



**PROPOSED LARGE SCALE  
FUTURE LAND USE MAP (FLUM) AMENDMENT**

**OVERVIEW**

**ORDINANCE: 2016-356**

**APPLICATION: 2016A-002-6-2**

**APPLICANT: PAUL HARDEN**

**PROPERTY LOCATION: 0 NEW BERLIN ROAD  
EAST OF ALTA DR. AND WEST OF NEW BERLIN RD NORTH OF I-295**

**Acreage: 278.85**

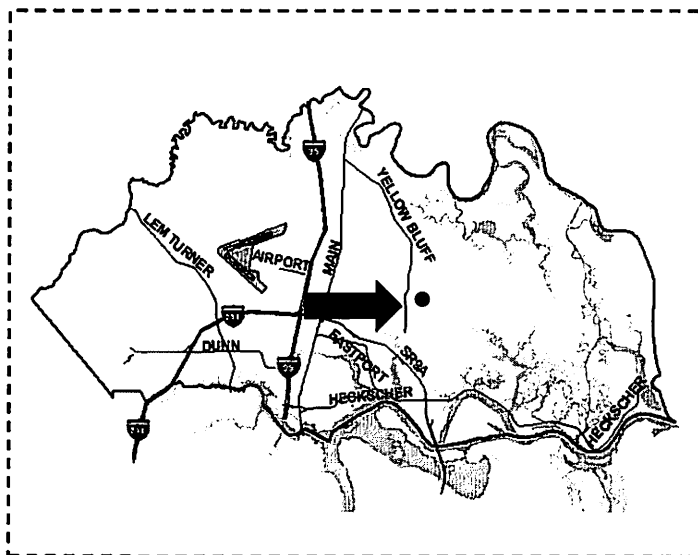
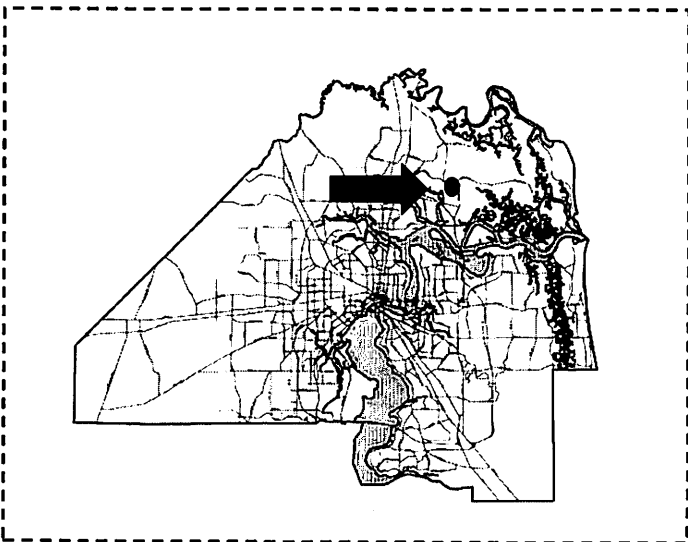
**Requested  
Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LI</b>	<b>LDR</b>
<b>ZONING</b>	<b>PUD</b>	<b>PUD</b>

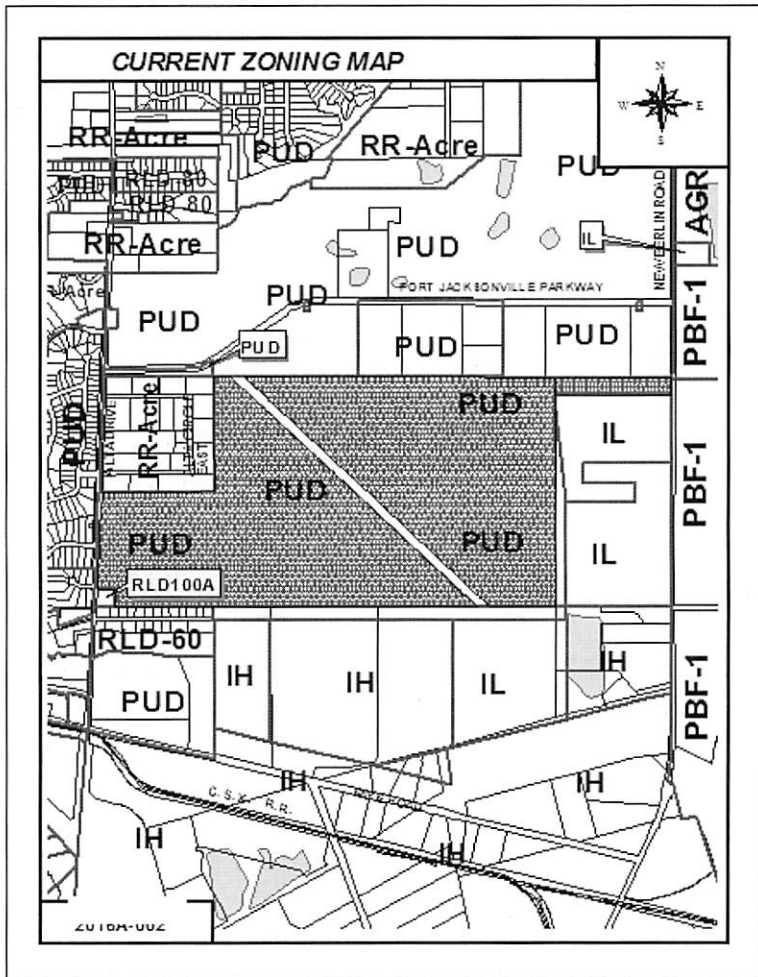
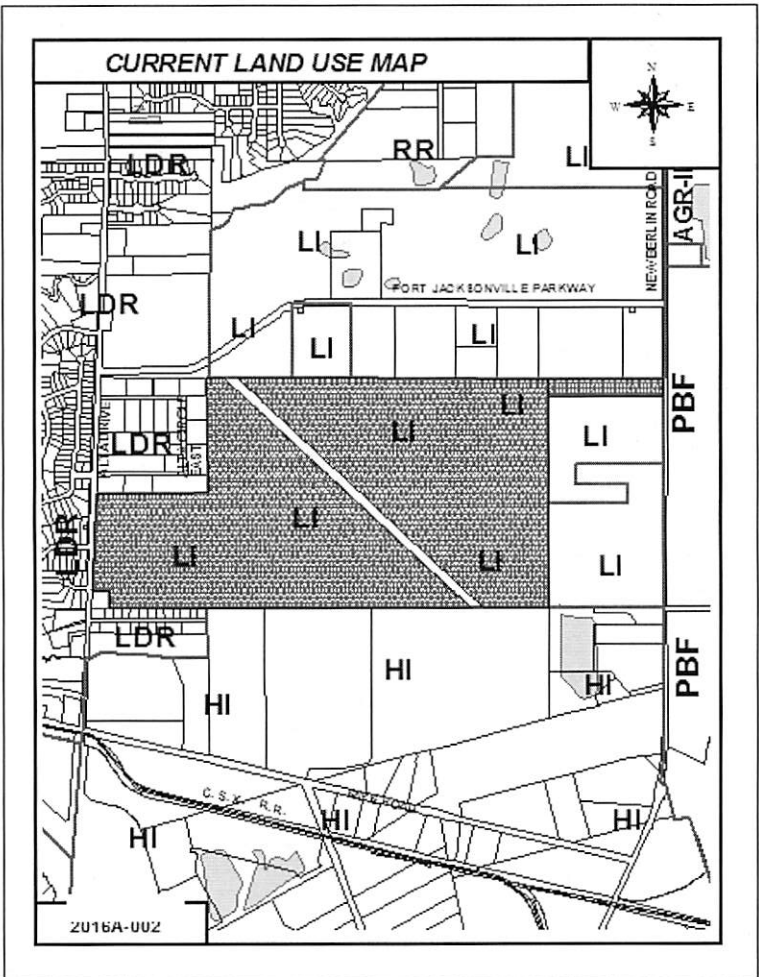
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LI	LDR	N/A	1,394 (5DU/Acre)	2,500,000 Sq. Feet (* Annotated FLUM Ord. 2010-398-E)	N/A	Increase of 1,394 DU	Decrease of 2,500,000 sq. ft. Light Industrial and Supporting Uses

**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



LARGE SCALE LAND USE APPLICATION 2016A-002



Existing FLUM Land Use Categories: Light Industrial (LI)  
Requested FLUM Land Use Category: Low Density Residential (LDR)

Current Zoning District(s): Planned Unit Development (PUD)  
Requested Zoning District(s): Planned Unit Development (PUD)

# ANALYSIS

## Background

The subject property is located between New Berlin Road and Alta Drive, north of I-295. The property is located within the boundaries of Planning District 6, Council District 2, and the North Vision Plan. The applicant proposes a Large-Scale Future Land Use Amendment from Light Industrial (LI) to Low Density Residential (LDR) and a rezoning from Planned Unit Development (PUD) to Planned Unit Development (PUD) to allow for development of single-family homes. The property is 278.85 acres and does not include the 9.52 acre JEA transmission line which bisects the property. The rezoning application is not required for the transmittal round of legislation and will be processed during the adoption round of this large scale future land use amendment.

New Berlin Road and Alta Drive are both 2 lane collector roads and each have a sidewalk on one side of the road. The surrounding land uses are LDR to the west of Alta Drive, Heavy Industrial (HI) to the south, LI to the north and Public Buildings and Facilities (PBF) and LI to the east. The JEA electric plant is east across New Berlin Road. The subject site and lands to the north, south and east are in the Industrial Situational Compatibility Zone while lands further east and across New Berlin Road are in the Industrial Sanctuary Zone. The Industrial Situational Compatibility Zone is defined as a distinct area that may be suitable for industrial uses under certain circumstances. The Industrial Sanctuary Zone is defined as a distinct geographical area predominately consisting of industrial uses and zoning districts and strategically located for future expansion and economic development. The property is surrounded by large warehouses on 3 sides and residential on the west side. Refer to Dual Map on page 2 and Attachment A – Land Utilization Map for more detail.

The Context Sensitive Street Standards Committee is considering developing a truck route network and under consideration are the roads surrounding the subject property: New Berlin Road to the east, Faye Road to the south, Alta Drive to the west, and Port Jacksonville Parkway to the north. The purpose is to decrease potential conflicts with residential and school bus traffic and increase safety.

Section 656.399.46 of the Zoning Code includes buffering requirements for properties located in Industrial Situational Compatibility zones. These buffering requirements apply to all properties which have been rezoned or have been the subject of land use changes since June 1, 2007. These buffer areas may consist of passive recreation, underground utilities, off-street parking spaces and parking garages, stormwater retention, landscaping, visual screening, wetland and other conservation lands. Public rights-of-way are deemed to satisfy the buffer distance requirements. The HI land use to the south of the site was established in 2003 when the subject site was LDR. The companion rezoning for the property to the south included a 165' wide IBP zoning district adjacent to the subject property. Business Parks are allowed in locations adjacent to, or near residential areas according to FLUE Policy 3.2.1, so the HI property to the south has a 165' wide buffer requirement that is implemented by the IBP zoning. The PUD to the north requires compliance with the zoning code areas of situational compatibility overlay zone buffer

requirements. Based on review of aerial photography, a 100' wide buffer is currently in place.

Prior to 2003, the eastern portion of the property (144.1 acres) had a land use designation of Rural Residential (RR) while the remainder of the property was designated Low Density Residential. In 2003, the 144.1 acres was approved for a land use amendment to LDR (Ordinance 2003-1216-E) and later the entire site was approved as a rezoning to a PUD for a 650 single family development. In 2008, Ordinance 2008-242-E changed approximately 287 acres of the subject site from LDR to LI. Development subject to the 2008 amendment was limited by an asterisk on the annotated Future Land Use Map (FLUM) to a maximum of 2.2 million square feet of light industrial and supporting uses. However, subsequent adoption of Ordinance 2010-398-E amended the asterisk on the FLUM to allow for up to 2.5 million square feet of light industrial and supporting uses.

At a community meeting held on September 27, 2007, at the Oceanway Community Center, residents from the Alta Drive subdivisions expressed opposition to the proposed land use amendment due to the heavy truck traffic resulting from the proposed warehouse distribution center. However Ordinance 2008-242-E was approved on May 13, 2008. The companion PUD, Ordinance 2008-243-E, includes provisions for a 200' wide natural buffer from Alta Drive and 150' from any adjacent lands which are within a RR or RLD zoning district. This includes buffering from residences on Aldergate Road to the south and Alta Circle to the west of the subject site.

According to the Comprehensive Plan, lands located within the area of Industrial Situational Compatibility shall not be converted to a non-industrial use unless the applicant demonstrates 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. Evaluation of these criteria is included in the 2030 Comprehensive Plan consistency section.

According to the Development Areas Map of the 2030 Comprehensive Plan, the subject property is located within the Suburban Development Area. The proposed amendment does include a residential component; therefore, school capacity will need to be discussed.

**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.

### **Utility Capacity**

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

### **Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in no net new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site as detailed in FLUE Policy 1.2.16 development standards for impact assessment versus the maximum development potential. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office. The analysis shows a decrease in PM peak trips (LI = 2,125 to LDR = 1,125) and net daily trips (LI = 17,075 to LDR = 11,858)

### **Archaeological Sensitivity**

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of mostly high and medium sensitivity for the presence of archaeological resources. An Archaeological Reconnaissance Survey should be performed due to this areas High Sensitivity to archaeological resources in order to determine if a Phase I Survey is needed. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### **Wetlands**

The wetlands survey map depicting the location of the approximate 85.9 acres of various types of wetlands found on the property (Attachment D, Wetlands Map) was provided by an applicant of a previous land use amendment application (2007D-008). Since then nothing has changed regarding the "category III" wetlands. The functional value of the wetlands run from high to low and the various wetland types found are as follows:

- "Stream and Lake Swamp" type located in the western corner of the subject site.
- "Wetland Forested Mixed" type located throughout the site.
- "Vegetated Non-Forested Wetland" located in the southern portion of the subject site.
- "Cypress Swamp" located in the central portion of the site.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetland soils as "Evergreen-Wesconnett Complex" and Hurricane and Ridgewood soils. The Evergreen and Wesconnett are both nearly level poorly drained soils formed in thick sandy marine sediments. The Evergreen soils were also formed in decomposed organic materials. Hurricane and Ridgewood soils are sandy, nearly level to gently sloping poorly drained soils with high water tables.

The proposed project of the site must meet the requirements of Goal 4 of the Conservation Coastal Management Element (CCME) of the Comprehensive Plan to achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term, improve the water quality, and improve fish and wildlife values of wetlands. Other requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.1 of the CCME.

**Goal 4** To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands.

**Objective 4.1** The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes.

The companion PUD rezoning can be utilized as a tool to review and address mechanisms to minimize impacts to wetlands as called for in the CCME. Furthermore, the applicant has stated that nearly half of the property is located within conservation easements making large areas within the site non-developable. The companion PUD rezoning will be submitted for the adoption round later this year.

**School Capacity**

The proposed land use map amendment has a maximum potential development of 1,394 single-family dwelling units. This development was analyzed to determine whether there is adequate school capacity, for each school type (elementary, middle, and high school), to accommodate the proposed development, based on the Level of Service (LOS) standards (105% of permanent capacity), Concurrency Service Areas (CSAs) not the closest school in the area for elementary, middle and high schools, and 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:

**School Impact Analysis**  
**LUA 2016A-002**

**Development Potential: 1,394 Single-Family Units**

School Type	CSA	2015-16 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	7	3,217	91%	233	85%	297
Middle	1	8,909	81%	102	95%	807
High	7	7,676	95%	130	89%	171
<b>Total New Students</b>				<b>464</b>		

*Total Student Generation Yield: 0.333*  
*Elementary: 0.167*  
*Middle: 0.073*  
*High: 0.093*

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

**Wildlife**

The applicant submitted a wildlife report for the land use amendment application site. According to the study, active gopher tortoise burrows were located and a take permit (DUV-169) was obtained from the FWC on October 16, 2006. (See Wildlife Survey Report, Attachment E).

# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Low Density Residential
Land Use Category	LI	LDR
Development Standards For Impact Assessment	* on annotated FLUM ODR 2010-398-E	5 DU per acre
Development Potential	2,500,000 sq. ft.	1,394 DU units
Population Potential	0 people	3,708 people
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area	X	
Cultural Resources	Mostly high and medium with some areas low sensitivity	
Archaeological Sensitivity	Mostly high and medium with some areas low sensitivity	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X- Discharge Area
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	No net new daily trips	
Water Provider	JEA	
Potential Water Impact	Increase 20,5508 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase 154,131 gallons per day	
Potential Solid Waste Impact	Decrease of 11,443 tons per year	
Drainage Basin/ Sub-Basin	Terrapin Creek, Rushing Branch and Dunn Creek	
Recreation and Parks	New Berlin Model Airplane Field	
Mass Transit	N/A	
<b>NATURAL FEATURES</b>		
Elevations	20 ft.	
Soils	35- Lynn Haven fine sand, 22 -Evergreen-Wesconnett complex, 62 - Rutledge mucky fine sand, 32 -Leon fine sand, 24 -Hurricane and Ridgewood soils, 46- Ortega fine sand	
Land Cover	4410 - Coniferous plantations, 7400 - Disturbed Land, 4110- Pine flatwoods, 6300 - Wetlands Forest Mixed, 3300- Mixed Rangeland, 5300- Reservoirs, 4430- Forest regeneration areas, 6210- Cypress	
Flood Zone	No	
Wet Lands	Yes	
Wild Life	No	



## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on June 2, 2016, the required notices of public hearing signs were posted. Seventy-eight (78) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Workshop was held June 15, 2016. One speaker was present and spoke against the proposed land use change due to the property being surrounded by LI and HI. In addition the speaker stated the nearby neighborhoods that were against the LI in 2008 are content with the buffers that were put in place by the PUD zoning.

## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

Proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- 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 the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination
- 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.
- 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 3.1.21      The City shall provide design standards in the Land Development Regulations to ensure compatibility with adjacent uses and to protect

neighborhood scale and character through transition zones, bulk, massing, and height restrictions. The City shall consider the feasibility and effectiveness of developing design standards for each Development Area, not to include the Central Business District which has established design standards.

**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.

**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.

**Policy 3.2.35** The City shall continue to implement, and amend as necessary, the land development regulations established to strengthen existing buffering standards and protect industrial lands from residential encroachment.

According to the Category Description of the Future Land Use Element (FLUE) Light Industrial permits uses such as wholesaling, warehousing, storage, distribution, light manufacturing, business and professional offices, bulk and outside storage yards, service establishments catering to commerce and industry, indoor scrap processing, building trade contractors, transportation terminals for freight, trucking and shipping, retail sales of heavy machinery, farm and building materials, printing and similar establishments, banks, medical clinics, and retail outlets in conjunction with wholesaling establishments.

The LDR category permits housing developments in a gross density range of up to 7 dwelling units per acre when full urban services are available to the site. LDR in the Suburban Area is intended to provide for low density residential development. Secondary uses in the LDR include commercial retail sales and service establishments when the site

is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map. If the subject property is amended to LDR, the site characteristics do not qualify the site for non-residential development and therefore cannot provide for mixed use within the property boundaries.

The proposed amendment is located within the North Planning District and Suburban Development Area and has access to full urban services. Therefore, the amendment to LDR has the potential to encourage additional development promoting the goal of Objective 1.1. The amendment will also provide housing opportunities for nearby industrial developments; therefore, the land use change is consistent with Objective 3.1.

Industrial Situational Compatibility Zone buffering requirements for both residential and non-residential properties located in these zones are in place to address protection and continued viability of existing industrial uses while providing for a compact and compatible mix of uses. Therefore, the proposed amendment does not conflict with the goals and intent of FLUE Policies 1.1.10, 3.1.21 and 3.2.35.

The applicant has provided information demonstrating that the site cannot be reasonably used for industrial uses. This information includes vacancy rates for industrial buildings in the nearby area showing higher vacancy rates than other areas of Jacksonville. In addition, the applicant identified that the site does not have access to the arterial road network, has no access to rail, and has large pockets of jurisdictional wetlands which makes the site layout not practical or viable for industrial use. The applicant has also stated that this property has been on the market for more than eight (8) years and there has been absolutely no interest for industrial use of the site. He has also provided 3 maps indicating that within a 5 mile radius of the property there are 30 industrial buildings available for lease, 15 industrial buildings for sale, and 30 properties allowing industrial use for sale. (See Attachment G) Additionally, the applicant has stated that nearly half of the site is located in conservation easements leaving pockets of land developable. These pockets are not conducive to meeting industrial development standards but could reasonably be developed into single-family uses. Therefore, the applicant has provided justification that the site is unsuitable for industrial purposes as called for in FLUE Policy 3.2.33.

There are 1,589 acres of industrial land included in the surrounding Industrial Situational Compatibility Zone, much of which is still undeveloped. Additionally there are 15,339 acres included in the nearby Industrial Sanctuary Zone. The Institute of Transportation Engineers (ITE) provides an estimate of the number of employees based on square footage for different businesses. Warehouse buildings are estimated at 781 sq. ft. per employee, industrial park, 500 sq. ft. per employee and manufacturing at 535 sq. ft. per employee. Although the number of employees per square foot by industry type is used as an indicator of potential job creation, depending on the technology or product, the number can vary widely. For example, in Jacksonville, Firestone has a 1,000,000 sq. ft. facility and employs 200 people while SAFT has a 250,000 sq. ft. facility and employs 350 people. The industrial park north of the subject site can develop up to 4,500,000 square feet according to the PUD (Ordinance 2014-60E). If the ITE numbers are used, this development could create anywhere from 5,160 to 9,000 jobs. Conversion of the

amendment site results in an area-wide development pattern containing a mix of residential and non-residential uses that positions residential in proximity to industrial employment centers. This creates the overall desired outcome of a compact and connected mixed use area with both employment centers and housing to support the surrounding industrial development. Therefore, the amendment is consistent with FLUE Goal 3 and Objective 3.1 and is in part consistent with FLUE Policies 3.2.33 and 3.2.34.

**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.

**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.

While conversion of the amendment site results in an area-wide development pattern containing a mix of residential and non-residential uses that positions residential in proximity to industrial employment centers, the site subject to the proposed amendment does not achieve mixed-use development fully within the site boundaries. Therefore, although the area-wide mix of uses will be provided for consistent with FLUE Policy 3.2.34, if this amendment is approved, the amendment is inconsistent with the strict reading of the text in FLUE Policies 3.2.33 and 3.2.34.

**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.

**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.

The proposed amendment may pose safety issues in regards to residential traffic increasing on roads currently being considered for inclusion in the truck route system. This has the potential to increase traffic conflicts which may increase the threat to the health, safety and welfare of residents. However, there may be design and site operation standards that can be established in development of the companion PUD rezoning application to address these concerns as well as consideration of the potential trip reductions associated with this proposed map amendment. Therefore, the proposed amendment may be inconsistent with Goal 1 and Objective 1.1 pending submittal and review of the proposed companion PUD later this year during the adoption round of this large scale land use map amendment.

### **Vision Plan**

The subject site is located within the North Jacksonville Vision and Master Plan area. The site is within the Suburban Area and the proposed development will have full city services. This will result in a more compact land development pattern for the North Jacksonville area. The City continues to promote new development in the North Planning District and the North Jacksonville Vision & Master Plan encourages a variety of development in this planning district to meet the demands for future population growth and attract employment opportunities to the area. There are no specific recommendations for this area within the Plan. However, the proposed residential development providing a variety of housing alternatives will influence the economic growth in the area and is encouraged within the boundaries of the North Jacksonville Shared Vision and Master Plan.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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

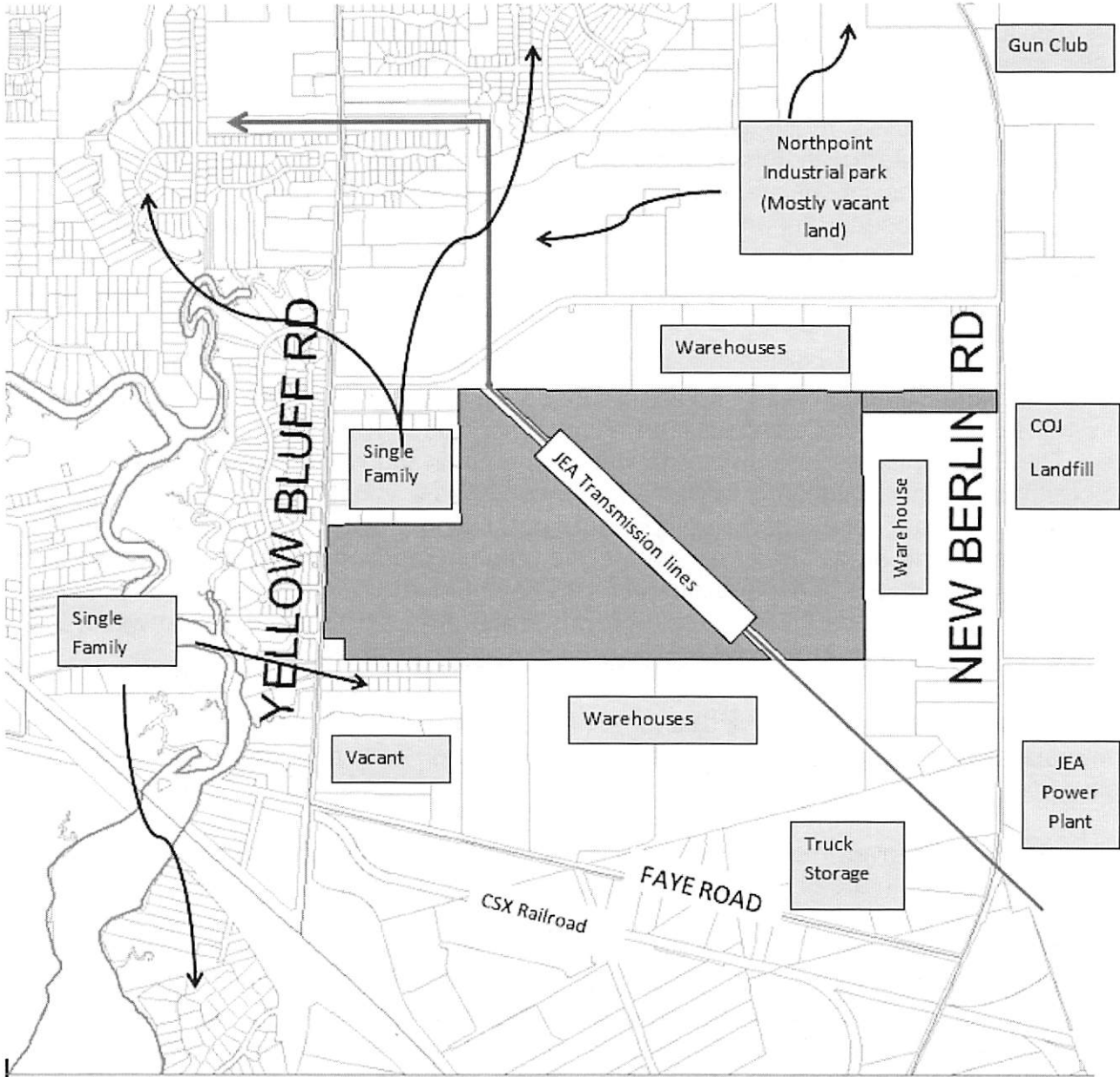
The proposed amendment to LDR would increase opportunities for residential development providing a wider range of housing needs to meet different income levels for a workforce that would serve and support the emerging industrial and commercial businesses in Northeast Florida. Therefore, the proposed amendment is consistent with the aforementioned Strategic Regional Policy Plan.

### **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of the 2030 Comprehensive Plan and the Strategic Regional Plan.

# ATTACHMENT A

## Existing Land Utilization:



# ATTACHMENT B

## Traffic Analysis:

P L A N N I N G   A N D   D E V E L O P M E N T   D E P A R T M E N T



### MEMORANDUM

**DATE:** May 17, 2016

**TO:** Jody McDaniel  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment 2016A-002

A trip generation analysis was conducted for Land Use Amendment 2016A-002, located between Alta Drive and New Berlin Road, north of Faye Road in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Light Industrial (LI) land use category. The proposed land use amendment is to allow for Low Density Residential (LDR) on approximately 278.85 +/- acres.

Trip generation was calculated for the existing and proposed land uses based on *Trip Generation*, 9<sup>th</sup> Edition by the Institute of Transportation Engineers (ITE). Trip generation was conducted for maximum development potential based on the estimated average daily and PM peak hour trips. In accordance with the development impact assessment standards established in the 2030 Comprehensive Plan, the LI land use category allows for 0.4 FAR per acre resulting in a development potential of 2,500,000 SF of industrial park space (ITE Land Use Code 130), generating 2,125 PM peak hour trips and 17,075 daily trips. The proposed LDR land use category development impact assessment standards allows for 5 single family dwelling units per acre, resulting in a development potential of 1,394 residential homes (ITE Land Use Code 210) which could generate 1,125 PM peak hour trips and 11,858 daily trips. There will be no net new vehicular trips if the land use is amended from LI to LDR, as shown in Table A.

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

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
LI	130	2,500,000	T = 0.85 (X) / 1000 T = 6.83 (X) / 1000	2,125 17,075	0.00% 0.00%	0.00% 0.00%	2,125	17,075
<b>Total Section 1</b>							<b>2,125</b>	<b>17,075</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
LDR	210	1,394 DUs	Ln (T) = 0.90 Ln(X) + 0.51 Ln (T) = 0.92 Ln(X) + 2.73	1,125 11,858	0.00% 0.00%	0.00% 0.00%	1,125	11,858
<b>Total Section 2</b>							<b>1,125</b>	<b>11,858</b>
<b>Net New Trips</b>							<b>0</b>	<b>0</b>

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

214 N Hogan Street  
Office: 904-255-7800

Ed Ball Building, Ste. 300  
[www.coj.net](http://www.coj.net)

Jacksonville, FL 32202  
Fax: 904-255-7885

## ATTACHMENT B (page 2)

PLANNING AND DEVELOPMENT DEPARTMENT



The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The project site is located in Mobility Zone 3, east of Alta Drive between Rushing Branch and Faye Road and west of New Berlin Road between Cedar Point Road and New Berlin Road East. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation.

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

The result of the V/C ratio analysis for the overall Mobility Zone 3 is passing at 0.52.


Alta Drive is a 2-lane undivided collector roadway and has a maximum daily capacity of 15,930 vpd. This segment is expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment and is passing at 0.94.

New Berlin Road is a 2-lane undivided collector roadway and has a maximum daily capacity of 15,930 vpd. This segment is expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment and is passing at 0.90.



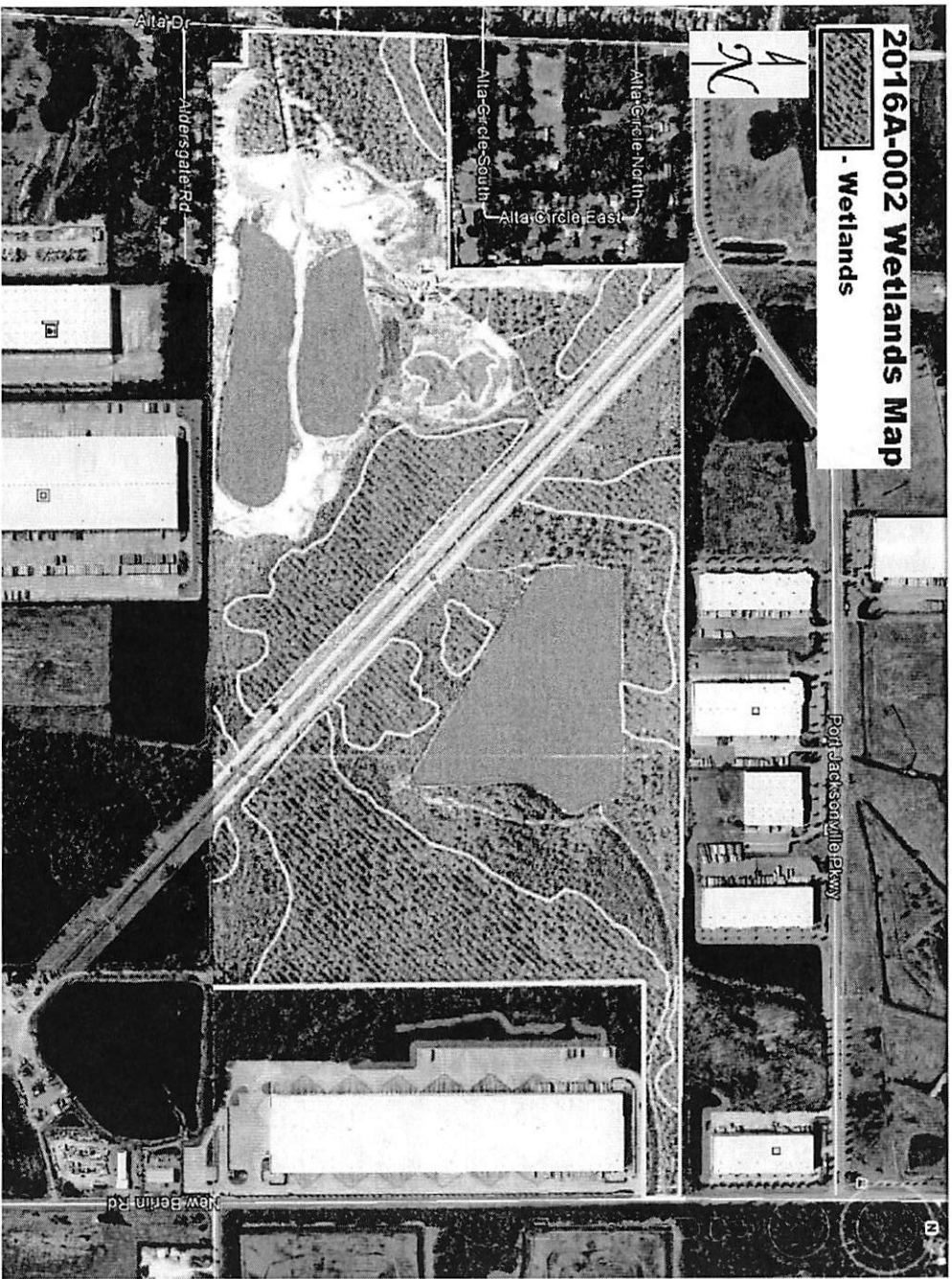
# ATTACHMENT C

## Land Use Amendment Application:

		<b>APPLICATION FOR LARGE SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
<b>Date Submitted:</b>	4/26/16	<b>Date Staff Report is Available to Public:</b>	6-17-2016
<b>Land Use Transmittal Ordinance #:</b>	2016-356	<b>Planning Commission's LPA Public Hearing:</b>	6-23-2016
<b>JPDD Application #:</b>	2016A-002	<b>1st City Council Public Hearing:</b>	6-28-2016
<b>Assigned Planner:</b>	Jody McDaniel	<b>LUZ Committee's Public Hearing:</b>	7-19-2016
		<b>2nd City Council Public Hearing:</b>	7-26-2016
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: (904) 396-5731 Fax: (904) 399-5461 Email: PAUL_HARDEN@BELLSOUTH.NET		<b>Owner Information:</b> TM BYLOW FIRST-CITIZENS BANK & TRUST COMPANY 4300 SIX FORKS RD., FCC22 RALEIGH, NC 27609	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
<b>Acres:</b>	278.85	<b>General Location:</b>	WEST OF NEW BERLIN RD., NORTH OF I-295
<b>Real Estate #(s):</b>	108429 0100 108439 0000 108439 0050	<b>Address:</b>	0 NEW BERLIN RD 0 ALTA DR
<b>Planning District:</b>	6		
<b>Council District:</b>	2		
<b>Development Area:</b>	SUBURBAN AREA		
<b>Between Streets/Major Features:</b>	I-295 and CEDAR POINT RD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
<b>Current Utilization of Property:</b> VACANT			
<b>Current Land Use Category/Categories and Acreage:</b> LI 278.85			
<b>Requested Land Use Category:</b>	LDR	<b>Surrounding Land Use Categories:</b>	H1, LDR, U
<b>Justification for Land Use Amendment:</b> TO DEVELOP FOR RESIDENTIAL USES.			
<b><u>UTILITIES</u></b>			
<b>Potable Water:</b>	JEA	<b>Sanitary Sewer</b>	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
<b>Current Zoning District(s) and Acreage:</b> PUD 278.85			
<b>Requested Zoning District:</b> PUD			
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

# ATTACHMENT D

Wet Lands Map:



# ATTACHMENT E

## Wildlife Report:



7 Waldo Street St. Augustine, FL 32084  
Tel: 904.540.1786  
www.carterenv.com

April 28, 2016

Jennifer Cherry  
501 Riverside Avenue, Suite 901  
Jacksonville, FL 32202  
[jennifercherry@bellsouth.net](mailto:jennifercherry@bellsouth.net)

**SUBJECT:** Alsop Alta, Protected Species

Dear Ms. Cherry,

During the recent site visit by Carter Environmental Services (CES) to referenced property, CES conducted a limited pedestrian survey of the property to look for the presence of or potential utilization by any threatened, endangered, or species of special concern (SSC) as listed by the U.S. Fish and Wildlife Service (FWS) or the Florida Fish and Wildlife Conservation Commission (FWC). Prior to the site visit, CES compiled a list of potentially occurring species. The resources used to compile this list included a literature review of the soil units mapped on-site and color/infrared aerial photographs of the property. The results of this survey are listed below.

### PROTECTED ANIMAL SPECIES

- **Bald Eagle (*Haliaeetus leucocephalus*)**  
Using the FWC Eagle Nest Locator Database (2014), CES located four (4) bald eagle nests on record within a five mile radius of the property, but none were located within 1 mile of the site. The closest eagle nest site is located 1.75 miles from the center of the subject area. While the bald eagle is not listed as threatened, endangered or a SSC, it is protected by the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act (MBTA). Based on these acts, certain activities are regulated by FWS when they occur near an active nest during nesting season (1 October to 15 May).
- **Gopher Tortoise (*Gopherus Polyphamus*)**  
In 2006, the subject property was 100% surveyed for gopher tortoise. Subsequently active gopher tortoise burrows were located and attached take permit (DUV-169) was obtained from the FWC on October 16, 2006.

### PROTECTED PLANT SPECIES

In addition to protected animal species, CES biologists reviewed the site for protected plant species and none were observed. No coordination would be required with any regulatory agency if protected plant species were observed in the future. Currently, no regulations exist for protected plant species occurring on privately owned land, unless the landowner is harvesting and engaging in the commercial sale of the protected plant species.

**ATTACHMENT E (page 2)**



In conclusion, gopher tortoise take permit DUV-169 was issued by the FWC on October 16, 2016. I trust that this information is helpful. Please contact Ryan Carter or myself with any questions or requests for additional information.

Sincerely,

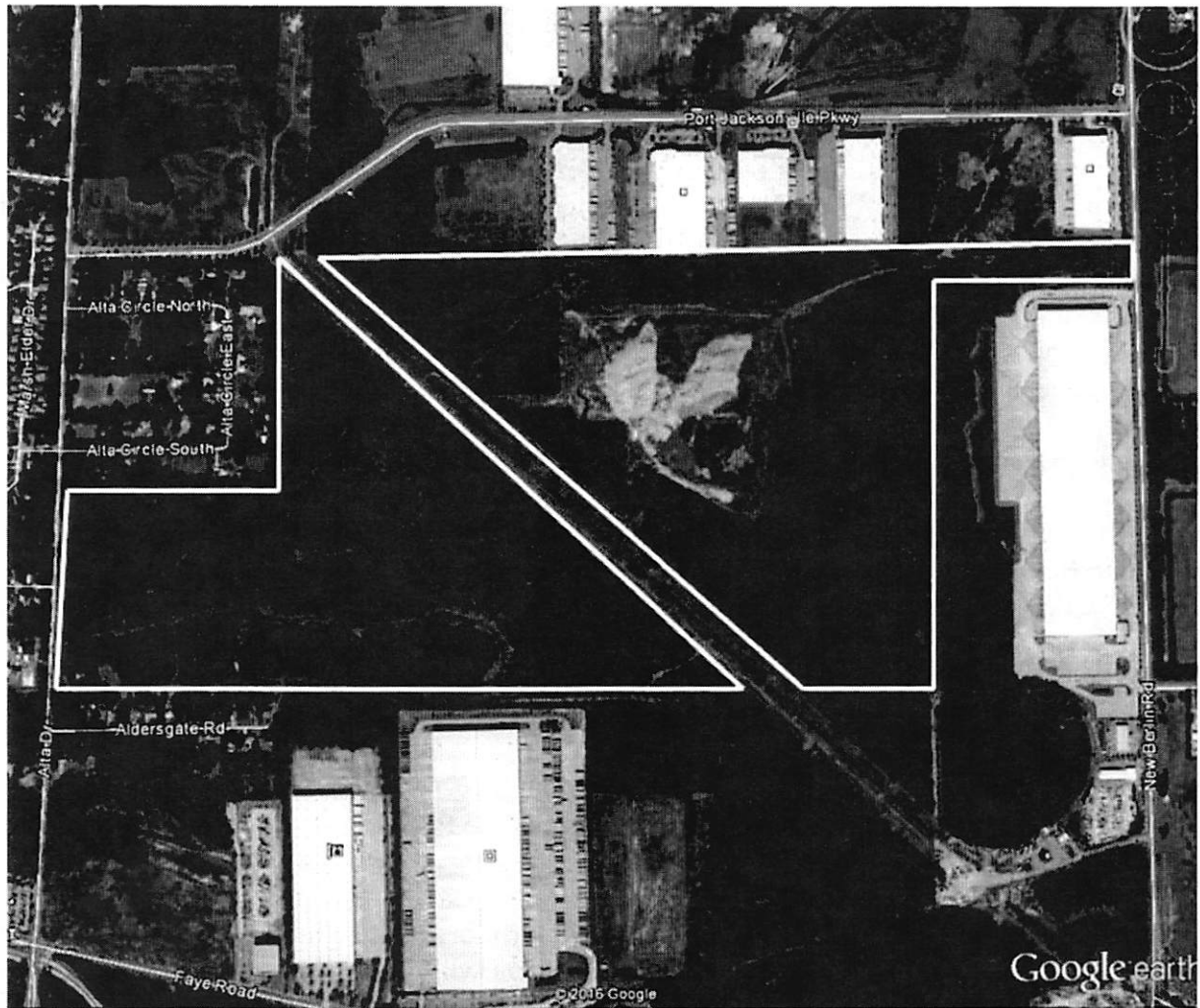
Carter Environmental Services

A handwritten signature in black ink, appearing to read "D. Jeff", is positioned above the printed name.

David Jeff  
Senior Scientist

# ATTACHMENT F

Aerial Map:



## **ATTACHMENT G**

### **E-mail from Applicant:**

Memo from Paul:

Thank you for your correspondence of May 31, 2016. In response to your inquiry, I would ask you to consider the information included herein.

First of all, with regard to the concept of situational compatibility, it should be noted that until 2008 this site was designated Low Density Residential and Rural Residential. The site was changed by a Comprehensive Plan amendment to Light Industrial in 2008. That is to say, in the original Comprehensive Planning of the area this entire site was more appropriately in the use we are proposing in our Comprehensive Plan amendment. Additionally, while the site is designated Light Industrial on the Future Land Use Map, it is the subject of a PUD set forth in Ordinance 2008-243-E. That PUD contains many conditions which were intended to buffer the site from surrounding residential uses and have resulted in the site not being practically usable for industrial development. All this is to say the site was originally in a Low Density Residential or non-industrial land use long before the "area of situational compatibility" was determined.

It should also be noted that about half the site is non-developable. Those lands are subject to a conservation easement. The reason I bring this up is that land with pockets of uplands are reasonably developed into single-family uses, but the jurisdictional land now covered by a conservation easement makes development of large parcels for industrial use difficult or impossible. I have attached for you a proposed site plan for the residential proposed by another potential user, which shows the pockets of uplands and the pockets of jurisdictional lands.

The geographic limitations of the site along with the lack of significance of the situational compatibility designation were recognized in the Report of the Planning Department with regard to rezoning 2008-243, the PUD now existing on the site.

This property has been on the market for industrial use for more than eight (8) years and there has been absolutely no appetite for that use on the site. As you will note on the maps attached hereto (which are attachments to the FLUM application), the site does not have substantial or usable access to the arterial road network. With regard to access to rail, you will note that the adjoining properties have a CSX rail spur, but this site has no access to rail. The site is proximate to existing residential, as shown on the map (being directly located across Alta Drive). Indeed, there is an outparcel of this site currently zoned LDR and developed into LDR. While the size of the parcel, were it all usable land, would be appropriate for industrial use, the fact that the site has large pockets of jurisdictional wetlands makes the "size of the parcel" not reasonably or practically usable for industrial use.

The most telling consideration contained in Policy 3.233 is the inquiry on industrial vacancy rates in the vicinity. I am enclosing for your review a recently produced Costar industrial report for the first quarter of 2016. I would call your attention to page 7 indicating that the submarkets where

this property is contained, the North Side Industrial and Oceanway Industrial has a vacancy rate of 2 to 3 times of the remainder of the Jacksonville market. The North Side Industrial market has a vacancy rate of 11.2% and the Oceanway Industrial market has a vacancy rate of 12.1%. Additionally, I would call your attention to page 20 of the Costar report indicating rates currently for industrial use are slightly over \$3.00 a foot. New construction on the site would require \$5.00 to \$5.50 square foot rates, thus making the land not usable to compete with the great amount of existing, industrial construction.

Finally, I would call your attention to three additional exhibits indicating industrial land for sale within five miles, industrial buildings for sale within five miles and industrial buildings for lease within five miles. Each of these exhibits indicate there is a plethora of available industrial land in this submarket alone. The lease buildings and industrial buildings were constructed some time ago, and therefore do not require the \$5.50 square foot rates that I suggest would be necessary for new construction. The "industrial land for sale" exhibit indicates there is plenty of industrially zoned land on the market to fill market needs, should the industrial market demand increase in the future.

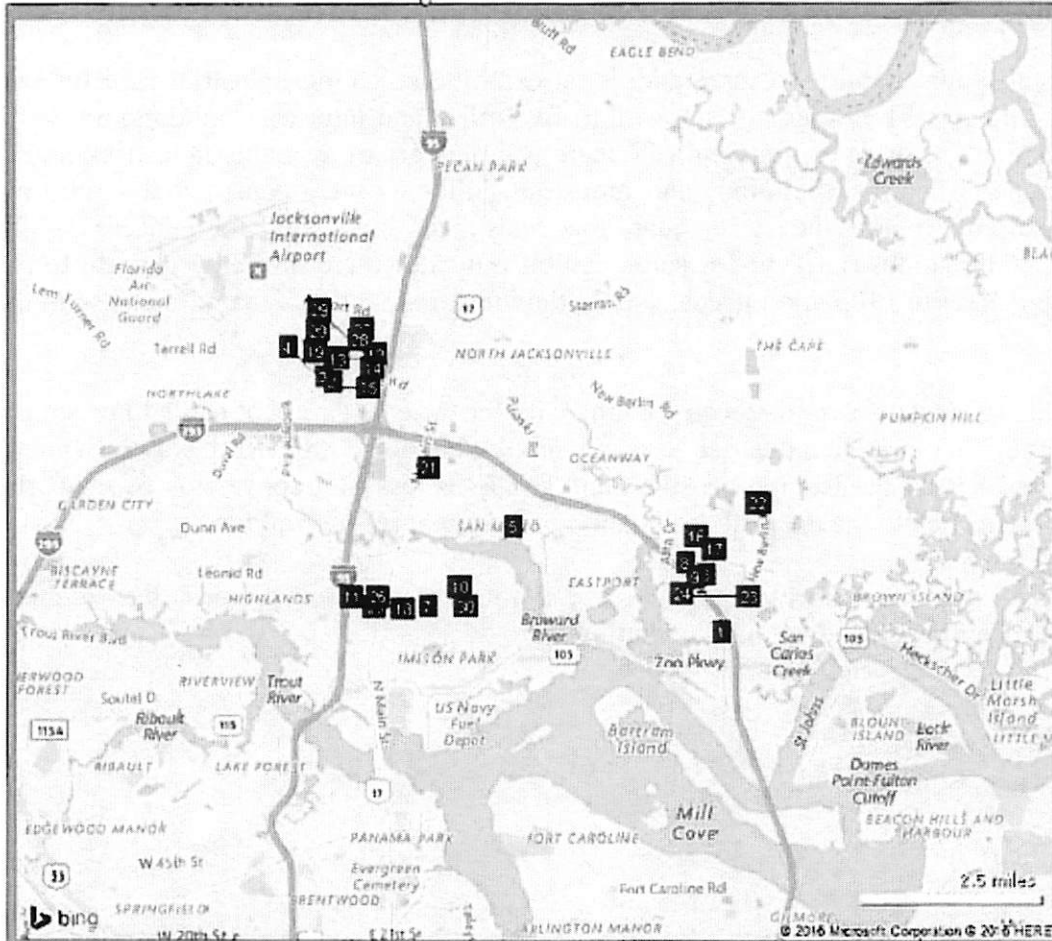
While I am not able to locate a formula created by the City for the calculation of capital investment and the job creation in various industrial uses, it should be noted this land was previously designated LDR and RR on the Comprehensive Plan, so this is less of a conversion of industrial lands than a purposing back to the original designation in the Comprehensive Plan.

I will be happy to go over these documents with you, at your convenience, or speak by telephone prior to your CIM meeting on Monday, if you would like to do so.

Jennifer Cherry  
Assistant to Paul M. Harden  
501 Riverside Avenue, Suite 901  
Jacksonville, FL 32202  
904-396-5731 (office)  
904-399-5461 (facsimile)  
[jennifercherry@bellsouth.net](mailto:jennifercherry@bellsouth.net)

# ATTACHMENT G (cont)

Industrial Bldgs for LEASE w/ 5 miles



	Address	City	Property Type	Property Size	Space Avail	Rent/SFYr
1	10411 Alta Dr	Jacksonville	Class B Industrial/Warehouse	31,570 SF	31,570 SF	Withheld
2	13845 Alvarez Rd	Jacksonville	Class B Industrial/Warehouse	94,325 SF	94,325 SF	\$4.50
3	13910 Alvarez Rd	Jacksonville	Class B Industrial/Warehouse	117,000 SF	45,000 SF	\$3.95
4	13920 Alvarez Rd	Jacksonville	Class B Industrial/Warehouse	135,000 SF	18,000 SF	\$3.95
5	1121 Baisden Rd	Jacksonville	Class C Industrial/Warehouse	10,000 SF	10,000 SF	\$6.00
6	11070 Blasius Rd	Jacksonville	Class B Industrial/Warehouse	31,000 SF	18,000 SF	\$6.00
7	10490 Busch Dr N	Jacksonville	Class C Industrial/Warehouse	172,800 SF	43,200 SF	\$3.75
8	11094 Cabot Commerce Cir	Jacksonville	Class B Industrial/Distribution	111,550 SF	63,165 SF	\$4.50
9	2550 Cabot Commerce Dr	Jacksonville	Class B Industrial/Distribution	192,248 SF	132,000 SF	\$4.50
10	10543 Canada Dr	Jacksonville	Class C Industrial/Warehouse	319,000 SF	319,000 SF	\$3.90



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Only properties with valid listing display on map

6/1/2016

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## ATTACHMENT G (cont)

	Address	City	Property Type	Property Size	Space Avail	Rent/SF/Yr
11	10330 Chedock Ct	Jacksonville	Class C Industrial/Service	16,800 SF	7,200 SF	\$6.25
12	14476 Duval Pl W	Jacksonville	Class C Industrial/Warehouse	30,000 SF	16,000 SF	\$4.30
13	14476 Duval Pl W	Jacksonville	Class B Industrial/Warehouse	30,000 SF	10,000 SF	\$3.95
14	14476 Duval Pl W	Jacksonville	Class B Industrial/Warehouse	30,000 SF	3,100 SF	\$4.95
15	13913 Duval Rd	Jacksonville	Class B Industrial/Warehouse	25,096 SF	8,000 SF	\$6.00
16	2855 Faye Rd	Jacksonville	Class A Industrial/Warehouse	360,998 SF	240,366 SF	\$3.95
17	3001 Faye Rd	Jacksonville	Class C Industrial/Warehouse	11,250 SF	1,250 SF	Withheld
18	1 Imeson Park Blvd	Jacksonville	Class C Industrial/Warehouse	1,695,904 SF	662,068 SF	\$2.00-\$9.00
19	13350 International Pky	Jacksonville	Class B Industrial/Warehouse	90,000 SF	13,500 SF	\$4.80
20	13398 International Pky	Jacksonville	Class A Industrial/Distribution	318,800 SF	318,800 SF	\$3.95
21	11855 N Main St	Jacksonville	Class C Industrial/Warehouse	18,720 SF	3,000 SF	\$5.00
22	11530 New Berlin Rd	Jacksonville	Class A Industrial/Warehouse	672,627 SF	672,627 SF	\$4.50
23	2615 Port Industrial Dr	Jacksonville	Class B Industrial/Warehouse	80,380 SF	5,680 SF	Withheld
24	2529 Port Industrial Dr	Jacksonville	Class B Industrial/Warehouse	70,500 SF	11,844 SF	\$4.95-\$5.95
25	298 Setzer Rd	Jacksonville	Class B Industrial/Distribution	151,000 SF	151,000 SF	Withheld
26	300 Setzer Rd	Jacksonville	Class C Industrial/Warehouse	50,000 SF	50,000 SF	\$2.00
27	1333 Tradeport Dr	Jacksonville	Class C Industrial	35,154 SF	35,154 SF	\$4.25
28	1350 Tradeport Dr	Jacksonville	Class B Industrial/Warehouse	99,750 SF	54,647 SF	\$3.95
29	13291 Vantage Way	Jacksonville	Class B Industrial/Warehouse	110,880 SF	76,769 SF	\$3.75-\$3.95
30	780 Whittaker Rd	Jacksonville	Class B Industrial/Distribution	280,000 SF	179,200 SF	\$4.25



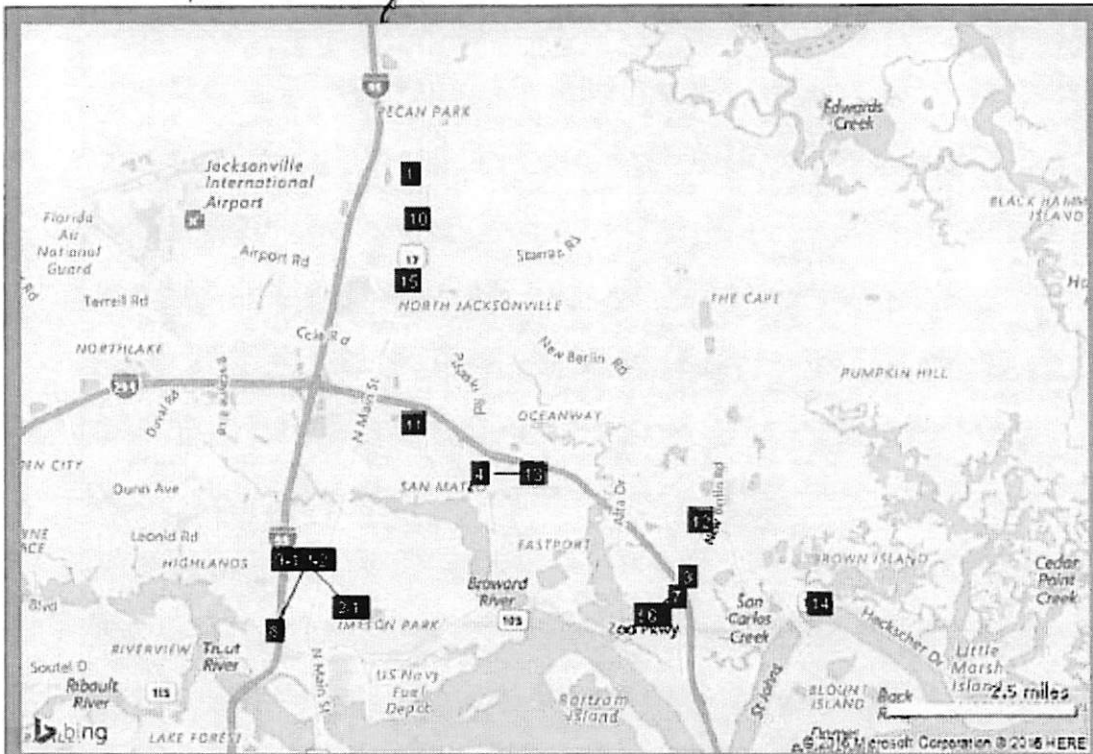
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Only properties with valid parcel display on map

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# ATTACHMENT G (cont)

Industrial Bldgs for sale w/ 5 miles



	Address	City	Property Info	Sale Info
1	14500 N Hyatt Rd	Jacksonville	278,932 SF Industrial Building	Sale Price: \$3,753,000
2-1	298 Setzer Rd	Jacksonville	151,000 SF Industrial Building	Sale Price: \$4,395,000
3	10418 New Berlin Rd	Jacksonville	91,000 SF Industrial Building	Sale Price: \$153,000
2-2	300 Setzer Rd	Jacksonville	50,000 SF Industrial Building	Sale Price: \$4,395,000
4	1314 Eastport Rd	Jacksonville	48,700 SF Industrial Building	Sale Price: \$1,353,000
5-1	10418 New Berlin Rd	Jacksonville	45,500 SF Industrial Building	Sale Price: an undisclosed price; portfolio only
6	10418 New Berlin Rd	Jacksonville	45,500 SF Industrial Building	Sale Price: \$165,000
7	10411 Alta Dr	Jacksonville	31,570 SF Industrial Building	Sale Price: an undisclosed price
8	320 Dundas Dr	Jacksonville	24,140 SF Industrial Building	Sale Price: \$1,133,000
9-1	10330 Chedoak Ct	Jacksonville	16,800 SF Industrial Building	Sale Price: \$368,000; portfolio only
10	14027 Hyatt Rd	Jacksonville	12,000 SF Industrial Building	Sale Price: \$450,000
11	11865 Industry Dr	Jacksonville	12,000 SF Industrial Building	Sale Price: \$1,500,000
12	4000 Faye Rd	Jacksonville	4,700 SF Industrial Building	Sale Price: \$750,000
13	1404 Eastport Rd	Jacksonville	1,804 SF Industrial Building	Sale Price: \$1,000,000
14	5118 Heckscher Dr	Jacksonville	1,575 SF Industrial Building	Sale Price: \$349,000



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## ATTACHMENT G (cont)

	Address	City	Property Info	Sale Info
15	13385 N Main St	Jacksonville	1,383 SF Industrial Building	Sale Price: \$525,000



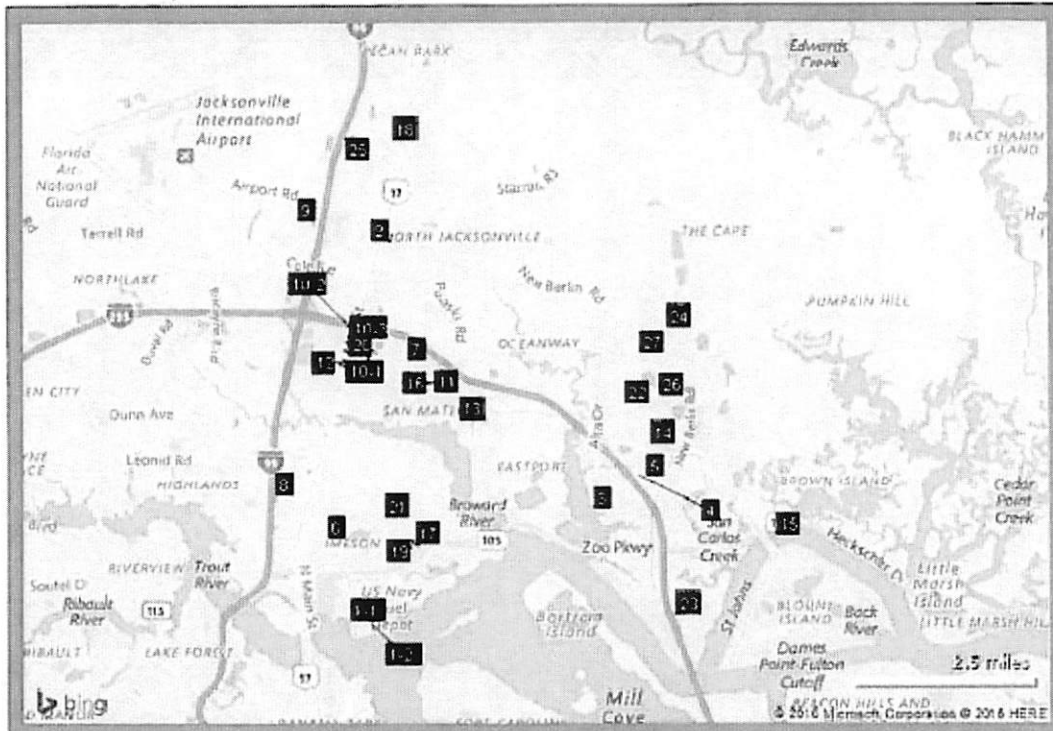
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## ATTACHMENT G (cont)

Industrial LAND for sale w/ 5 miles



	Address	City	Property Info	Sale Info
1-1	8730 Somers Rd	Jacksonville	26,410 SF Specialty Building	Sale Price: \$14,000,000; portfolio only
2	Airport Center Dr	Jacksonville	0.87 AC Land Parcel	Price/AC: \$651,105.50
3	Alta Dr	Jacksonville	37.82 AC Land Parcel	Price/AC: \$76,679.01
4	Balsius Rd	Jacksonville	7.50 AC Land Parcel	Price/AC: \$39,480.00
5	Balsius Rd @ Faye Rd	Jacksonville	19.40 AC Land Parcel	Price/AC: \$43,989.07
6	Busch Dr N	Jacksonville	600 AC Land Parcel	Price/AC: -
7	Camden Rd	Jacksonville	20 AC Land Parcel	Price/AC: \$23,750.00
8	Chedoak Ct	Jacksonville	1.15 AC Land Parcel	Price/AC: \$69,564.35
9	15679-15886 Duval Rd	Jacksonville	22.26 AC Land Parcel	Price/AC: \$81,081.08
10-1	Eastport Rd	Jacksonville	29.82 AC Land Parcel	Price/AC: \$63,636.35
11	00 Eastport Rd	Jacksonville	4.56 AC Land Parcel	Price/AC: \$151,868.67
12	139 Eastport Rd	Jacksonville	11.22 AC Land Parcel	Price/AC: \$173,798.79
13	1360 Eastport Rd	Jacksonville	6 AC Land Parcel	Price/AC: \$85,000.00
14	3043 Faye Rd	Jacksonville	4 AC Land Parcel	Price/AC: -
15	Hedscher Dr	Jacksonville	0.46 AC Land Parcel	Price/AC: \$394,045.53



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## ATTACHMENT G (cont)

	Address	City	Property Info	Sale Info
16	11730 Houle Rd	Jacksonville	8.22 AC Land Parcel	Price/AC: \$55,000.00
17	Hwy 105	Jacksonville	516 AC Land Parcel	Price/AC: \$101,687.02
18	Hyatt Rd	Jacksonville	12 AC Land Parcel	Price/AC: \$175,000.00
19	Imeson Park Blvd	Jacksonville	289 AC Land Parcel	Price/AC: -
20	N Main St @ SR-6A	Jacksonville	19.75 AC Land Parcel	Price/AC: \$81,012.88
21	898 Mahove Dr	Jacksonville	45.70 AC Land Parcel	Price/AC: \$157,549.23
22	New Berlin Rd @ Alta Dr	Jacksonville	279 AC Land Parcel	Price/AC: \$14,895.34
23	9156 New Berlin Rd	Jacksonville	7.19 AC Land Parcel	Price/AC: \$132,127.96
24	12210 New Berlin Rd	Jacksonville	10.45 AC Land Parcel	Price/AC: \$70,528.32
25	Owens Rd & I-95	Jacksonville	100 AC Land Parcel	Price/AC: -
10-2	Palm Lake Dr @ Palm Lake	Jacksonville	29.82 AC Land Parcel	Price/AC: \$83,836.35
10-3	Palm Lake Dr	Jacksonville	29.82 AC Land Parcel	Price/AC: \$83,836.35
26	Port Jacksonville Pky	Jacksonville	150 AC Land Parcel	Price/AC: -
27	Port Jacksonville Pky	Jacksonville	360 AC Land Parcel	Price/AC: -
1-2	8730 Somers Rd	Jacksonville	110.81 AC Land Parcel	Price/AC: \$126,342.39



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# ATTACHMENT G (cont)

First Quarter 2016 - Jacksonville

## Jacksonville Industrial Market

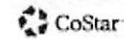


Figure of a Month

### Flex Market Statistics

First Quarter 2016

Market	Existing Inventory		Vacancy			YTD Net Absorption	YTD Deliveries	Under Const. SF	Quoted Rates
	# Bldgs	Total RBA	Direct SF	Total SF	Vac %				
Arlington Ind	8	108,105	25,600	25,600	23.7%	0	0	0	\$14.08
Baker County Ind	0	0	0	0	0.0%	0	0	0	\$0.00
Beaches Ind	14	109,805	6,750	6,750	6.1%	1,350	0	0	\$14.25
Butler Corridor Ind	107	4,404,440	560,213	560,213	12.7%	(46,528)	0	0	\$9.35
Downtown Ind	8	80,083	0	0	0.0%	0	0	0	\$0.00
Mandarin Ind	9	78,532	0	0	0.0%	0	0	0	\$0.00
Nassau County Ind	5	35,453	0	0	0.0%	0	0	0	\$0.00
North Side Ind	5	139,824	0	0	0.0%	0	0	0	\$0.00
Ocean Way Ind	3	110,830	16,000	16,000	14.4%	0	0	0	\$4.75
Orange Park/Clay Cnty Ind	15	369,159	44,949	44,949	12.2%	0	0	0	\$11.97
Riverside Ind	42	587,075	10,324	10,324	1.8%	0	0	0	\$6.50
San Marco Ind	26	499,235	44,380	44,380	8.9%	1,114	0	0	\$10.23
South Side Ind	20	279,201	45,352	45,352	16.2%	4,672	0	0	\$8.60
St Johns Ind	32	493,980	18,876	18,876	3.8%	(2,500)	0	0	\$8.90
West Side Ind	12	279,134	10,587	10,587	3.8%	0	0	0	\$10.00
<b>Total</b>	<b>306</b>	<b>7,274,856</b>	<b>783,031</b>	<b>783,031</b>	<b>10.3%</b>	<b>(41,992)</b>	<b>0</b>	<b>0</b>	<b>\$9.66</b>

Source: CoStar Property®

### Warehouse Market Statistics

First Quarter 2016

Market	Existing Inventory		Vacancy			YTD Net Absorption	YTD Deliveries	Under Const. SF	Quoted Rates
	# Bldgs	Total RBA	Direct SF	Total SF	Vac %				
Arlington Ind	77	974,066	66,664	66,664	6.8%	4,100	0	0	\$5.16
Baker County Ind	17	1,298,086	113,546	113,546	8.7%	0	0	0	\$3.39
Beaches Ind	144	976,483	23,986	23,986	2.5%	(1,500)	0	8,651	\$9.27
Butler Corridor Ind	515	16,340,373	979,250	984,370	6.0%	277,824	0	0	\$5.04
Downtown Ind	119	11,380,190	417,753	417,753	3.7%	(10,686)	0	0	\$2.63
Mandarin Ind	95	1,359,185	65,639	65,639	4.8%	(8,139)	0	0	\$0.06
Nassau County Ind	104	3,249,274	100,523	100,523	3.1%	115,200	0	0	\$3.52
North Side Ind	112	7,117,415	799,580	799,580	11.2%	(41,073)	0	0	\$3.17
Ocean Way Ind	121	12,307,190	1,486,614	1,486,614	12.1%	166,847	0	0	\$3.91
Orange Park/Clay Cnty Ind	194	5,131,481	277,490	277,490	5.4%	284,555	0	0	\$5.06
Riverside Ind	688	18,169,372	269,610	269,610	1.5%	494,270	510,433	67,025	\$4.74
San Marco Ind	224	3,912,845	127,413	127,413	3.3%	(6,331)	0	0	\$4.61
South Side Ind	99	1,115,671	12,948	12,948	1.2%	0	0	0	\$5.30
St Johns Ind	300	5,041,449	170,271	170,271	3.4%	87,700	0	0	\$5.72
West Side Ind	522	30,305,944	1,936,645	1,943,613	6.4%	94,292	237,319	23,201	\$3.31
<b>Total</b>	<b>3,661</b>	<b>118,686,214</b>	<b>6,847,931</b>	<b>6,859,820</b>	<b>5.8%</b>	<b>1,437,059</b>	<b>747,752</b>	<b>98,877</b>	<b>\$3.30</b>

Source: CoStar Property®

### Total Industrial Market Statistics

First Quarter 2016

Market	Existing Inventory		Vacancy			YTD Net Absorption	YTD Deliveries	Under Const. SF	Quoted Rates
	# Bldgs	Total RBA	Direct SF	Total SF	Vac %				
Arlington Ind	85	1,082,176	92,264	92,264	8.5%	4,100	0	0	\$5.90
Baker County Ind	17	1,298,086	113,546	113,546	8.7%	0	0	0	\$4.44
Beaches Ind	158	1,086,288	30,736	30,736	2.8%	(1,500)	0	8,651	\$10.08
Butler Corridor Ind	622	20,745,013	1,539,463	1,544,583	7.4%	231,296	0	0	\$6.17
Downtown Ind	457	11,469,273	417,753	417,753	3.6%	(10,686)	0	0	\$2.63
Mandarin Ind	104	1,437,717	65,639	65,639	4.6%	(8,139)	0	0	\$6.06
Nassau County Ind	109	3,284,227	100,523	100,523	3.1%	115,200	0	0	\$3.52
North Side Ind	117	7,257,237	799,580	799,580	11.0%	(41,073)	0	0	\$3.17
Ocean Way Ind	124	12,418,010	1,502,614	1,502,614	12.1%	166,847	0	0	\$3.52
Orange Park/Clay Cnty Ind	209	5,500,643	322,439	322,439	5.9%	284,555	0	0	\$5.40
Riverside Ind	730	18,756,447	279,934	279,934	1.5%	494,270	510,433	67,025	\$4.77
San Marco Ind	250	4,412,080	171,793	171,793	3.9%	(5,217)	0	0	\$5.36
South Side Ind	119	1,394,872	58,300	58,300	4.2%	4,672	0	0	\$7.35
St Johns Ind	332	5,535,429	189,147	189,147	3.4%	85,200	0	0	\$6.04
West Side Ind	534	30,585,078	1,947,232	1,953,600	6.4%	94,292	237,319	23,201	\$3.32
<b>Total</b>	<b>3,967</b>	<b>120,261,325</b>	<b>7,630,967</b>	<b>7,642,431</b>	<b>6.3%</b>	<b>1,313,316</b>	<b>747,752</b>	<b>98,877</b>	<b>\$4.24</b>

Source: CoStar Property®

2x market