

Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – January 30, 2026

Ordinance/Application No.: 2026-012 / L-6081-25C

Property Location: 0 Arnold Road, between Kite Road and Lannie Road

Real Estate Number(s): 019619-0125 (portion of)

Property Acreage: 10.90 Acres

Planning District: District 6, North

City Council District: Council District 8

Applicant: Paul Harden, Esquire

Current Land Use: Light Industrial (LI)

Proposed Land Use: Low Density Residential (LDR)

Development Area: Suburban Development Area

Current Zoning: Planned Unit Development (PUD) (2009-153-E)

Proposed Zoning: Planned Unit Development (PUD)

Recommendation: ***Approve***

BACKGROUND

The 10.90-acre subject site is located on the south side of Gold Star Family Parkway, between Kite Road and Lannie Road. According to the City’s Functional Highway Classifications, Gold Star Family Parkway is a minor arterial roadway, Kite Road is a local roadway, and Lannie Road is a collector roadway. The site is located in Council District 8, Planning District 6 (North), within the Suburban Area. The companion PUD rezoning application consists of the 10.90-acre subject site as well as the abutting property to the south, totaling 508.42 acres. Currently, 497.52 acres of the abutting property is located within the Low Density Residential (LDR) land use category, while the 10.90-acre subject site is located within Light Industrial (LI) land use category. 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 10.90 acres from Light Industrial (LI) to Low Density Residential (LDR) in order to access the property to the south to develop single-family residences. The applicant is also proposing a companion rezoning from Planned Unit Development (PUD) to a new Planned Unit

Development (PUD) that is pending concurrently with this application, pursuant to Ordinance 2026-013.

The surrounding area consists of residential, industrial, and agricultural uses. Directly west of the site is land designated Agriculture (AGR) and is used for timber. Farther west of the site is a large tract of land, approximately 1,000 acres, designated Rural Residential (RR) that consists of single-family residences. Directly south of the subject site is a large tract of land designated LDR that is included in the companion rezoning application. Southeast of the site is the Jacksonville International Airport (JIA), which is in the Public Buildings and Facilities (PBF) land use category. Abutting the site to the east and north of the site, across Gold Star Family Parkway, is land designated LI that appears to be undeveloped. Farther east, along Gold Star Family Parkway, are multiple parcels that are in the LDR land use category and consist of single-family residences.

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

North: Land Use: LI, Recreation and Open Space (ROS), AGR, RR, and PBF
Zoning: PUD, ROS, AGR, Residential Rural-Acre (RR-Acre), and Public Buildings and Facilities-1 (PBF-1)
Property Use: Vacant/undeveloped, single-family residences, timber, the Jacksonville National Cemetery, and the Montgomery Correctional Center

South: Land Use: PBF and LDR
Zoning: PUD and Public Buildings and Facilities-3 (PBF-3)
Property Use: Vacant/undeveloped and the Jacksonville International Airport (JIA)

East: Land Use: LI and AGR
Zoning: PUD and AGR
Property Use: Open storage, warehouse/distribution

West: Land Use: AGR, LDR, and RR
Zoning: PUD, and AGR
Property Use: Vacant/undeveloped, timber, solar farm, and single-family residences

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.

Land Use Amendment Impact Assessment - Application Number L-6081-25C

Development Analysis (10.90 Acres)		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Gold Star Family Parkway – minor arterial roadway	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Vacant/undeveloped	Proposed: Single-family residential
Land Use / Zoning	Current: LI / PUD	Proposed: LDR / PUD
Development Standards for Impact Assessment	Current: 0.4 FAR	Proposed: 5 DU/acre
Development Potential	Current: 189,921.6 sq ft	Proposed: 54 DU
Net Increase or Decrease in Maximum Density	Increase of 54 DU	
Net Increase or Decrease in Potential Floor Area	Decrease if 189,921.6 sq ft	
Population Potential	Current: N/A	Proposed: 143 people
Public Facilities Impacts		
Potential Roadway Impact	Net decrease of 193 daily trips	
Potential Public School Impact	10 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 7,868.7 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 5,901.51 gallons per day	
Potential Solid Waste Impact	Decrease of 448.4 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	23-27 ft above sea level	
Drainage Basin/Sub-basin	Nassau River / Thomas Creek and unnamed slough	
Groundwater Aquifer Recharge Area	Discharge	
Land Cover	6250: Hydric Pine Flatwoods 4430: Forest Regeneration 6460: Mixed Scrub-Shrub Wetlands	
Recreation and Parks	Thomas Creek Preserve and Fish Camp	
Wellhead Protection Zone	No	
Coastal High Hazard Area (CHHA)	No	
Flood Zones	No	

Development Analysis (10.90 Acres)	
Soils	66: Surrency loam fine sand, depressional, 0 to 2 percent slopes 38: Mascotte fine sand, 0 to 2 percent slopes 82: Pelham fine sand, depressional, 0 to 2 percent slopes 51: Pelham fine sand, 0 to 2 percent slopes
Wetlands	Yes
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' Height and Hazard – Jacksonville International Airport (JIA)
Mass Transit Access	None
Evacuation Zone	Zone E

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 21, 2025. According to the letter, there is an existing 16-inch water main at the intersection of Arnold Road and Pecan Park Road and an existing 20-inch water main along Lem Turner Road at the Percy Road intersection. There is also a proposed 16-inch water main along Gold Star Family Parkway and a proposed 20-inch water main along Lem Turner Road at the Braddock Road intersection. There is an existing 16-inch force sewer main along Lem Turner at the Percy Road intersection and an existing 12-inch force sewer main along Arnold Road. There is also a proposed 20-inch force sewer main along Lem Turner Road and a proposed 12-inch force sewer main along Gold Star Family Parkway.

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and

Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

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

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

Transportation

The subject site comprises approximately 10.90 acres and is located on Gold Star Family Parkway, a minor arterial roadway. The property lies within the Suburban Area and Mobility Zone 4. The applicant is requesting a land use amendment to change the designation from Light Industrial (LI) to Low Density Residential (LDR) to allow for residential development.

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, specifically TE Objective 2.4 and Policies 1.2.1 and 2.4.2.

Transportation Element

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

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

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional

transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current LI land use would result in 684 daily trips. If the land use is amended to allow for this proposed LDR development, this will result in 491 daily trips.

Transportation Planning Division Recommendation:

The difference in daily trips for the proposed land use amendment is a net decrease of 193 daily trips when compared to the existing land use. The Transportation Planning Division does not recommend a traffic operational analysis.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units / SF	Estimation Method	Daily Trips
LI	110	189,922 SF	$T = 3.60(X) / 1000$	684
		Total Trips for Existing Land Use		684
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units / SF	Estimation Method	Daily Trips
LDR	210	54 DUs	$T = 9.09(X)$	491
		Total Trips for Proposed Land Use Scenario		491
Scenario Difference in Daily Trips				(193)

Source: Trip Generation Manual, 12th Edition, Institute of Transportation Engineers (ITE)

School Capacity

The 10.90-acre proposed land use map amendment has a development potential of 54 dwelling units and 10 new students. 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-6081-25C Arnold Rd Requested By: Sophie Fogg Reviewed By: LeVonne Griggs Due: 12/22/2025 Analysis based on maximum dwelling units: 54							
School Type	CSA ¹	2025-26 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1, 2, & 3
Elementary	1	10,526	64%	5	67%	2,423	2,098
Middle	1	6,413	73%	2	78%	1,272	1,155
High	7	1,983	90%	3	92%	313	1,402
				10			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-110
MS-045
HS-070

0.225

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 (100,095) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.225.

Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office. 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 3.2 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 is provided by the Duval County School Board. This information is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review						
Proposed Name: L-608125C Arnold Rd						
Requested By: Sophie Fogg						
Reviewed By: LeVonne Griggs						
Due: 12/22/2025						
Analysis based on maximum dwelling units: 54						
SCHOOL	CSA ¹	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2025/26)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES #269	1	5	667	812	122%	100%
Highlands MS #244	1	2	1148	567	49%	68%
First Coast HS #265	7	3	2207	1983	90%	91%
		10				

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-.110

MS-.045

HS-.070

0.225

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 (100,095) by the number of total permitted housing units (443,232) for the same year, generating a yield of 0.225.

Airport Environment Zone

The subject site is located within the 150-foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of 150’, 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.

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 development 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.

Wetlands

Review of City data and the St. Johns River Water Management District web site for the application site indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the City's GIS analysis and Water Management District that indicates the location, size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 6.14 acres

General Location(s): The wetlands are located throughout the application site and are portions of larger isolated wetlands west and south of the subject site.

Quality/Functional Value:

The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size and/or the lowering of the hydro-period due to construction of road and storm water management facility and lowering of the hydroperiod. The wetlands have no clear or significant impact on the City's waterways.

Soil Types/
Characteristics:

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

(82) Pelham fine sand, depressional – The Pelham series consists of nearly level, poorly drained soils. These soils are formed in marine deposits of sandy and loamy sediments. The soil is moderately permeable and moderately slowly permeable. They are located in broad flatwood areas and the high water table is at a depth of 10 inches for 2 to four months of the year and 10 to 20 inches for 4 months or longer periods.

Wetland Category: Category III

Consistency of
Permitted Uses:

Category III Wetlands: Uses permitted subject to the limitations of CCME Policy 4.1.6 shown below – conservation uses permitted.

Environmental Resource
Permit (ERP):

According to the St. Johns River Water Management District web site, ERP # 110969-8 issued on 11/21/2023 for Arnold Road Industrial Park.

Wetlands Impact:

According to the PUD site plan all wetlands and drainage ditch is to be eliminated by subdivision roads, single-family home development and stormwater retention facility. Wetland impacts will require mitigation.

Associated Impacts:

None.

Relevant Policies:

CCME Policies 4.1.3 and 4.1.6

CCME Policy 4.1.3

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

(a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,
- ii the abundance and diversity of fish, wildlife and threatened or endangered species,
- iii the food sources of fish and wildlife including those which are threatened or endangered,
- iv the water quality of the wetland, and
- v the flood storage and flood conveyance capabilities of the wetland; and

(c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

CCME Policy 4.1.6

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

- (1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

- (a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

- (b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

- (2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

Evacuation Zone

The subject site is within Evacuation Zone E. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's response, it was 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-6081-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone C, Zone D, and Zone E, nearest evacuation route along Gold Star Family Parkway to I-95 (4.61 road miles), and the estimated 193 new daily trips generated by the proposed rezoning of 10.90 acres from Light Industrial (LI) 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning Department on December 5, 2025, the required notices of public hearing signs were posted. Eight (8) 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 January 20, 2026. 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.

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 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site-specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development

- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection and access to healthy food.

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

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

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

Policy 1.1.22 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.

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 Future Land Use Element (FLUE), Light Industrial (LI) is a category which provides for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration

outside of the building or on the site in which the activity takes place. Site access to roads classified as collector or higher on the Highway Functional Classification map is preferred.

Low Density Residential (LDR) in the Suburban Development Area is intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicle Miles Traveled, and cul-de-sacs should be avoided. The maximum gross density for LDR in the Suburban Area shall be seven (7) units per acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density. The maximum gross density shall be two (2) units per acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be four (4) units per acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.

The applicant is proposing a land use amendment from LI to LDR to use as access from Gold Star Family Parkway to develop single-family residences. Properties near the subject site have been transitioning to allow for higher residential density. The proposed land use amendment will be an extension of the LDR land use category abutting the subject site to the south (2022-386-E), resulting in a compatible land use development pattern. Additionally, plan amendment requests for new LDR designations are preferred in locations which are supplied with full urban services, and the site will be using city water and sewer. The companion PUD rezoning application also includes site design techniques, such that the uses are integrated within the surrounding area. Therefore, the proposed amendment is consistent with FLUE Goals 1 and 3, Objective 1.1 and Policies 1.1.9 and 1.1.22.

The proposed amendment to LDR would also allow for development 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 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.

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 Vision Plan (2003)

The application site lies within the North Jacksonville Shared Vision and Master Plan area. While the plan does not identify specific recommendations in the vicinity of the subject site, the Plan does emphasize the importance of diversifying housing

opportunities and redirecting growth from more favored regions in Jacksonville. The proposed land use amendment offers infill development with residential uses that will increase housing options in this region.

Strategic Regional Policy Plan

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

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the North Florida region and creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

Current Land Use and Land Utilization Map

