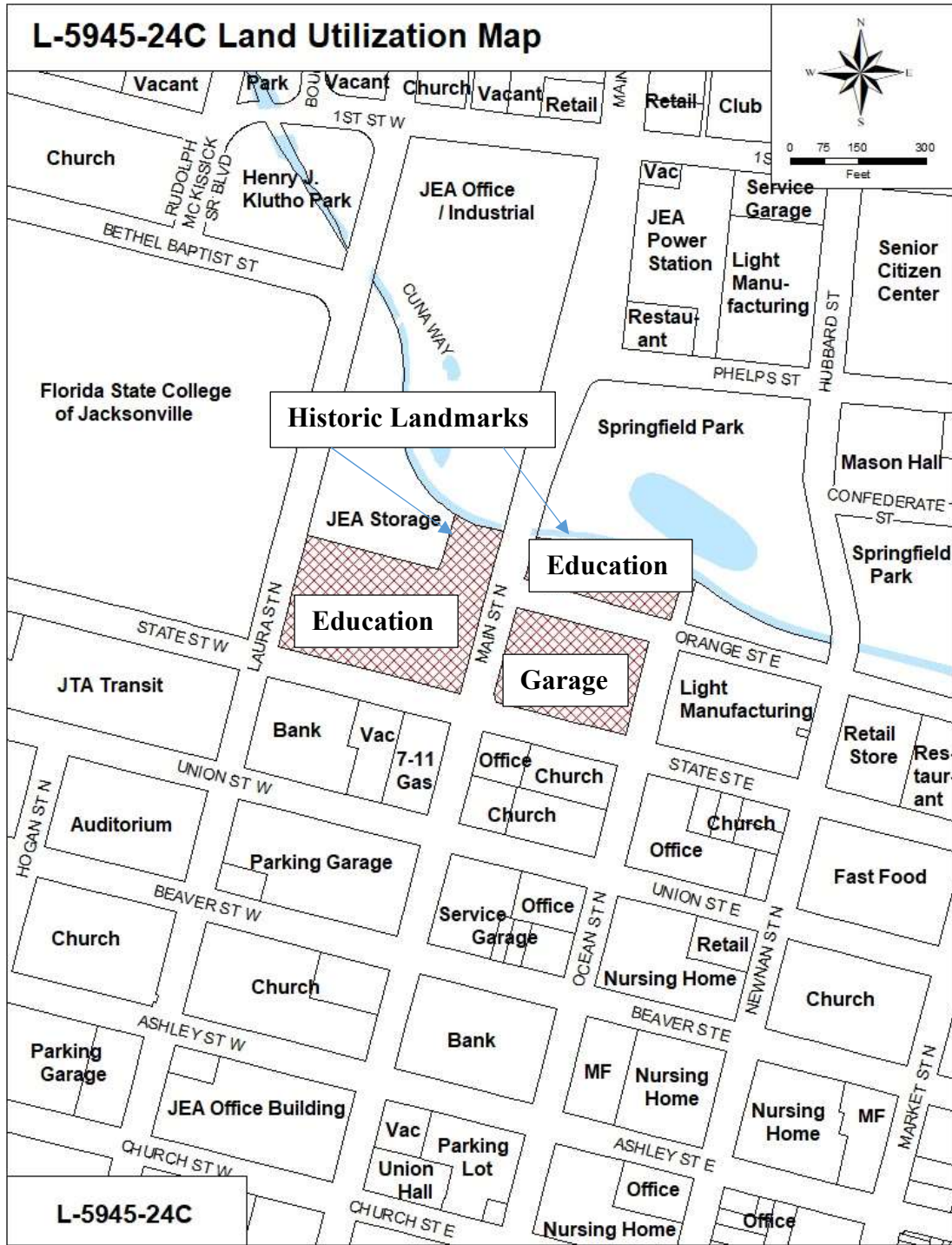
OBJECTIVE: MOBILITY – PEOPLE BENEFIT FROM MOBILITY AND ACCESS

Policy 1: The Region supports: strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

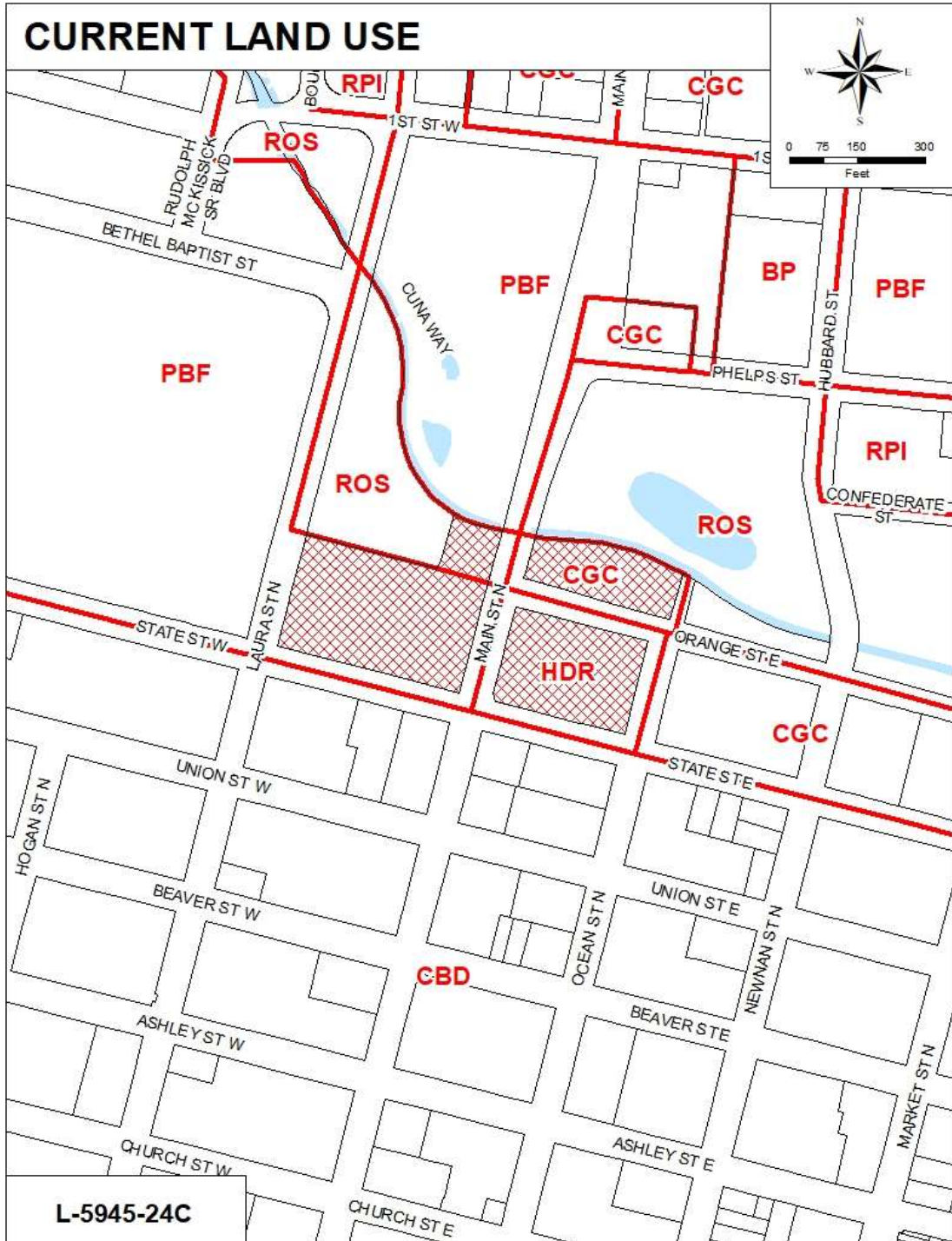
- Mixed-use communities that integrate residential and employment-generating land uses to reduce the need to travel great distances for work.

The proposed land use amendment would allow for the development of a mixed-use development consisting of commercial, residential, educational and/or office uses. The amendment would allow for increased opportunities for residential development, providing a wider range of housing in the northeast Florida region and creating a location for the development of new housing stock for the area. Additionally, the mixed-use development would allow for the integration of residential and employment generating land uses offering an opportunity to reduce commute distance. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

Land Use Amendment Location and Utilization Map



Current Land Use Map



Applicant's Justification for RC Land Use

RC land use justification for Main Street Mixed-Use Project - 901, 937 and 940 Main Street North (RE#s 074378 0000, 074386 0000, and 074367 0000)

Applicant requests the RC land use designation to permit transitional urban infill development of three blocks located between the Downtown Overlay and Springfield Historic District. In addition to its position between two overlay districts, the site is uniquely situated along two FDOT principal arterials (State Street and Main Street) and one block from the Rosa Parks Transit Station. This JTA intermodal transit hub is the northernmost stop for the Skyway monorail system as well as a premium transit stop for the First Coast Flyer Red Line.

The RC land use category will allow this project to provide greater compatibility with the mix of uses and scale of development permitted within the abutting Downtown Overlay. Comprehensive Plan Policy 2.3.1 recognizes “the Central Business District (CBD) *and its periphery* as a significant urban area of the City appropriate for residential and mixed use projects at higher densities/intensities than the remainder of the City.” The Downtown Overlay grants unlimited residential density and height – more than can be achieved through a traditional land use category such as High Density Residential or Community/General Commercial. Utilizing the RC land use category is consistent with the Comprehensive Plan provisions recognizing the unique character of Downtown’s periphery and need for urban scale development in such areas. In this case, the RC land use category empowers Developer to establish activated ground floor space with vertically integrated parking and residential units at a scale tailored to the transitional corridor. The density supports the proposed construction methods and pedestrian oriented programming that is essential for the revitalization of this urban infill area.

Notably, allowing for additional density on this assemblage also facilitates adaptive reuse of the historic Claude Nolan Cadillac building at 937 Main Street. The landmark originally designed by Henry J. Klutho in 1910 has stood vacant for decades due to significant challenges posed by reuse of the deteriorated structure. Moreover, the RC land use category affords Applicant the flexibility to develop the 940 Main Street block for educational uses consistent with the neighboring FSCJ campus or as a mixed-use commercial and residential project.

The proposed compact, mixed-use development will transform a blighted collection of blocks isolated to the north by JEA facilities and Springfield Park and provide for much needed activation of the Main Street corridor connecting Downtown to the Springfield neighborhood.