

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32202  
(904) 630-CITY  
www.coj.net

October 6, 2022

The Honorable Terrance Freeman, President  
The Honorable Kevin Carrico, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2022-665/Application No. L-5726-22C**

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

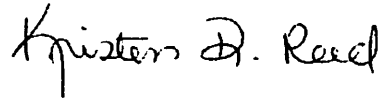
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-665 on October 6, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>5-0 APPROVE</b>

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

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

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'.

Kristen D. Reed, AICP  
Chief of Community Planning Division  
City of Jacksonville - Planning and Development Department  
214 North Hogan Street, Suite 300  
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 – September 30, 2022**

**Ordinance/Application No.:** 2022-665 / L-5726-22C

**Property Location:** 0 Owens Road, at the northeast corner of Owens Road and Ranch Road between I-95 and Urn Road

**Real Estate Number(s):** 019339-0020 and 019339-0040

**Property Acreage:** 39.54 Acres

**Planning District:** District 6, North

**City Council District:** District 7

**Applicant:** Blair Knighting

**Current Land Use:** Light Industrial (LI)

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

**Development Area:** Suburban Development Area

**Current Zoning:** Industrial Light (IL)

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

***RECOMMENDATION: APPROVE***

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

See attached justification on page 24. The Future Land Use Amendment from LI to RPI is necessary for the property to be utilized as a residential townhome subdivision.

**BACKGROUND**

The 39.54 acre subject site is located at the northeast corner of Owens Road and Ranch Road and between I-95 and Urn Road. According to the City’s Functional Highways Classification Map, both Owens Road and Ranch Road are local roadways.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from Light Industrial (LI) to Residential-Professional-Institutional (RPI) in order to permit development of a residential townhome subdivision. A companion rezoning application is pending

concurrently with the land use application via Ordinance 2022-666, which seeks to change the zoning district from Industrial Light (IL) to Planned Unit Development (PUD). Currently the site is undeveloped and has road frontage on Owens Road.

The larger area of the subject site includes large employment centers and shopping areas with Jacksonville International Airport to the west, Jacksonville Tradeport Development of Regional Impact (DRI) with industrial and warehousing uses to the southwest and River City Marketplace DRI to the southeast. The immediate area includes recent changes in land use with the approvals of Ordinance 2022-15-E and Ordinance 2021-733-E. Across Owens Road, south of the subject site, Ordinance 2022-15-E approved a 42-acre land use change from Community/General Commercial (CGC) to RPI for a multi-family development. East of the site, on the north side of Owens Road, Ordinance 2021-733-E approved a 131-acre land use change from LI to Medium Density Residential (MDR) for residential development. North, west, and southwest of the site is undeveloped land in the Light Industrial (LI) land use category. The site is surrounded by undeveloped land.

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

North: Land Use: Light Industrial (LI)  
Zoning: Industrial Light (IL)  
Property Use: Vacant undeveloped land

South: Land Use: LI, RPI, CGC  
Zoning: IL, PUD  
Property Use: Vacant undeveloped land

East: Land Use: LI and MDR  
Zoning: IL and PUD  
Property Use: Vacant undeveloped land, I-95 Expressway,

West: Land Use: LI  
Zoning: IL  
Property Use: Vacant undeveloped land

## **IMPACT ASSESSMENT**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Where there is not an associated site specific policy or note on the Annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts.

Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

### **Land Use Amendment Impact Assessment**

<b>Development Analysis 39.54 acres (1,722,362.4 sq. ft.)</b>		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Owens Road –Unclassified Roadway	
Plans and/or Studies	North Jacksonville Vision Plan	
Site Utilization	Current: vacant	Proposed: Residential townhomes
Land Use / Zoning	Current: LI / IL	Proposed: RPI / PUD
Development Standards for Impact Assessment	Current: 0.40 FAR	Proposed: Scenario 1: 0.50 FAR Scenario 2: 10% Non-residential at 0.50 FAR and 90% residential at 15 units/acre
Development Potential	Current: 688,944.9 sq. ft.	Proposed: Scenario 1: 861,181.2 sq. ft. Scenario 2: 86,118.1 Sq. ft. and 533 units
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Increase of 533 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 172,236 .3 sq. ft. Scenario 2: Decrease of 602,826.8 sq. ft.	
Population Potential	Current: N/A	Proposed: Scenario 1: N/A Scenario 2: 1,252 people
<b>Special Designation Areas</b>		
Aquatic Preserve	NO	
Septic Tank Failure Area	NO	
Evacuation Zone	Zone E	
Airport Environment Zone	150' Height Restriction Zone; 60 db Noise Contour Zone; Airport Notice Zone – for the Jacksonville International Airport	
Industrial Preservation Area	Industrial Situational Compatibility Zone	
Cultural Resources	NO	
Archaeological Sensitivity	Mostly Low with a small amount of High and Medium Sensitivity	
Historic District	NO	
Coastal High Hazard	NO	
Adaptation Action Area	NO	

<b>Development Analysis 39.54 acres (1,722,362.4 sq. ft.)</b>	
Groundwater Aquifer Recharge Area	Discharge
Wellhead Protection Zone	NO
Boat Facility Siting Zone	NO
Brownfield	NO
<b>Public Facilities</b>	
Potential Roadway Impact	Scenario 1: 5,980 net new trips Scenario 2: 1,171 net new trips
Potential Public School Impact	132 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 36,872 gallons per day Scenario 2: Increase of 107,736 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 27,654 gallons per day Scenario 2: Increase of 80,802 gallons per day
Potential Solid Waste Impact	Scenario 1: Decrease of 757.8 tons per year Scenario 2: Decrease of 612.1 tons per year
Drainage Basin/Sub-basin	Broward River/Seaton Creek
Recreation and Parks	NO
Mass Transit Access	NO – Bus Route 1 south of site along Airport Road
<b>Natural Features</b>	
Elevations	19-24 feet
Land Cover	4110: Pine flatwoods
Soils	32:Leon fine sand, 0 to 2 percent slopes; 51:Pelham fine sand, 0 to 2 percent slopes; 63: Sapelo fine sand, 0 to 2 percent slopes; 66:Surrency loamy fine sand, 0 to 2 percent slopes, depressional, 0 to 2 percent slopes; 81:Stockade fine sandy loam, depressional, 0 to 2 percent slopes
Flood Zones	AO
Wetlands	6170: Mixed Wetland Hardwoods
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 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 established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the JEA letter dated March 2, 2022, there is an existing 16-inch water main along Owens Road and an existing 15-inch gravity sewer main along Ranch Road at the Owens Road intersection. The special condition of the letter explains that if gravity flow

cannot be achieved, connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, JEA owned and maintained pump station, and a JEA dedicated force main.

### Future Land Use Element

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

### **Transportation**

The subject site is 39.54 acres and is accessible from Owens Rd, an unclassified facility. 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 from Light Industrial (LI) 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

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

Objective 2.4        The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2        The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

### **Trip Generation Estimation:**

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 3,355 daily trips. If the land use is amended

to allow for this proposed RPI development, this will result in 9,335 or 4,526 daily trips depending on the scenario.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment will result in 5,980 and 1,171 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	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	688,944 SF	T = 4.87 (X) / 1000	3,355	0	3,355
				<i>Total Trips for Existing Land Use</i>		<b>3,355</b>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	861,181.2 SF	T = 10.84 (X) / 1000	9,335	0	9,335
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		<b>9,335</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- N	710	86,118.1 SF	T = 10.84 (X) / 1000	934	0	934
MDR- R	220	533 MF DUs	T = 6.74 (X)	3,592	0	3,592
				<i>Total Trips for Proposed Land Use- Scenario 2</i>		<b>4,526</b>
				<b>Scenario 1 Difference in Daily Trips</b>		<b>5,980</b>
				<b>Scenario 2 Difference in Daily Trips</b>		<b>1,171</b>

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

**School Capacity**

The Planning and Development Department determined that the proposed amendment from LI to RPI has the development potential to result in development of 533 multi-family dwelling units.

The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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



area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

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

Application Review Request: COJ PDD: School Impact Analysis		Proposed Name: L-5726-22C Owen / Uru		Requested By: Ed Tulek / Lukaczyns / Helena Parola		Reviewed By: Chalene B. Estes		Due: 8/7/2022	
Analysis based on maximum dwelling units: 533									
School Type	CSA <sup>1</sup>	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>2</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>1</sup>	Available Seats - Adjacent CSA 2&7		
Elementary	1	10,520	53%	66	58%	8,314	3,373		
Middle	1	7,527	88%	27	86%	807	791		
High	1	8,087	80%	39	72%	1,116	1,778		
				<b>Total New Students</b>					
				<b>132</b>					

**NOTES:**  
<sup>1</sup> Proposed Development's Concurrency 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 of public school students enrolled in that school type in Duval County (104,737) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

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

Public School Facilities Element

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

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

Supplemental School Information

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

<b>Application Review Request:</b> COJ PDD: Baseline Checklist Review <b>Proposed Name:</b> L-5726-22C Owen Urn <b>Requested By:</b> Ed "Luke" Lukacovic / Helena Parola <b>Reviewed By:</b> Shalene B. Estes <b>Due:</b> 8/17/2022  Analysis based on maximum dwelling units: <b>533</b>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>1</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES #269	1	66	667	703	105%	100%
Highland MS #244	1	27	1071	697	65%	75%
First Coast HS #265	7	39	2212	2194	99%	101%
		132				

**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 of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

### **Airport Environment Zone**

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

### **Future Land Use Element**

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

The site is also located in a Civilian Notice Zone requiring execution of an Airport Notice Zone Acknowledgement, as required in Section 656.1010, Ordinance Code. The Airport Notice zones are areas for which the limits are represented by the 60 DNL to 64.99 DNL noise contour range.

**Policy 2.5.6** 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 Map L-22.

A portion of the amendment site section of the site is within the 60-64.99 Day-Night Sound Level (DNL) noise contour range. As such this area is within the Civilian Influence Zone for Jacksonville International Airport. In accordance with Section 656.1010, the plat for a subdivision shall indicate which lots are located within a Civilian Influence Zone. No person shall sell, transfer, or lease land within a Civilian Influence Zone, unless the prospective owner, transferee or lessee has been given a disclosure of airport proximity in writing, at the time of contract of sale, transfer, or lease.

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

**Policy 2.5.5C** Within the 60DNL or higher area as depicted on Map L-22, 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 2.5.6** 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 Map L-22.

The Jacksonville Airport Authority reviewed the application and offered the following comments:

This site is located east of the Jacksonville International Airport and adjacent to airport property. Both of the parcels fall within the 60 DNL noise contour of the future south runway. Although the FAA does not consider this area to be significantly impacted, aircraft noise is present and may be an annoyance to noise sensitive land uses.

The FAA requires all airports to protect approach, departure, and circling airspace up to five miles from the air operations area including mitigating potential wildlife attractants. Guidance is provided in Advisory Circular 150/5200-33C *Hazardous Wildlife Attractants on or near Airports*. Stormwater and/or aesthetic ponds are known to attract birds. It is recommended in the Advisory Circular that stormwater detention be designed with a maximum 48-hour detention period. Other best practices to reduce wildlife attractants are listed below:

- Keep all trash contained in a proper place
- Eliminate the use of any fruit or berry producing vegetation in landscaping
- Eliminate the use of water features (fountains, ponds, etc.) for aesthetic value
- Do not feed the wildlife (e.g. bird seed, cat food, etc.)
- Report significant wildlife observations to JAA

The parcels also fall within the Airport's FAR Part 77 Surfaces. Development heights should remain below these Surfaces to prevent creating an airspace obstruction for the existing airfield configuration and the future south runway. Airport staff are available to discuss Part 77 limitations in further detail. A 7460-1 Notice of Proposed Construction should be submitted through the FAA's website at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> prior to construction. The FAA will conduct an airspace analysis to determine if the final structures or construction activities, such as the use of a crane, will interfere with flight operations. A Notice to Airmen may be required during construction.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, 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 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

#### Industrial Zones

The subject property is located within the “Industrial Situational Compatibility” Zone. “Industrial Sanctuary” and “Industrial Situational Compatibility” Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Map series of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

#### Future Land Use Element

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of Industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility”.

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Policy 3.2.33 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted

for construction of mixed-use development consistent with the requirements for job creation as defined by Policy 3.2.34.

Site access to industrial areas are preferred from roads classified as collector or higher on the Highway Functional Classification Map. According to the City's Functional Highway Classification Map, both Owens Road and Ranch Road are local roads and therefore are not on a preferred street location for an industrial zoning district or land use category.

The applicant provided justification with the amendment application for why the site cannot be reasonably used for industrial uses. The justification is included at the end of the staff report to provide consistency with FLUE Policies 3.2.33 and 3.2.34.

### **Evacuation Zone**

The subject site is within Evacuation Zone E. 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. Their complete analysis is included below:

The proposed properties in land use amendment L-5726-22C will be in close proximity to Owens Road and Airport Road, indicating sufficient access to I-295 (2.85 road miles) and I-95 (1.35 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zone (Zone E), nearest evacuation routes, and the estimate of 1,171 – 5,980 additional daily trips, the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5726-22C 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.

### **Flood Zones**

Approximately 15.7 acres of the subject site is located within the AO flood zone and approximately 0.23 of an acre is located 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.

The AO flood zone is defined as areas of relatively shallow flooding within the 100-year floodplain or SFHA. Flood insurance is mandatory within the AO flood zone. The AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

**Policy 2.7.1** 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 2.7.3** 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 11.3.18** The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

**Wetlands**

Review of City data and the applicant’s site plan indicates the existence of wetlands on the subject site and as such based upon the city’s geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies

**Wetlands Characteristics:**

Approximate Size: 17.2 Acres

General Location(s): The wetlands are located along the northern and central portion of the application site.

Quality/Functional Value: The wetland has a high functional value for water filtration attenuation and flood water capacity and is located in flood zones, yet has an indirect impact on the City’s waterways.

Soil Types/ Characteristics: Surrency loamy fine sand, depressional (66) – The Surrency series consists of nearly level, very poorly drained soils that occur in depressions. These soils formed in thick sandy and loamy marine sediments. The soils are moderately permeable moderately slowly permeable. Generally, the high water table is at or above the surface.



Stockade fine sandy loam, depressional (81) – This soil series consists of very poorly drained soils and has a parent material of loamy marine deposits. The water table is usually at the surface. Slopes range from 0 to 2 percent.

Wetland Category: Category III

Environmental Resource Permit (ERP): ERP #168415.1 issued for the western portion of application site.

Wetlands Impact: The wetlands of this site have been severely impacted by the construction of a drainage ditch on the northern boundary of the application several years ago. According to the companion PUD written description, more than 20 acres of wetlands will be preserved on the site and will remain open space. The companion PUD site plan appears to avoid impact to the wetlands. Any impacts to wetlands will be permitted through the St. Johns Water Management District.

Associated Impacts: The northern portion of the wetlands are associated with the AO flood zone.

Relevant Policies: CCME Policies 4.1.3 and 4.1.6

Conservation/Coastal Management Element  
**Policy 4.1.3**

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

- (a) Encroachment  
Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
- (b) No net loss  
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:
  - i the habitat of fish, wildlife and threatened or endangered species,
  - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
  - iii the food sources of fish and wildlife including those which are threatened or endangered,
  - iv the water quality of the wetland, and
  - v the flood storage and flood conveyance capabilities of the wetland;

and

- (c) **Floodplain protection**  
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) **Stormwater quality**  
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
  - i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
  - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) **Septic tanks**  
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) **Hydrology**  
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

**Policy 4.1.6**

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

- (1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:
  - (a) Silvicultural uses, provided the following standards are met:  
Best Management Practices: Silviculture  
Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended,

published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

- (b) Agricultural uses, provided the following standards are met:  
Best Management Practices: Agriculture  
Such activities are to be in compliance with Chapter 40C-44, F.A.C.
- (2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

### **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on September 15, 2022, the required notices of public hearing signs were posted. Twelve (12) 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 September 19, 2022 for the adoption of the small-scale land use amendment. Other than the applicant, no members of the public were present.

### **CONSISTENCY EVALUATION**

#### **Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies**

#### **Future Land Use Element (FLUE)**

##### *Development Area*

*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 further described in each land use plan category.

Goal 1                      To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.5              The amount of land designated for future development should provide for a balance of uses that:  
A. Fosters vibrant, viable communities and economic development opportunities;  
B. Addresses outdated development patterns;

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

Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

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

Policy 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.

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

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

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe,

decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

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

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

**Policy 3.2.33** Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the "Area of Situational Compatibility," as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

**Policy 3.2.34** The City shall create a formula for the calculation of capital investment and direct and indirect job creation in various commercial and industrial land uses. This formula shall be used to ensure that the conversion of industrial lands in Situational Compatibility Areas will result in the creation of mixed use developments that shall have comparable potential for support of the industrial base in the City of Jacksonville.

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

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

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), Light Industrial (LI) is a category which provides for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes. Site access to roads classified as a collector or higher on the Highway Classification map are preferred.

The RPI land use category in the Suburban Area is intended to provide low to medium density development. Development that includes medium density residential and professional office uses is preferred. Principal uses in RPI include, but are not limited to, multi-family dwellings; business and professional offices; institutional; and commercial retail sales and service establishments limited to 50 percent of the site area. The

maximum gross density allowed in RPI in the Suburban Area is 20 units per acre. Single use developments in the RPI category are limited to residential or office uses.

According to the application, the 39.54 acre subject amendment site is intended to provide for the development of residential uses in the area. The development of the property with additional housing options would further the goal to provide sufficient land for residential choices in the City. Additionally, the proposed residential development will have a supportive positive impact on the commercial and industrial uses of the larger area maintaining a balance of uses in the area. Therefore, the proposed land use amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The property is an undeveloped parcel in the North planning district surrounded by a mix of uses in the LI, RPI, MDR and CGC land use categories. Located on the south side of Owens Road and directly south of this subject site is a recently approved land use amendment from CGC to RPI for a 42 acre residential development (Ordinances 2022-15-E), and located on the north side of Owens Road, to the east of the subject site is a recently approved land use amendment from LI to MDR for a 131.2 acre multi-family development (Ordinances 2021-733-E). This application site and the recently approved residential development sites in the surrounding area have access to full urban services continuing the infill development trend in an area that has existing infrastructure. The proposed amendment promotes a pattern of compatible land uses with a well-organized combination of residential, industrial and commercial uses as recommended in FLUE Goal 1 and 3, Objectives 3.2 and 6.3 and Policies 1.1.22 and 1.1.24.

The proposed amendment to RPI would allow for increased housing options within the Suburban Development Area of the North Planning District, and as such, it is consistent with FLUE Objective 3.1 and Policy 3.1.6.

The subject site is located within an "Industrial Situational Compatibility Zone." Consistent with FLUE Policy 3.2.33, the applicant has provided information demonstrating that the site cannot be reasonably used for industrial uses at this time. The site does not have access to the arterial road network, has no access to rail, and has pockets of wetlands, which could make the site layout challenging for industrial use. Based on the data submitted, the applicant has provided justification that the site is unsuitable for industrial purposes as called for in FLUE Policies 3.2.33 and 3.2.34 and that the proposed amendment allows for the operation of real estate markets to provide choice for projected growth, consistent with FLUE Policy 1.1.21.

The land use application for a proposed multi-family development will be served by sanitary sewer and water lines. According to the JEA letter dated March 2, 2022, there is an existing 16-inch water main along Owens Road and an existing 15-inch gravity sewer main along Ranch Road at the Owens Road intersection. Therefore, the application is consistent with FLUE Policy 1.2.9.

Additionally, multi-family development on the site will be required to be consistent with ROSE Policies 2.2.2 and 2.2.5, as applicable, concerning the provision of recreation and open space.

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.

### **Jacksonville International Airport (JIA) CRA**

The application site lies within the Jacksonville International Airport JIA CRA. Therefore, the application was routed to the City's Office of Economic Development (OED) for review. According to OED, applications do not require review from the JIA CRA Advisory Board. They are informational items only. Therefore, no recommendations were made for the proposed land use amendment.

### **North Jacksonville Shared Vision and Master Plan**

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. The site is located in the "Area of Airport Influence Zone" and has access to the I-95 Interchange by way of Ranch Road to Airport Road and to the River City Marketplace. The proposed land use amendment for residential uses would have close access to the River City Marketplace commercial center at the Max Leggett Parkway / I-95 interchange to serve the future residents.

### **Strategic Regional Policy Plan**

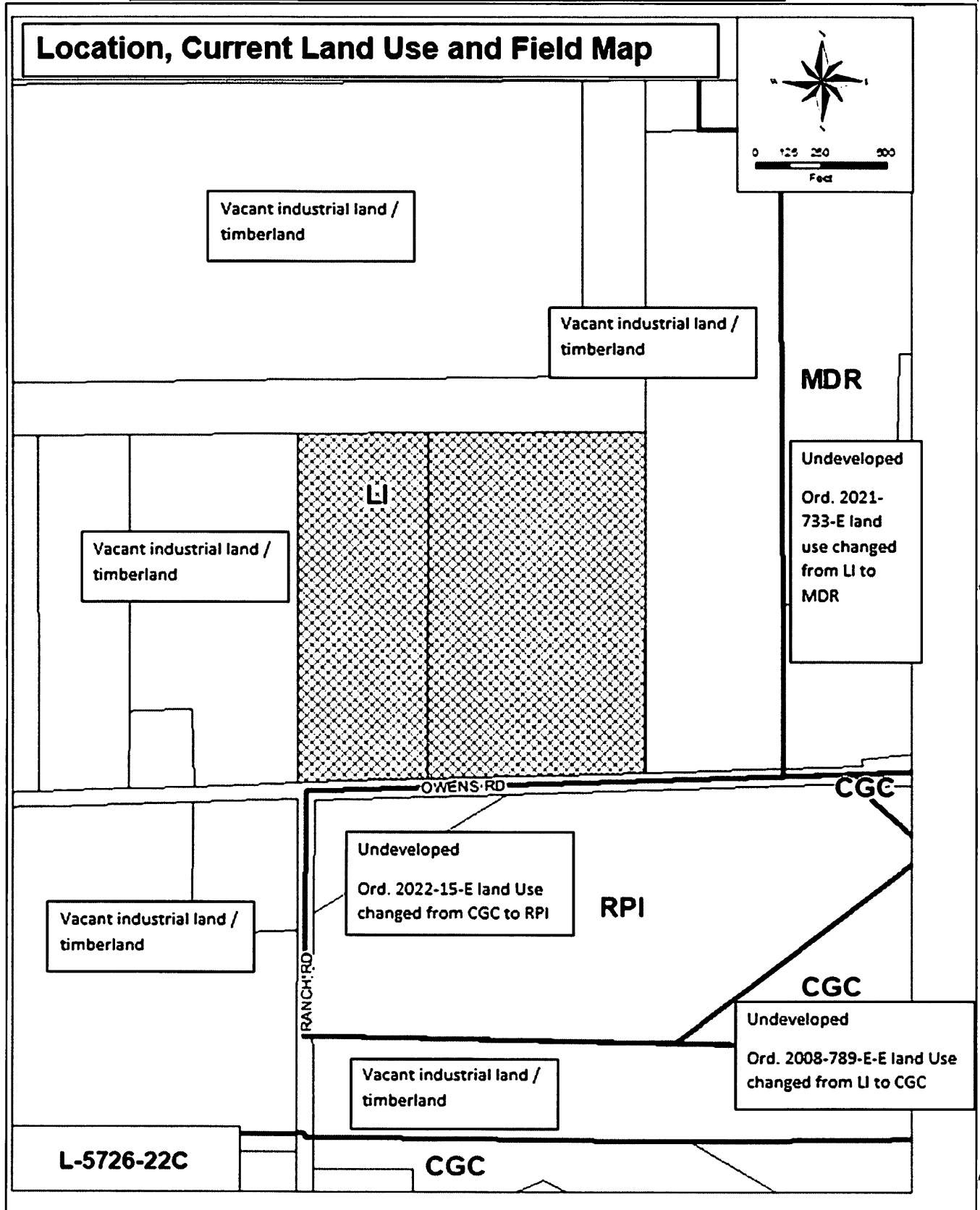
The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

- |           |   |
|-----------|---|
| 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: <ul style="list-style-type: none"><li>• Incentives for dense and/or mixed use development.</li><li>• Maintenance of a diversity of land use in the region.</li><li>• Infill and redevelopment.</li></ul> |



The proposed land use amendment to RPI promotes an environment that is conducive to the potential creation of a dense and/or mixed use development as well as providing infill and redevelopment for economic growth. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

# LOCATION, CURRENT LAND USE AND FIELD MAP



**INDUSTRIAL SITUATIONAL COMPATIBILITY ZONE**  
**JUSTIFICATION FROM THE APPLICANT**

**Kimley»Horn**

Margold Ridge Townhomes  
Small-Scale Future Land Use Map Amendment Application

**Industrial Situational Compatibility Zone  
Justification for the Land Use Amendment**

The subject property is located within the "Industrial Situational Compatibility" Zone. "Industrial Sanctuary" and "Situational Compatibility" Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Map series of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

The following 2030 Comprehensive Plan Policies and Objective were analyzed to justify the request to change the FLUM from IL to RPI as previously discussed in Exhibit D of the application packet:

**Future Land Use Element Policy 3.2.33**

**Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the "Area of Situational Compatibility," as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-Industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.**

The proposed residential project is located on Owens Road west of I-95. Owens Road is not an arterial nor directly linked to I-95 therefore an industrial use is not feasible or suitable in this particular location. Further, the subject property does not have access to rail, ports, or a trucking route, therefore cannot facilitate an industrial use. Additionally, the current property owner attempted to sell the property as industrial for years without any response because of the distance to arterials and access to I-95. As shown in recent enacted Land Use Amendments (2021-0733-E and 2022-0015-E) along Owens Road, a less intense land use in this vicinity is more compatible because of the more recent market shift.

kimley-horn.com

12740 Chen Bay Parkway West, Suite 2050, Jacksonville, FL 32258

904.828.9000

**INDUSTRIAL SITUATIONAL COMPATIBILITY ZONE**  
**JUSTIFICATION FROM THE APPLICANT**

**Kimley » Horn**

Margold Ridge Townhomes  
Small-Scale Future Land Use Map Amendment Application

**Future Land Use Element Policy 3.2.34**

**The City shall create a formula for the calculation of capital investment and direct and indirect job creation in various commercial and industrial land uses. This formula shall be used to ensure that the conversion of industrial lands in Situational Compatibility Areas will result in the creation of mixed use developments that shall have comparable potential for support of the industrial base in the City of Jacksonville.**

The proposed site is located within a "Situational Compatibility" area. Unfortunately, this general area is not being developed as industrial and has been vacant/undeveloped for years. The industrial designations in this area of Jacksonville are shifting to a residential market due to the proximity to the potential jobs at the airport and the entertainment/services at River City Marketplace. This shift from industrial to residential is completely market-based. The purpose of this policy is to ensure these industrial lands result in a mixed-use area. If this area was re-evaluated, the Planning and Development Department would determine that the market has shifted away from industrial uses. Lastly, Owens Road does not have an interchange with I-95 and therefore is not suited for industrial uses. There are more appropriate areas along arterials that better suited for industrial uses in the city. This area lends itself to a mix of uses to support the industrial, airport, and commercial uses in the River City Marketplace and does not contain the conditions that would make it acceptable for industrial.

kimley-horn.com

12740 Green Bay Parkway West, Suite 2050, Jacksonville, FL 32256

904.628.9001

## APPLICATION JUSTIFICATION FROM THE APPLICANT

**Kimley » Horn**

**Mangold Ridge Townhomes  
Small-Scale Future Land Use Map Amendment Application**

### **Justification for the Land Use Amendment**

This small-scale land use amendment is requesting the modification of approximately 39.54 acres from the Light Industrial (LI) land use designation to the Residential Professional Institutional (RPI) land use designation. This Future Land Use amendment from LI to RPI is necessary for the property to be utilized as a residential townhome subdivision. The RPI land use category is compatible in this area considering the recent direction of the land uses to this area. Just to the south of the subject property is a large tract of land that is also designated RPI. The market is trending for residential to be located in this area due to the close proximity to jobs (airport and industrial) and the commercial services at the River City Marketplace shopping center.

The following 2030 Comprehensive Plan Policies and Objective justifies this request:

#### **Future Land Use Element Policy 1.1.10**

**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.**

There is Low Density Residential designation to the west, Medium Density Residential to the east, and RPI to the south. Therefore, the proposed townhome use is a transition between all of the above land uses, thus meeting this policy.

#### **Future Land Use Element Policy 1.1.8**

**Ensure that all future development and redevelopment meets or exceeds the requirements of all Land Development Regulations, including, but not limited to zoning, subdivision of land, landscape and tree protection regulations, and signage, as established and adopted by the City, State of Florida and the federal government, unless such requirements have been previously waived by those governmental bodies.**

The companion PUD rezoning Written Description and Site Plan meet the Land Development Code without deviations or waiver requests other than signage. The signage waiver is a result of the accommodating two entrances on the same road (Owens Road). In addition, the proposed project is preserving almost twenty-two (22) acres of wetlands. These two factors clearly meet the spirit and intent of this policy.

#### **Future Land Use Element Policy 1.1.12**

**Promote the use of Planned Unit Developments (PUDs), cluster developments, and**

**Kimley-Horn.com**

**12740 Owen Bay Parkway West, Suite 2050, Jacksonville, FL 32258**

**904.525.3000**

## APPLICATION JUSTIFICATION FROM THE APPLICANT

**Kimley » Horn**

Margold Ridge Townhomes  
Small-Scale Future Land Use Map Amendment Application

other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, state and federal regulations.

A companion rezoning application has been filed along with this proposed land use amendment. The proposed PUD rezoning allows for a townhome subdivision which is designed to cluster the buildings on the uplands in an effort to preserve the wetlands on site. In addition, with the proximity to the River City Marketplace, Owens Road is becoming a highly desired residential area which will help position housing near jobs and services.

### **Future Land Use Element Policy 1.1.21**

Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

The industrial designations in this area of Jacksonville are shifting to a residential market in this area due to the proximity to the potential jobs at the airport and the entertainment/services at River City Marketplace. This shift from industrial to residential is completely market-based and meets the intent of this policy to allow amendments based on anticipated growth and markets shifts.

### **Future Land Use Element Policy 3.2.29**

The City shall continue to update its comprehensive inventory and mapping of industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the industrial

[kimley-horn.com](http://kimley-horn.com)

12740 Chen Bay Parkway West, Suite 2050, Jacksonville, FL 32258

904 825 9200

## APPLICATION JUSTIFICATION FROM THE APPLICANT

**Kimley » Horn**

**Margold Ridge Townhomes  
Small-Scale Future Land Use Map Amendment Application**

**Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility".**

The proposed site is located within a "Situational Compatibility" area. Unfortunately, this area is not being developed as industrial and has been vacant/undeveloped for years. The market is shifting from industrial to residential in this area due to the popularity and proximity to the area's destination services such as River City Marketplace and the jobs at the airport. The purpose of this policy is to continue to re-evaluate the industrial lands map to find new areas in demand of industrial uses as well as remove those areas not in demand. If this area was re-evaluated, the Planning and Development Department determine that the market has shifted away from industrial uses in this area. In addition, Owens Road does not have an interchange with I-95 and therefore is not suited for industrial uses.

#### **Future Land Use Element Policy 3.4.1**

**The City shall encourage new development that cannot be connected to and is not a logical extension of existing neighborhoods to incorporate urban development characteristics as defined in this element. Such development should place homes, jobs, schools, shopping and recreation in close proximity and should be linked with downtown Jacksonville and other important destinations by public transit.**

This area is quickly becoming a true mixed-use area with shopping, jobs, and residential uses in close proximity. Therefore, this amendments meets the intent of this policy.

#### **Recreation and Open Space Element Objective 1.3**

**The City shall increase its pedestrian path and greenway and trail systems and develop strategies to ensure that these systems are included in new park development.**

The companion PUD site plan provides for a network recreational of walking trails for the residents. The provision of these walking trails meets the spirit and intent of this objective.

#### **Recreation and Open Space Element Objective 2.1**

**The City of Jacksonville shall improve, expand natural areas such as waterfronts, park lands, and open spaces identity of these areas and encourage sectional recognition.**

**And**

#### **Recreation and Open Space Element Objective 5.1**

**The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources**

[kimley-horn.com](http://kimley-horn.com)

12746 Gran Bay Parkway West, Suite 2950, Jacksonville, FL 32256

904.828.5200

## **APPLICATION JUSTIFICATION FROM THE APPLICANT**

**Kimley»Horn**

**Margold Ridge Townhomes  
Small-Scale Future Land Use Map Amendment Application**

**such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.**

The companion PUD site plan includes the preservation of almost twenty-two (22) acres of wetlands which is approximately 56% of the entire project site. Preserving this amount of wetlands meets the intent of these two objectives.

### **Housing Element Objective 1.1**

**The City shall assist the private sector in providing an adequate supply of new dwelling units of various types, sizes and costs. According to the Shimberg Center for Affordable Housing, the estimated total units by 2030 is 486,500 and the current number of units as of 2000 is 309,000. The estimated supply for additional dwelling units needed in 2030 is 177,500. This estimate will allow the City of Jacksonville to keep pace with population growth and/or fluctuations in market forces and migration patterns.**

The proposed project will provide for a townhome product which will be surrounded by proposed multi-family products. This provides a variety of more affordable housing options for Jacksonville residents who want to work in the area. Townhomes are traditionally less expensive than single-family homes. These townhomes will help bring a more affordable product to the increasing housing demand the market is currently seeing.

Kimley-Horn.com

12740 Cran Bay Parkway West, Suite 2050, Jacksonville, FL 32256

904.825.5903