



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

September 4, 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. 2025-580/Application No. L-6056-25C

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 2025-580 on September 4, 2025.

PD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

Michael McGowan, Chair	Aye
Moné Holder, Secretary	Aye
Lamonte Carter	Aye
Amy Fu	Aye
Charles Garrison	Aye
Dorothy Gillette	Aye
Ali Marar	Aye
D.R. Repass	Absent

Planning Commission Report
September 4, 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
Chief of Community Planning
City of Jacksonville - Planning Department
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Jacksonville, FL 32202
(904) 255-7837
KSusan@coj.net

Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – August 29, 2025

Ordinance/Application No.: 2025-580 / L-6056-25C

Property Location: 3640 and 0 Hemlock Street

Real Estate Number(s): 019476-0020 and 019476-0010

Property Acreage: 3.99 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Brian Small

Current Land Use: Rural Residential (RR)

Proposed Land Use: Medium Density Residential (MDR)

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

Proposed Zoning: Residential Medium Density - A (RMD-A)

Development Boundary: Suburban Development Area

RECOMMENDATION: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant seeks to conform with surrounding MDR land use designation.

BACKGROUND

The 3.99-acre subject site is located on the south side of Hemlock Street, approximately 0.12 miles west of Lem Turner Road. According to the City's Functional Highway Classifications, Hemlock Road is classified as a local roadway and Lem Turner Road is classified as a minor arterial roadway. The site is located in Council District 8 and Planning District 6 (North), in the Suburban Area. 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 Medium Density Residential (MDR). The applicant is also proposing a companion rezoning from Residential Rural-Acre (RR-Acre) to Residential

Medium Density-A (RMD-A) that is pending concurrently with this application, pursuant to Ordinance 2025-581.

The land use adjacent to the amendment site is predominantly single family residential. Directly north of the subject property is a 17-acre tract of land that was designated MDR via Ordinance 2022-890-E, as well as a 9.8-acre parcel that was designated MDR via Ordinance 2024-861-E. To the south of the subject site are various parcels that are also designated MDR, two of which were amended via Ordinances 2024-408-E and 2024-759-E. West of the property is largely Low Density Residential (LDR) that was designated via Ordinance 2024-974-E. There are MDR and Neighborhood Commercial (NC) uses to the east, as well as RR uses across Hemlock Street to the northeast.

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

- Ordinance 2022-890-E (17.85 acres)
 - RR → MDR
- Ordinance 2024-861-E (9.8 acres)
 - RR → MDR
- Ordinance 2024-408-E (5.06 acres)
 - RR → MDR
- Ordinance 2024-759-E (5.3 acres)
 - RR → MDR
- Ordinance 2007-428-E (5.24 acres)
 - MDR → NC
- Ordinance 2024-974-E (27.19 acres)
 - RR → LDR

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

North: Land Use: LDR, RR, and MDR
Zoning: Residential Low Density-40, RR-Acre, RMD-A, and PUD
Property Use: Single-Family Residential

South: Land Use: MDR and Recreation and Open Space (ROS)
Zoning: RMD-A and ROS
Property Use: Single-Family Residential and RV Park

East: Land Use: MDR and NC
Zoning: RMD-A and PUD
Property Use: Single-Family Residential

West: Land Use: LDR, ROS, RR, and MDR
Zoning: RLD-40, ROS, RR-Acre, and RMD-A
Property Use: Single-Family Residential and RV Park

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 (3.99 Acres)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Hemlock Street – Local	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Single Family Dwelling	Proposed: Residential
Land Use / Zoning	Current: RR / RR-Acre	Proposed: MDR / RMD-A
Development Standards for Impact Assessment	Current: 2 DU/ Acre	Proposed: 15 DU / Acre
Development Potential	Current: 8 Dwelling Units	Proposed: 60 Dwelling Units
Net Increase or Decrease in Maximum Density	Increase of 52 Dwelling Units	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 21 People	Proposed: 141 People
Public Facilities Impacts		
Potential Roadway Impact	Increase of 329 net new daily trips	
Potential Public School Impact	13 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 11,972 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 8,979 gallons per day	
Potential Solid Waste Impact	Increase of 135.2 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	13 – 25 feet above sea level	
Drainage Basin/Sub-basin	Broward River and Trout River / Broward River and Half Creek	
Groundwater Aquifer Recharge Area	Discharge	
Land Cover	1100: Residential, Low Density – Less Than 2 Dwelling Units/Acre	
Recreation and Parks	None in proximity	
Wellhead Protection Zone	No	
Coastal High Hazard Area (CHHA)	No	
Flood Zones	No	

Development Analysis (3.99 Acres)	
Soils	38: Mascotte Fine Sand, 0 to 2 Percent Slopes
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	150 Ft Height Restriction Zone – JIA
Mass Transit Access	No
Evacuation Zone	Zone D

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 July 10, 2025. According to the letter, there is an existing 12-inch water main along Hemlock Street and an existing 10-inch force sewer main along Hemlock Street.

Future Land Use Element

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

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

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

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

Transportation

The subject site is 3.99 acres and is located on Hemlock Street, a local road. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Rural Residential (RR) to Medium Density Residential (MDR).

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 75 trips. If the land use is amended to allow for this proposed MDR development, this will result in 404 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is 329 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	8 DUs	$T = 9.43 (X)$	75
		Total Trips for Existing Land Use		75
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
MDR	220	60 DUs	$T = 6.74 (X)$	404
		Total Trips for Proposed Land Use Scenario		404
		Scenario Difference in Daily Trips		329

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 3.99-acre proposed land use map amendment has a development potential of 60 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-6056-25C Hemlock Street Requested By: Sophie Fogg Reviewed By: LeVonne Griggs Due: 8/1/2025							
Analysis based on maximum dwelling units: <u>60</u>							
School Type	CSA	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA	Available Seats - Adjacent CSA 2,7 & 8
Elementary	1	10,189	62%	7	67%	816	2,331
Middle	1	6,288	70%	2	76%	1,190	1,120
High	1	7,445	72%	4	74%	955	1,350
				13			

NOTES:

¹ Proposed Development's Concurrently Service Area (CSA)

² Available CSA seats include current reservations

³ 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-6056-25C Hemlock Street						
Requested By: Sophie Fogg						
Reviewed By: Levenne Griggs						
Due: 8/1/2025						
Analysis: based on maximum dwelling units: 60						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES #269	1	7	667	814	122%	100%
Highlands MS #244	1	2	1148	664	58%	68%
Jean Ribault HS#96	1	4	1731	1246	72%	70%
		13				

NOTES:

¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)
² Does not include ESE & room exclusions

³ Student Distribution Rate
ES--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 D. 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 response is provided below.

EPD Response:

The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6056-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone D nearest evacuation route along Lem Turner Road to the I-295 (0.63 road miles), and the estimated 329 new daily trips generated by the proposed rezoning of 3.99 acres from Rural Residential (RR) to Medium Density Residential (MDR) 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 150-foot Height and Hazard Zone for the Jacksonville International Airport (JIA). Zoning will limit development to a maximum height of 150 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

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 August 15, 2025, the required notices of public hearing signs were posted. Twenty-six (26) 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 August 18, 2025. No members of the public attended to speak on this amendment.

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.

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|---------------|--|
| 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">A. Foster vibrant, viable communities and economic development opportunities;B. Address outdated development patterns; and/orC. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population. |

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

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

Policy 1.2.8 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 Suburban Development Areas 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), Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. MDR in the Suburban Development Area permits residential densities at a minimum of 7 units per acre and up to 20 units per acre, unless otherwise mentioned in the Comprehensive Plan.

Properties near the subject site have been transitioning to allow for a higher residential density. The proposed land use amendment to MDR results in a compatible land use development pattern as it will be an extension of the MDR land use category directly north, east, and south of the property. The proposed amendment will provide redevelopment infill on parcels located less than half a mile away from Lem Turner Road, a minor arterial roadway. Additionally, the proposed MDR 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 MDR would also allow for redevelopment infill on 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 MDR 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 July 10, 2025. According to the letter, there are

water and sewer connection points available for the site. There is an existing 12-inch water main along Hemlock Street. There is also an existing 10-inch force sewer main along Hemlock Street. 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.

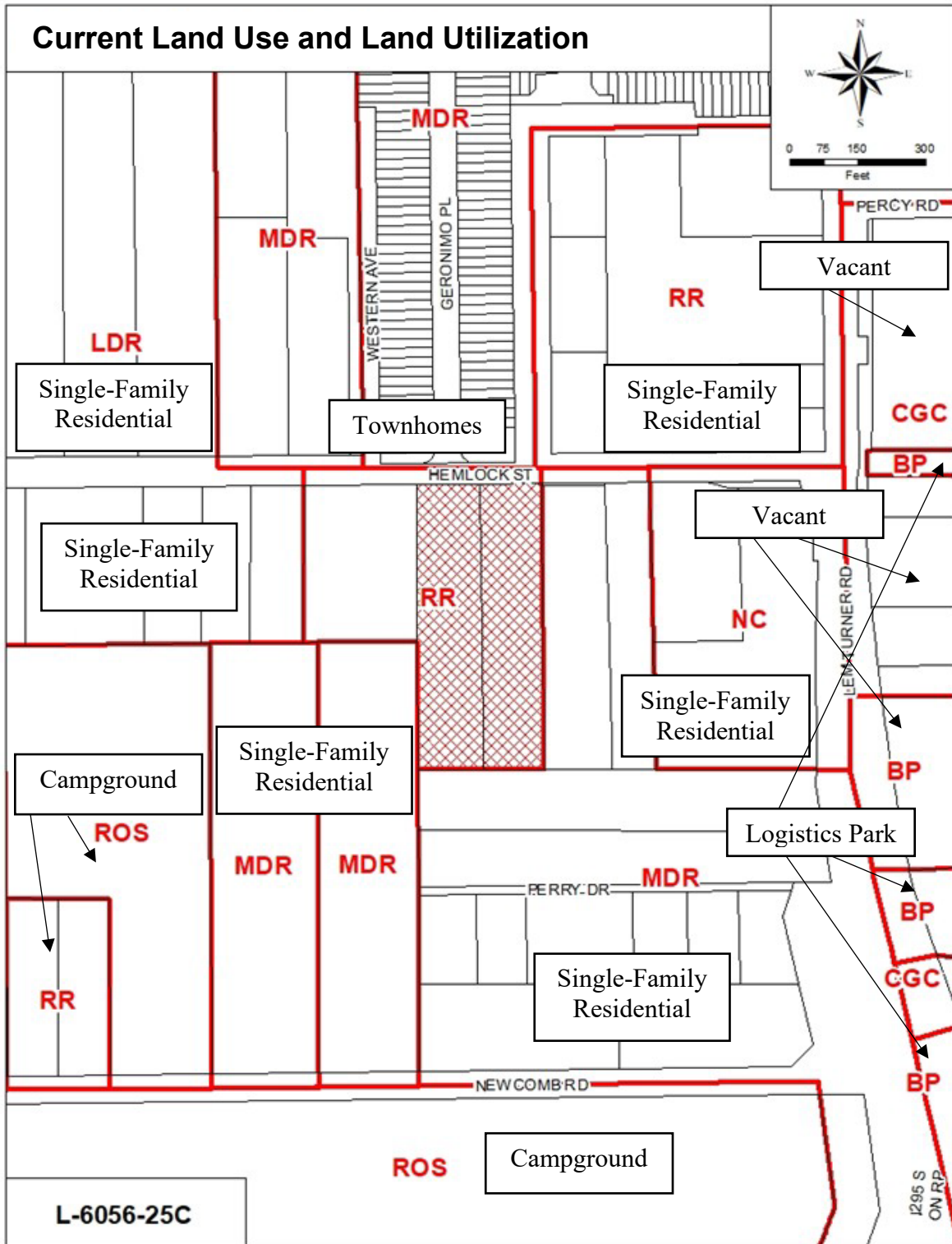
Strategic Regional Policy Plan

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 MDR 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

