



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32203  
(904) 630-CITY  
[www.Jacksonville.gov](http://www.Jacksonville.gov)

August 21, 2025

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

**RE: Planning Commission Advisory Report / Ordinance No. 2025-493/Application No. L-6042-25C**

Dear Honorable Council President Carrico, Honorable Council Member and LUZ Chairman Carlucci 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 2025-493 on August 21, 2025.

PD Recommendation: APPROVE

PC Discussion: The applicant discussed traffic circulation and drainage. No discussion or questions from the Planning Commission.

**PC Vote: 6-0 APPROVE**

Michael McGowan, Chair	Aye
Tina Meskel, Vice Chair	Aye
Moné Holder, Secretary	Absent
Lamonte Carter	Aye
Amy Fu	Aye
Charles Garrison	Abstain
Dorothy Gillette	Aye
Ali Marar	Aye

Planning Commission Report  
August 21, 2025  
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If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Susan Kelly".

**Susan Kelly, AICP**  
*Acting Chief of Community Planning*  
City of Jacksonville - Planning Department  
214 North Hogan Street, Suite 300  
Jacksonville, FL 32202  
(904) 255-7837  
[KSusan@coj.net](mailto:KSusan@coj.net)

## **Report of the Jacksonville Planning Department**

### **Small-Scale Future Land Use Map Amendment – August 15, 2025**

**Ordinance/Application No.:** 2025-0493 / L-6042-25C

**Property Location:** 1550, 1560, 1580, and 1610 Jake Road

**Real Estate Number(s):** 106150-0900, 106150-0910, 106150-1010, and 106151-0001

**Property Acreage:** 6 acres

**Planning District:** District 6, North

**City Council District:** District 2

**Applicant:** Brian Small

**Current Land Use:** Rural Residential (RR)

**Proposed Land Use:** Low Density Residential (LDR)

**Current Zoning:** Residential Rural - Acre (RR-Acre)

**Proposed Zoning:** Residential Low Density - 50 (RLD-50)

**Development Boundary:** Suburban Development Area

**RECOMMENDATION: APPROVE**

### **APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

Applicant seeks to make the land use consistent with surrounding LDR land use.

### **BACKGROUND**

The 6-acre subject site is located on the north side of Jake Road approximately 0.2 miles east of Yellow Bluff Road. According to the City's Functional Highway Classifications, Yellow Bluff Road is classified as a collector roadway and Jake Road is a local roadway. The applicant is proposing a Future Land Use Map (FLUM) amendment to the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan to amend the land use designation of the subject site from Rural Residential (RR) to Low Density Residential (LDR). The applicant is also proposing a companion rezoning from Residential Rural -

Acre (RR-Acre) to Residential Low Density - 50 (RLD-50) that is pending concurrently with this application, pursuant to Ordinance 2025-0494-E.

The land use adjacent to the amendment site is predominantly single family residential. Directly west of the subject property is a 47-acre tract of land that was designated LDR via Ordinance 2023-227-E. To the north of the subject site are two parcels that were also designated LDR via Ordinance 2024-0671-E. There are RR uses adjacent to the site to the east and across Jake Road to the South. To the north and east of the site is a designated Multi-Use (MU) area pursuant to Ordinance 2010-395-E and FLUE policy 4.3.19. The City National Bank of Florida Multi-Use area is 2,216 acres of currently undeveloped land that is entitled to 7,500 residential units and 900,000 square-feet of commercial space.

Below is a list of land use amendments found in the area:

- Ordinance 2023-227-E (47 acres)
  - Rural Residential (RR) in Rural Area → Low Density Residential (LDR) in Suburban Area
- Ordinance 2024-349-E (9.69 acres)
  - Rural Residential (RR) → Low Density Residential (LDR)
- Ordinance 2024-0671-E (12.30 acres)
  - Rural Residential (RR) → Low Density Residential (LDR)

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

North: Land Use: LDR, RR, and Mixed Use (MU)  
Zoning: RLD-50 and RR-Acre  
Property Use: Single Family Residential

South: Land Use: RR  
Zoning: RR-Acre  
Property Use: Single-Family Residential

East: Land Use: RR and MU  
Zoning: RR-Acre  
Property Use: Single-Family Residential and Timber

West: Land Use: LDR and RR  
Zoning: Planned Unit Development (PUD), Residential Low Density-100A (RLD-100A), and RR-Acre  
Property Use: Single-Family Residential and Timber

## **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 potential as shown in this section.

### **Impact Assessment Baseline Review**

Development Analysis (6.00 Acres)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Jake Road – local roadway	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Mobile Homes	Proposed: Single Family Homes
Land Use / Zoning	Current: RR / RR-Acre	Proposed: LDR / RLD-50
Development Standards for Impact Assessment	Current: 2 DU/ acre with water & sewer	Proposed: 5 DU / acre
Development Potential	Current: 12 Dwelling Units	Proposed: 30 Dwelling Units
Net Increase or Decrease in Maximum Density	Increase of 18 Dwelling Units	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 31 People	Proposed: 79 People
Public Facilities Impacts		
Potential Roadway Impact	170 net new daily trips	
Potential Public School Impact	6 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 4,788 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 3,591 gallons per day	
Potential Solid Waste Impact	Increase of 46.8 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	13 – 16 feet	
Drainage Basin/Sub-basin	Nassau River / Mink Creek	
Groundwater Aquifer Recharge Area	Discharge	
Land Cover	1100 : Residential Low Density – less than two dwelling units/acre	
Recreation and Parks	No	

Development Analysis (6.00 Acres)	
Wellhead Protection Zone	No
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	14: Boulogne fine sand; 35: Lynn Haven fine sand
Wetlands	No
Wildlife ( <i>applicable to sites greater than 50 acres</i> )	N/A
Historic Features	
Archaeological Sensitivity	Low
Cultural Resources	No
Historic District	No
Land Use & Zoning Features	
Industrial Preservation Area	No
Adaptation Action Area	No
Transportation Features	
Airport Environment Zone	500 ft Height and Hazard Zone JIA
Mass Transit Access	No
Evacuation Zone	Zone C

### 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 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).

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated May 9, 2025. According to the letter, there is an existing 16-inch water main along Yellow Bluff Road and an existing 12-inch force main at the intersection of Starratt Road and Yellow Bluff Road. There is also an existing 8-inch gravity sewer main along Tison's Bluff Road.

### Future Land Use Element

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

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

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

## **Transportation**

The subject site is 6 acres and is located on Jake Road, a local road. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 3. The applicant proposes to change the existing land use from Rural Residential (RR) to Low Density Residential (LDR).

## **Comprehensive Plan Consistency:**

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

### Transportation Element

Objective 2.4	The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.
Policy 1.2.1	The City shall use the Institute of Transportation Engineers <i>Trip Generation Manual</i> , latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.
Policy 2.4.2	The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

### Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current RR land use would result in 113 trips. If the land use is amended to allow for this proposed LDR development, this will result in 283 daily trips.

### Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment is 170 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A

Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
RR	210	12 DUs	$T = 9.43 (X)$	113
		<b>Total Trips for Existing Land Use</b>		113
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
LDR	210	30 DUs	$T = 9.43 (X)$	283
		<b>Total Trips for Proposed Land Use Scenario</b>		283
		<b>Scenario Difference in Daily Trips</b>		170

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

### School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 6-acre proposed land use map amendment has a development potential of 30 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-6042-25C Jake Road					
Requested By:		Kaleigh Shuler					
Reviewed By:		Levonnie Griggs					
Due:		7/11/2025					
Analysis based on maximum dwelling units: 30							
School Type	CSA <sup>1</sup>	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/ Development <sup>3</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 1,2,5, & 7
Elementary	7	3,024	84%	3	70%	952	4,584
Middle	1	6,288	70%	1	81%	1,190	1,120
High	7	2,103	95%	2	90%	1,259	1,586
				6			

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-120

MS-041

HS-072

0.233

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 (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

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

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

#### Public School Facilities Element

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

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

Objective 3.1        Adopted Level of Service (LOS) Standards  
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

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

#### Supplemental School Information:

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

Application Review Request: COJ PDD: Baseline Checklist Review						
Proposed Name:		L-6042-25C Jake Road				
Requested By:		Kaleigh Shuler				
Reviewed By:		Levonne Griggs				
Due:		7/11/2025				
Analysis based on maximum dwelling units:		30				
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Louis Sheffield ES#242	7	3	942	664	70%	102%
Oceanway MS#62	1	1	1009	836	83%	82%
First Coast HS#265	7	2	2207	2103	95%	92%
		6				

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-.120

MS-.041

HS-.072

0.233

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 (103,363) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.233.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### Historic Preservation Element

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

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

### **Evacuation Zone**

The subject site is within Evacuation Zone C. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. EPD determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

### EPD Response:

The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6042-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone A, Zone C, Zone D, and Zone E nearest evacuation route along Yellow Bluff Road to the I-295 Max Leggett Parkway entrance (7.16 road miles), and the estimated 170 new daily trips generated by the proposed rezoning of 6 acres from Rural Residential (RR) to Low Density Residential (LDR) use.

Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

### Conservation /Coastal Management Element (CCME)

Policy 7.1.6      The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

## **Airport Environment Zone**

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

### **Future Land Use Element**

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

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

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning Department on July 28, 2025, the required notices of public hearing signs were posted. Fifteen (15) 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 July 28, 2025. Aside from the applicant, no members of the public attended for this item.

## **CONSISTENCY EVALUATION**

### **Consistency with 2045 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 defined in this Plan.

- |               |  |
|---------------|--|
| Goal 1        | To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.  |
| Objective 1.1 | Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.   |
| Policy 1.1.21 | <p>Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:</p> <ul style="list-style-type: none"><li>A. Foster vibrant, viable communities and economic development opportunities;</li><li>B. Address outdated development patterns; and/or</li><li>C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.</li></ul> |

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

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

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

JEA Collection Systems available within a five (5) year period.

- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the Comprehensive Plan and Land Development Regulations.
- Policy 3.1.5 The City shall provide opportunities 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.

#### Property Rights Element

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
  2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.



3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Category Description within the Future Land Use Element (FLUE), Rural Residential (RR) in the Suburban Area (SA) is intended to provide rural estate residential opportunities in the suburban and rural areas of the city. The principal use in RR within the SA is single-family dwellings. The maximum gross density is two (2) units/acre when both centralized potable water and wastewater are available to the site; the maximum gross density is one (1) unit per acre when served with on-site potable water and wastewater. There is no minimum density.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. The maximum gross density in the Suburban Area shall be seven (7) units/acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density; except as provided in the LDR category description.

Properties near the subject site have been transitioning to allow for a higher residential density. The proposed land use amendment to LDR results in a compatible land use development pattern as it will be an extension of the LDR land use category directly north and west of the property. The proposed amendment will provide redevelopment infill on parcels located less than half a mile away from Yellow Bluff Road, a collector roadway. Additionally, the proposed LDR land use category would maintain and be compatible with the single-family residential development pattern and character of the area. Therefore, the proposed amendment is consistent with FLUE Goals 1 and 3, Objective 1.1 and Policy 1.1.22.

The proposed amendment to LDR would also allow for the development of an underutilized property for additional housing opportunities and a variety of housing types in the North Planning District. The proposal adds to the total amount of LDR designated land for residential development needed to accommodate future growth through the planning timeframe of the 2045 Comprehensive Plan. As such, the amendment is consistent with FLUE Objective 3.1 and Policies 1.1.21 and 3.1.5.

According to the application, the applicant intends to use JEA central services and has provided a JEA Availability Letter, dated May 9, 2025. According to the letter, there are water and sewer connection points available for the site. There is an existing 16-inch water main and a 12-inch sewer force main along Yellow Bluff Road. There is also an existing 8-inch gravity sewer main along Tison's Bluff Road. As such, the proposed land use amendment is consistent with FLUE Policy 1.2.8.

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.

### **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. However, the proposed land use amendment offers infill development with residential uses that will increase housing options in this region. The North Jacksonville Vision Plan emphasizes the importance of diversifying housing opportunities and redirecting growth from more favored regions in Jacksonville. Therefore, the proposed land use amendment encourages and fulfills the goals of this Vision Plan.

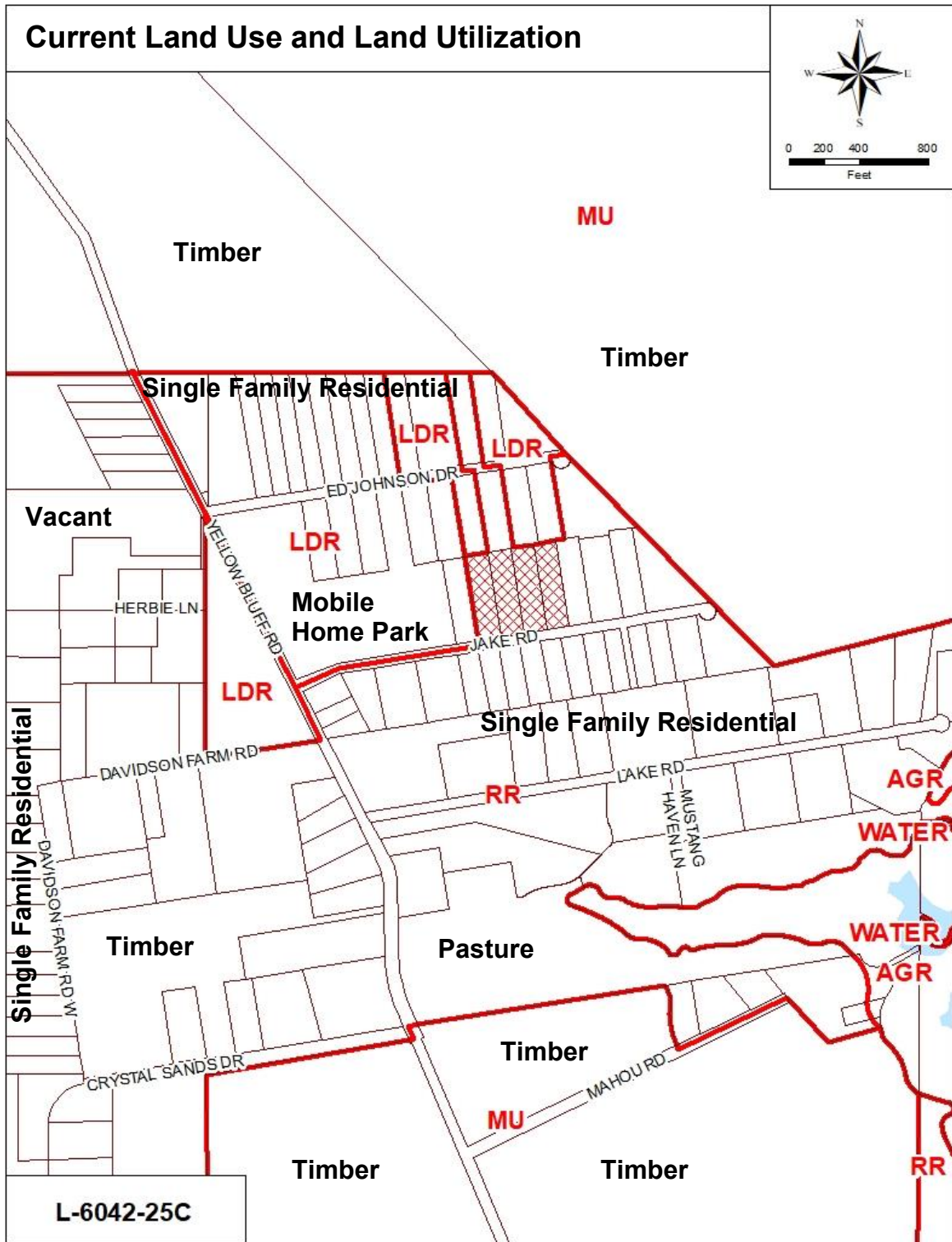
### **Strategic Regional Policy Plan**

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

- Objective:           Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.
- Policy 21:           The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment to LDR is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the North Planning District.

## Current Land Use and Land Utilization Map



Previous Land Use Amendment Map

