



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](http://www.Jacksonville.gov)

March 21, 2024

The Honorable Ronald B. Salem, Pharm. D., President  
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. 2024-141/Application No. L-5905-24C**

Dear Honorable Council President Salem, 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 2024-141 on March 21, 2024.

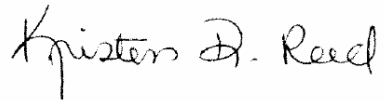
P&DD Recommendation                      APPROVE  
PC Issues:                                      None  
**PC Vote:                                      8-0 APPROVE**

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Aye
Moné Holder	Absent
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Aye
Tina Meskel	Aye

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

Planning Commission Report  
March 21, 2024  
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Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a large initial 'K' and a distinct 'D'.

**Kristen D. Reed, AICP**

***Chief of Community Planning Division***

City of Jacksonville - Planning and Development Department

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Jacksonville, FL 32202

(904) 255-7837

[KReed@coj.net](mailto:KReed@coj.net)

**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – March 15, 2024**

**Ordinance/Application No.:** 2024-141 / L-5905-24C

**24C Property Location:** 0 Oakleaf Plantation Parkway, between Oakleaf Plantation Parkway and Branan Field Road.

**Real Estate Number(s):** 002442-1000

**Property Acreage:** 20.00 Acres

**Planning District:** District 4, Southwest

**City Council District:** District 12

**Applicant:** Staci Rewis, Esquire

**Current Land Use:** Recreation and Open Space (ROS)

**Development Area:** Suburban

**Proposed Land Use:** Residential-Professional-Institutional (RPI)

**Current Zoning:** Planned Unit Development (PUD)

**Proposed Zoning:** Planned Unit Development (PUD)

***RECOMMENDATION: APPROVE***

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

See Narrative from Applicant attached to the staff report.

Excerpt of Applicant’s Justification for the land use amendment:

The Applicant proposes to amend the future land use designation of the Property from ROS to RPI-Suburban to accurately reflect that the Property is no longer part of the Villages of Argyle Hunting Preserve. The Developer plans to develop a multi-family project with ancillary uses on the Property. The Property will be designated a new Parcel 52, Mixed Use, on the DRI/DO Map H and PUD Site Plan.

## **BACKGROUND**

The applicant proposes a future land use map amendment from Recreation and Open Space (ROS) in the Suburban Development Area to Residential-Professional-Institutional (RPI) to allow for multi-family development with ancillary uses. The site is part of the Villages of Argyle Development of Regional Impact (DRI) and is subject to the requirements of the DRI development order.

The Villages of Argyle Development of Regional Impact (DRI) is over 8,000 acres in size and includes a mix of uses with Commercial, Office, Residential and a small area of Light Industrial. The DRI is located in both Duval and Clay Counties, south of I-295 with Blanding Boulevard along the eastern boundary and Cecil Commerce Center Parkway (SR 23) running north/south through the middle of the DRI.

Companion Ordinance 2024-143 modifies the DRI to designate the subject site as Parcel 52 and as Mixed Use on the DRI Map H. Additionally, a companion rezoning has been filed, Ordinance 2024-142, for a change from Planned Unit Development (PUD) to PUD to provide consistency with the land use and DRI changes on the PUD Site Plan.

The property is located on the west side of Oakleaf Plantation Parkway, a minor arterial roadway. The site abuts the property in the ROS land use category to the west that is designated as Hunting Preserve in the Villages of Argyle DRI. Directly north of the site is property in the Public Buildings and Facilities (PBF) land use category that was recently conveyed to Duval County Public Schools for a future school site in the area. Just north of the PBF land use is property in the ROS land use category that was recently conveyed to the City for use as a future park site. East of the site, across Oakleaf Plantation Parkway is land in the RPI and Conservation (CSV) land use categories. The properties in the RPI category includes mostly single-family residential development and also includes an assisted living facility development.

The adjacent land use categories, zoning districts and property uses of the land use amendment site are as follows:

North: Land Use: ROS, PBF, CSV

Zoning: PUD

Property Use: undeveloped future school site; undeveloped future park site, Hunting Preserve

South: Land Use: ROS, CSV

Zoning: PUD, CSV

Property Use: Hunting Preserve, conservation land, Duval/Clay County line

East: Land Use: RPI, CSV

Zoning: PUD

Property Use: single-family residential, assisted living facility, conservation land

West: Land Use: ROS  
 Zoning: PUD  
 Property Use: Hunting Preserve

**IMPACT ASSESSMENT**

Potential impacts of the 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**

<b>Development Analysis</b> 20.00 acres / 871,200 sq. ft.		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Oakleaf Plantation Parkway – minor arterial roadway	
Plans and/or Studies	Southwest Jacksonville Visions Plan; Villages of Argyle DRI	
Site Utilization	Current: Vacant	Proposed: Multi-family residential
Land Use / Zoning	Current: ROS / PUD	Proposed: RPI / PUD
Development Standards for Impact Assessment	Current: 0.15 FAR	Proposed: Scenario 1: 0.50 FAR Scenario 2: 15 DU / acre
Development Potential	Current: 130,680 sq. ft.	Proposed: Scenario 1: 435,600 sq. ft. Scenario 2: 300 DUs
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Increase of 300 DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 304,920 sq. ft. Scenario 2: Decrease of 130,680 sq. ft.	
Population Potential	Current: N/A	Proposed: Scenario 1: N/A Scenario 2: 705 people
<b>Special Designation Areas</b>		
Aquatic Preserve	NO	
Evacuation Zone	NO	
Airport Environment Zone	150-foot Height Restriction Zone and 60 db noise contour and notice zone for Cecil Airport	
Industrial Preservation Area	NO	

<b>Development Analysis</b> 20.00 acres / 871,200 sq. ft.	
Cultural Resources	NO
Archaeological Sensitivity	Low Sensitivity
Historic District	NO
Coastal High Hazard	NO
Adaptation Action Area	NO
Groundwater Aquifer Recharge Area	0-4 inches
Wellhead Protection Zone	NO
Boat Facility Siting Zone	NO
Brownfield	NO
<b>Public Facilities</b>	
Potential Roadway Impact	Scenario 1: 4,706 net new daily trips Scenario 2: 2,006 net new daily trips
Potential Public School Impact	74 New Students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 30,568 gallons per day Scenario 2: Increase of 70,500 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 22,926 gallons per day Scenario 2: Increase of 52,875 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 487.8 tons per year Scenario 2: Increase of 570.9 tons per year
Drainage Basin/Sub-basin	Brady/Yellow Branch / Sal Taylor Creek
Recreation and Parks	Parcel 50 north of site is a future park site
Mass Transit Access	Within the boundaries of a JTA ReadiRide Zone
<b>Natural Features</b>	
Elevations	82-86 feet
Land Cover	3200: Shrub and brushland (wax myrtle or saw palmetto, occasionally scrub oak); 4430: Forest regeneration; 4410: Pine plantation
Soils	14: Boulogne fine sand, 0 to 2 percent slopes; 32: Leon fine sand, 0 to 2 percent slopes
Flood Zones	NO
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 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. The method of calculating water and sewer flows to properly size infrastructure shall continue to be

based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the application, the applicant intends to connect to centralized water and sewer for the project. A JEA Availability Letter dated January 16, 2024 was provided by the applicant. The letter identifies a water main and a sewer main along the Oakleaf Plantation Parkway right-of-way.

### 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 20.0 acres and is accessible from Oakleaf Plantation Pkwy, a minor arterial. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Recreation and Open Space (ROS) to Residential Professional Institutional (RPI).

**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

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

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.

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 16. If the land use is amended to allow for this proposed RPI development, this will result in 4,722 or 2,022 daily trips depending on the scenario.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment has 4,706 or 2,006 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 to determine if a traffic operational analysis is needed.



**Table A**  
**Trip Generation Estimation Scenarios**

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
ROS	411	130,680 SF (20 Acres)	T= .78 (X)	16	0	16
				<b>Total Trips for Existing Land Use- Scenario</b>		<b>16</b>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	435,600 SF	T = 10.84 (X) / 1000	4,722	0	4,722
				<b>Total Trips for Proposed Land Use- Scenario 1</b>		<b>4,722</b>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	220	300 MF DUs	T = 6.74 (X)	2,022	0	2,022
				<b>Total Trips for Proposed Land Use- Scenario 2</b>		<b>2,022</b>
				<b>Scenario 1 Difference in Daily Trips</b>		<b>4,706</b>
				<b>Scenario 2 Difference in Daily Trips</b>		<b>2,006</b>

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

### School Impacts

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 20.00 acre proposed land use map amendment has a development potential of 300 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:

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

Application Review Request: <b>COJ PDD: School Impact Analysis</b>							
<b>Proposed Name:</b> L-5905-24C <b>Requested By:</b> Sam Roberts <b>Reviewed By:</b> W. Randall Gallup <b>Due:</b> 2/22/2024							
Analysis based on maximum dwelling units: <b>300</b>							
School Type	CSA <sup>1</sup>	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>2</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 1&2
Elementary	8	5,659	78%	37	85%	2,414	10,649
Middle	7	1,109	67%	15	68%	729	938
High	8	2,633	87%	22	64%	406	2,210
<b>Total New Students</b>				<b>74</b>			

**NOTES:**  
<sup>1</sup> Proposed Development's Concurrently Service Area (CSA)  
<sup>2</sup> Available CSA seats include current reservations  
<sup>3</sup> 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 public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,700) for the same year, generating a yield of 0.250.

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.

SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Enterprise LA #255	8	37	896	718	80%	85%
Charger Academy MS #216 (Chaffee Trail MS #140 24-25)	7	15	1464	938	64%	75%
Westside HS #241	8	22	1792	1596	89%	91%
		74				

Application Review Request: COJ PDD: Baseline Checklist Review  
Proposed Name: L-5905-24C  
Requested By: Sam Roberts  
Reviewed By: W. Randall Gallup  
Due: 2/22/2024

Analysis based on maximum dwelling units: 300

NOTES:  
<sup>1</sup> Attendance school may not be in proposed development's Concurrency Service Area (CSA)  
<sup>2</sup> Does not include ESE & room exclusions  
<sup>3</sup> 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 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.

### Parks, Recreation and Community Services Department

North of the subject site includes land owned by the City of Jacksonville that is intended for a future park and is identified as such on the Map H to the Villages of Argyle DRI. Due to the proximity of the future park, the application was routed to the Parks, Recreation and Community Services Department for review. The Parks, Recreation and Community Services Department has no concerns regarding the land use amendment.

### Airport Environment Zone

The site is located within the 150-foot Height and Hazard Zone for Cecil Airport. Zoning will limit development to a maximum height of 150 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).

The site is also located in a Civilian Influence Zone for Cecil Airport. These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on the Military and Civilian Influence Zones Map.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

The amendment site is located within the 60 Day-Night Sound Level (DNL) zone for Cecil Airport. Future Land Use Element Policy 2.6.13 includes requirements related to density, use, and noise level reduction in construction for sites within this noise zone.

#### 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 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.
- Policy 2.6.13 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.
- Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

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.

### **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 protection. 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 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan 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 Floridan Aquifer Recharge GIS grid coverage.

## **PROCEDURAL COMPLIANCE**

Upon submittal of photos and a signed sign posting affidavit on February 22, 2024, the required notices of public hearing signs were posted. Sixteen (16) 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 4, 2024. No one from the public attended the meeting.

## **CONSISTENCY EVALUATION**

### **Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies**

#### Future Land Use Element (FLUE)

##### *Development Areas*

*Suburban Area (SA):* The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as defined in this Plan.

- 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.
- Objective 1.1              Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.7                Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.9                Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in

site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

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 1.2.8

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 1/2 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.

Goal 3

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

Objective 3.2

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 3.4.2

The City shall encourage development and redevelopment opportunities for mixed and multi-use projects. The Land

Development Regulations should be amended, as appropriate, to facilitate such development through regulatory measures.

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 Category Description in the Future Land Use Element (FLUE), the Recreation and Open Space (ROS) functional land use category includes lands that are associated with outdoor recreation. Principal uses include, but are not limited to, parks, playgrounds, golf courses, driving ranges and marinas.

Residential-Professional-Institutional (RPI) in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. RPI in the Suburban Development Area permits residential densities up to 20 units per acre. RPI is a transitional land use category typically designated between low density residential areas and higher intensity commercial areas.

The Villages of Argyle Development of Regional Impact (DRI) is over 8,000 acres in size and includes a mix of uses with Commercial, Office, Residential and a small area of Light Industrial. The existing Master Plan Map H to the DRI and the Site Plan of the PUD currently identifies the subject site as Hunting Preserve within the Villages of Argyle DRI/PUD. According to the companion Application for the Change to the DRI (Ordinance 2024-143) and the companion PUD rezoning (Ordinance 2024-142), the site is intended

for multi-family development utilizing existing entitlements allocated from the DRI. The companion applications include a change of the subject site from Hunting Preserve to Multi-Use on the Map H of the DRI and the PUD Site Plan providing consistency with the subject land use amendment.

The site is located south of a future school site and west of residential uses and an assisted living facility. Large commercial nodes are located in proximity to the site along Argyle Forest Boulevard to serve the surrounding neighborhoods. Additionally, the site is located along a minor arterial roadway with access to full public facilities and services. The RPI land use would serve as a transitional use between the future school site to the north, the Hunting Preserve to the west and the residential and Assisted Living Facility (ALF) uses to the east while furthering the development of this mixed use DRI. The change to RPI encourages development of the site while incorporating the project into the larger mixed use area, meeting FLUE Goals 1 and 3, Objective 3.2 and Policies 1.1.7 and 3.4.2.

The proposed RPI land use is consistent with the future development trends and land use patterns in the area. Commercial and office uses are generally located along Argyle Forest Boulevard, a minor arterial roadway, with the residential neighborhoods located just beyond the commercial/office. The land use change would increase the amount of residential land available to accommodate anticipated growth and the projected population as called for in FLUE Objective 1.1 and Policy 1.1.21. The companion PUD rezoning provides an opportunity for innovative site planning and development strategies that integrate the proposed multi-family residential with some ancillary uses into this area fulfilling FLUE Policy 1.1.19.

According to the application, the applicant intends to connect to centralized water and sewer for the project, providing consistency with FLUE Policy 1.2.8. A JEA Availability Letter dated January 16, 2024, was provided by the applicant. The letter identifies a water main and a sewer main along the Oakleaf Plantation Parkway right-of-way.

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.

### **Vision Plan**

The subject site is located within the boundaries of the Southwest Jacksonville Vision and Master Plan in an area the Plan describes as the Suburban Residential Area. The Villages of Argyle is listed as one of the ten character areas identified within the Southwest Vision Plan's boundaries. A character area is a neighborhood that shares special, recognizable qualities. Qualities may be physical, such as buildings, open spaces and water, or may reflect the social dimensions of a place, including its history, civic groups, art and music, sports and street life. This master planned community is part of the

framework in the Southwest area for sustainable growth. The Villages of Argyle community provides for a variety of quality housing choices, along with employment opportunities with commercial uses and recreation and open spaces as recommended under the Southwest Jacksonville Plan. The proposed land use change meets the objectives of the Southwest Jacksonville 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:

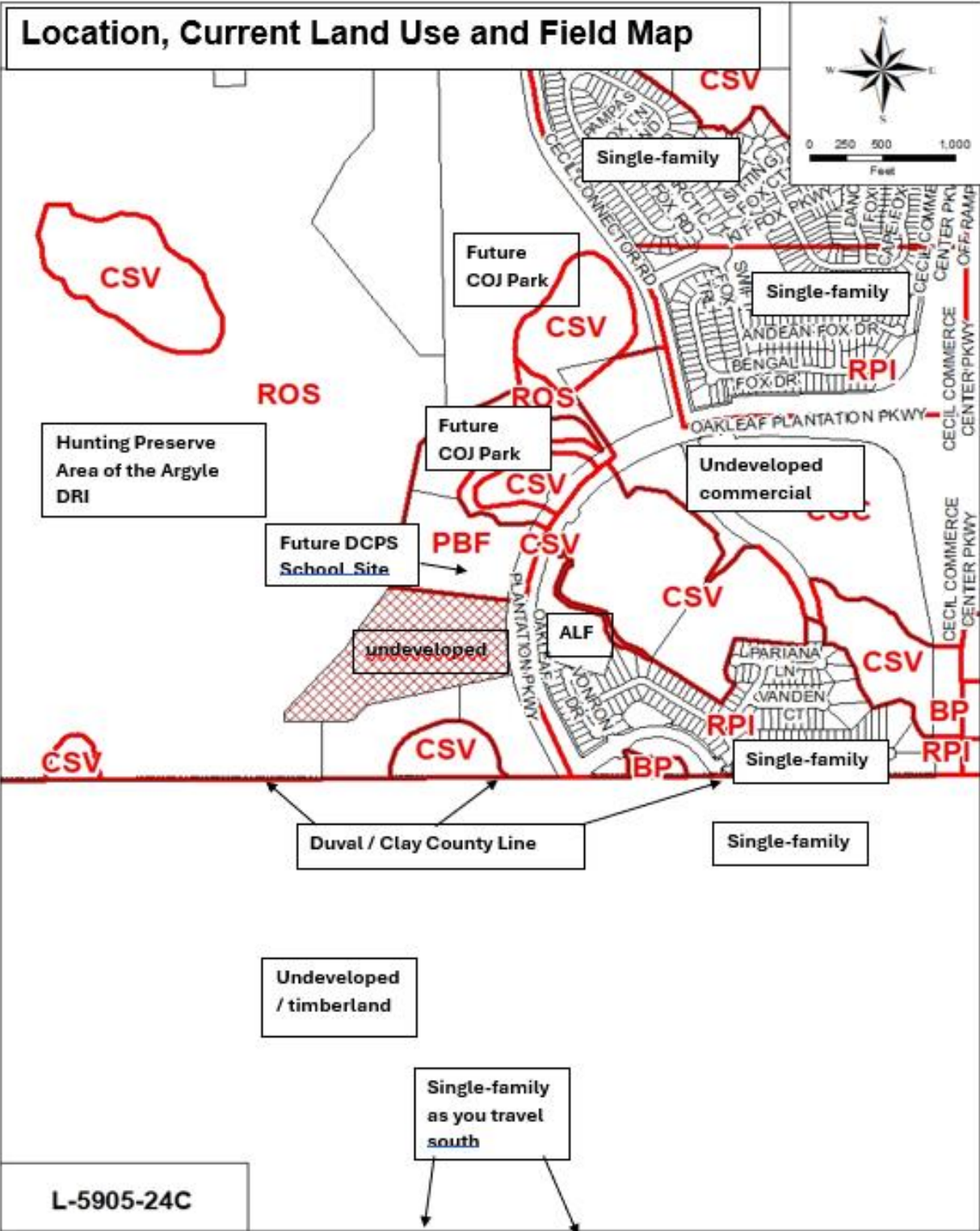
**Goal** Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

**Objective** Integrated Planning: The link between land use, resources and mobility.

**Policy 4** The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Local governments as they identify areas appropriate for mixed-use development.
- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

The proposed land use amendment to RPI within the boundaries of the Villages of Argyle DRI promotes an environment that is conducive to dense mixed-use development. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective, and Policy 4 of the Strategic Regional Policy Plan.





**APPLICATION NARRATIVE PROVIDED BY THE APPLICANT**  
**SEE FOLLOWING PAGES**