

PLANNING AND DEVELOPMENT DEPARTMENT



April 6, 2017

The Honorable Lori Boyer, President  
The Honorable Danny Becton, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report  
Ordinance No. 2017-178**

**Text Amendment to the Future Land Use and  
Transportation Elements**

Dear Honorable Council President Boyer, Honorable Council Member and LUZ Chairman Becton 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 2017-178 on April 6, 2017.

• P&DD Recommendation APPROVE

• PC Issues: Commissioners requested clarification on how or if the text amendment differs from the current zoning regulations for properties surrounding civilian airports with particular attention to Craig airport and the potential for runway extensions. Staff clarified that the amendments constitute high level policy that supports existing regulations and does not add to nor reduce such regulations.

• PC Vote: 7-0 APPROVE

	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>	<u>Absent</u>
Daniel Blanchard, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abel Harding, Vice Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nicole Sanzosti Padgett, Secretary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Joshua Garrison	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marshall Adkinson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Hagan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ben Davis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dawn Motes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Respectfully,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style.

Kristen D. Reed, AICP  
Chief of Community Planning

**Staff Report on**  
**Proposed 2016B Series' Text Amendment**  
**to Future Land Use and Transportation Elements of**  
**2030 Comprehensive Plan**

**ORDINANCE 2017-178**

As indicated in EXHIBIT 1 for Ordinance 2017-178, a text amendment is being proposed to amend the Future Land Use Element (FLUE) and the Transportation Element (TE) to add policies regarding the compatibility of lands adjacent to public use/civilian airports. The text amendment is in response to the requirements of Florida Statutes Chapter 163 and is consistent with Florida Statutes Chapter 333 and Jacksonville Aviation Authority's (JAA's) most recent Part 150 Study. The proposed changes are also consistent with regulations adopted in Chapter 656, Part 10 of the City of Jacksonville Zoning Code.

The proposed amendment adds policies that recognize, protect and promote the safe and productive function of civilian airports located within the City of Jacksonville similar to those already in the FLUE and TE that address military airports. Specifically, the amendments address policy regarding land use density, height limitations, disclosure/public notice and noise attenuation requirements and adds the definition of "Civilian Influence Zones" to the FLUE and TE. The amendment also updates Map L-22 to include the Civilian Influence Zones, defines where disclosure is required related to civilian airports, and designates supporting mitigation strategies to limit incompatible uses within the Civilian Influence Zones.

After the amendment was approved for transmittal to the state review agencies under Ordinance 2016-633-E, the State Department of Economic Opportunity (DEO) provided a comment regarding the proposed definition for Civilian Influence Zones. DEO's comment consisted of a recommendation that the definition be amended to include all of the noise zones rather than simply the 60-64.99 DNL noise contour. In response to this comment the definition of Civilian Influence Zones is updated to include the 64-74.99 and 75 and greater DNL noise contours. The definition as proposed in Ordinance 2016-633-E and the revised definition are provided below for comparison.

Ordinance 2016-633-E:

*Civilian Influence Zones* – Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within the 60-64.99 DNL noise contour range as

City of Jacksonville  
Planning and Development Department  
March 13, 2017

Ordinance 2017-178  
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show on Map L-22. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport.

**Ordinance 2017-178:**

*Civilian Influence Zones* –These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on Map L-22.

The Planning and Development Department recommends **APPROVAL** of the text amendment in the attached **EXHIBIT 1** and submitted as **Ordinance 2017-178**.

1 Introduced by the Land Use and Zoning Committee:  
2  
3

4 **ORDINANCE 2017-178**

5 AN ORDINANCE ADOPTING 2016B SERIES TEXT AMENDMENT  
6 TO THE FUTURE LAND USE ELEMENT (FLUE) AND  
7 TRANSPORTATION ELEMENT OF THE 2030 COMPREHENSIVE  
8 PLAN OF THE CITY OF JACKSONVILLE FOR  
9 INCORPORATION OF POLICIES WITHIN THE FUTURE LAND  
10 USE AND TRANSPORTATION ELEMENTS REGARDING THE  
11 COMPATIBILITY OF LANDS ADJACENT TO PUBLIC  
12 USE/CIVILIAN AIRPORTS. THE AMENDMENT ALSO ADDS  
13 THE DEFINITION OF "CIVILIAN INFLUENCE ZONE" AND  
14 UPDATES MAP L-22 TO INCLUDED CIVILIAN INFLUENCE  
15 ZONE; PROVIDING AN EFFECTIVE DATE.  
16

17 **WHEREAS**, the Planning and Development Department has initiated  
18 certain revisions and modifications to the text of the *2030*  
19 *Comprehensive Plan* in accordance with the procedures and requirements  
20 set forth in Chapter 650, Part 4, *Ordinance Code* to facilitate the  
21 appropriate and timely implementation of the plan, and has provided the  
22 necessary supporting data and analysis to support and justify the  
23 amendments determined to be required and accordingly has proposed  
24 certain revisions and modifications which are more particularly set  
25 forth in **Exhibit 1, attached hereto**, and incorporated herein by  
26 reference; and

27 **WHEREAS**, the City by the adoption of Ordinance 2016-633-E  
28 approved this text amendment to the 2030 Comprehensive Plan on November  
29 9, 2016 for transmittal to the Florida Department of Economic  
30 Opportunity ("DEO"), as the State Land Planning Agency and other  
31 required state agencies, for review and comment; and

1       **WHEREAS**, by various letters and e-mails, the DEO and other state  
2 reviewing agencies transmitted their comments, if any, regarding this  
3 proposed amendment; and

4       **WHEREAS**, the Planning and Development Department reviewed the  
5 proposed revisions, considered all comments received, prepared a  
6 written report and rendered an advisory recommendation to the Council  
7 with respect to these proposed text amendments; and

8       **WHEREAS**, the Planning Commission, as the Local Planning Agency,  
9 held a public hearing on this proposed amendment to the *2030*  
10 *Comprehensive Plan*, with due public notice having been provided, and  
11 reviewed and considered all comments received during the public  
12 hearing, and made a recommendation to the City Council; and

13       **WHEREAS**, pursuant to Section 650.408 *Ordinance Code*, the Land Use  
14 and Zoning (LUZ) Committee held a public hearing in accordance with the  
15 requirements of Chapter 650, Part 4, *Ordinance Code*, on this proposed  
16 amendment and has made its recommendation to the City Council; and

17       **WHEREAS**, pursuant to Section 163.3184(3), *Florida Statutes* and  
18 Chapter 650, Part 4, *Ordinance Code*, the City Council held a public  
19 hearing with public notice having been provided on this proposed  
20 amendment to the *2030 Comprehensive Plan*; and

21       **WHEREAS**, the City Council further considered all oral and written  
22 comments received during public hearings, including the data collection  
23 and analysis portions of this proposed amendment to the *2030*  
24 *Comprehensive Plan*, the recommendations of the Planning and Development  
25 Department and the Planning Commission, the final recommendations of  
26 the LUZ Committee, and the comments, if any, of the DEO and the other  
27 state agencies; and

28       **WHEREAS**, in the exercise of its authority, the City Council has  
29 determined it necessary and desirable to adopt this proposed amendment  
30 to the *2030 Comprehensive Plan* to preserve and enhance present

1 advantages, encourage the most appropriate use of land, water and  
2 resources, consistent with public interest, overcome present  
3 deficiencies, and deal effectively with future problems that may result  
4 from the use and development of land within the City of Jacksonville;  
5 now therefore,

6 **BE IT ORDAINED** by the Council for the City of Jacksonville:

7 **Section 1. Purpose and Intent.** This ordinance is adopted to  
8 carry out the purpose and intent of, and exercise the authority set out  
9 in the Local Government Comprehensive Planning and Land Development  
10 Regulation Act, Sections 163.3161 through 163.3248, *Florida Statutes*  
11 and Chapter 166, *Florida Statutes*, as amended. The amendment allows  
12 incorporation of policies within the Future Land Use and Transportation  
13 Elements regarding the compatibility of lands adjacent to public  
14 use/civilian airports. The amendment also adds the definition of  
15 "Civilian Influence Zone" and updates Map L-22 to included Civilian  
16 Influence Zone, **attached hereto as Exhibit 2.**

17 **Section 2. Amendment to Comprehensive Plan.** The *2030*  
18 *Comprehensive Plan* is hereby amended to include this revision to the  
19 text of the *2030 Comprehensive Plan* in the Future Land Use Element  
20 (FLUE) and Transportation Element from the 2016B Series which has been  
21 initiated by the Planning and Development Department, as more  
22 particularly set forth in **Exhibit 1, attached hereto**, and incorporated  
23 herein by reference.

24 **Section 3. Effective Date.** This ordinance shall become  
25 effective upon the signature by the Mayor or upon becoming effective  
26 without the Mayor's signature.

27 Form Approved:

28  
29           /s/ Susan C. Grandin            
30 Office of General Counsel  
31 Legislation Prepared By: Kristen Reed  
32 GC-#676545-v1-LS\_TX\_AM\_#6\_FLUE\_TE.doc

## **Ordinance 2017-178**

### **2016B Series Text Amendment** **City of Jacksonville 2030 Comprehensive Plan**

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

**Objective 2.5** Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

##### **Policies 2.5.1**

Continue to regulate development in approach zones to airport runways in accordance with the Federal Aviation Authority (FAA), Florida Department of Transportation (FDOT), and United States Military Air Installation Compatible Use Zones (AICUZ) and local land development regulations in order to protect the safety and welfare of property owners, residents and businesses in the community.

##### **2.5.2**

Continue to participate in reviews of development plans for Jacksonville's airports (civilian and military) and support opportunities for the development of compatible adjacent agricultural, recreational, industrial and commercial uses.

##### **2.5.3**

Continue to review airport development plans to ensure that development is consistent with FAA and United States Military land use guidance noise levels in existing developed areas.

##### **2.5.4**

The Military AICUZ map, including noise and accident potential zones (APZ), is included in Map L-22. This map also includes the Lighting Regulation Zone referred to in Policy 2.5.7. Overall, Map L-22 is referred to as the Military and Civilian Influence Zones Map. Military Influence Zones are defined in the Transportation Element. The following sub-policies refer to the Navy Instruction Manual (OPNAV Instruction 11010.36.B), on file with the Planning and Development Department, excepting the density and intensity standards included in Table 3.



#### **2.5.4A**

Within the APZ 1 area depicted on Map L-22, the City will limit new residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, and allows only limited non-residential development consistent with the Instruction Manual, subject to conditions regarding disclosure and noise attenuation in construction. All building permit applications will be provided to the U.S. Navy. For new subdivisions located partially or wholly within APZ 1, clustering of residences will be required to eliminate or minimize development in APZ 1. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

#### **2.5.4B**

Within the APZ 2 area depicted on Map L-22, the City does not permit single family residential density greater than 2 dwelling units per acre. Residential structures that are unable to achieve a 30 decibel (dB) noise level reduction are not permitted. Uses not allowed in APZ 1 may be allowed in APZ 2, however they too are subject to conditions regarding disclosure and noise attenuation in construction. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

#### **2.5.4C**

Within the 75 Day-Night Sound Level (DNL) or higher area as depicted on Map L-22, the City will limit new single-family residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, with 35 A-weighted decibels (dBA) average minimum noise reduction level in construction throughout the facility or dwelling. For new subdivisions located partially or wholly within a greater than 75 DNL, clustering of residences will be required to eliminate or minimize development in the greater than 75 DNL noise zone. As listed in the Instruction Manual, non-residential uses are allowed, subject to conditions regarding disclosure and from 25 to 35 dB average minimum noise reduction level in construction in the habitable portion of the facility. All building permit applications will be provided to the U.S. Navy. Schools and churches are not allowed. Entertainment assembly may be allowed when scheduled with the U.S. Navy. All allowed development is subject to disclosure requirements.

#### **2.5.4D**

Within the 65 to 75 DNL noise zone as depicted on Map L-22, the City does not permit mobile home parks and single-family residential structures that are unable to achieve a 30dB noise level reduction. Again, as listed in the Instruction Manual, non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are not allowed. All allowed development is subject to disclosure requirements.

#### **2.5.4E**

Within the 60DNL or higher area as depicted on Map L-22, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.

#### **2.5.5**

The Civilian Airport Influence Zones are identified in Map L-22. Map L-22 is known as the Military and Civilian Influence Zones Map. Civilian Airport Influence Zones are identified in the Future Land Use Element. The following sub-policies refer to the City's Land Development Regulations.

#### **2.5.5A**

Within the 75 DNL or higher area as depicted on Map L-22, the City will limit new single-family residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, with 35 dBA average minimum noise reduction level in construction throughout the facility or dwelling. For new subdivisions located partially or wholly within a greater than 75 DNL, clustering of residences will be required to eliminate or minimize development in the greater than 75 DNL noise zone. Non-residential uses are allowed, subject to conditions regarding disclosure and from 25 to 35 dBA average minimum noise reduction level in construction in the habitable portion of the facility. Schools, churches and entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

#### **2.5.5B**

Within the 65 to 74.99 DNL noise zone as depicted on Map L-22, the City does not permit mobile home parks and single-family residential structures that are unable to achieve a 30 dBA noise level reduction. Non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

#### **2.5.5C**

Within the 60DNL or higher area as depicted on Map L-22, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that

were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

#### **2.5.56**

To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on Map L-22.

#### **2.5.67**

In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.

#### **2.5.78**

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) Height and Hazard Zone 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.

#### **2.5.89**

The City of Jacksonville supports compatible uses within the Military and Civilian Influence Zones using the following approaches:

Limiting incompatibility:

In instances where these policies result in limiting the ability of a landowner to utilize their land pursuant to its current land use and

zoning designation, the City of Jacksonville will support land use map amendments and rezoning to a compatible use. If an incompatible non-residential use ceases for twelve consecutive months or more, it cannot be restarted under the land development regulations.

Acquisition:

In 2006, the City of Jacksonville supported acquisition of 1651 acres containing the potential for over 4000 units of residential development for perpetual preservation by the State of Florida. All of these lands are in the Military Influence Zone of OLF Whitehouse. The City of Jacksonville will continue to review residential lands within the Zones for their potential for acquisition for preservation.

Development Practices:

Within the noise zones, the City of Jacksonville will use the following techniques: such as

1. Planned Unit Development (PUD) zoning to cluster development away from accident potential zones and away from the 75 DNL or greater noise zone.
2. Disclosure of the potential impacts of airport activities on residential development within the 65 DNL and higher as outlined in the Land Development Regulations. Disclosure includes requirements for completion of an airport notice zone acknowledgement form, inclusion of a statement on the recorded plat regarding the potential impacts of airport activities, and publication of the airport noise zone maps at least three times a year in a newspaper of general circulation.
3. Design and construction standards to achieve average minimum noise level reductions of 25 to 35 dBA throughout residential dwellings in the 65 DNL and higher as outlined in the Land Development Regulations.

\* \* \*

**3.2.12**

The City shall designate areas inappropriate for less intense development due to conditions such as excessive noise levels and incompatible surrounding land uses for intense commercial and light industrial use. Require that these intense commercial uses are appropriately buffered from adjacent residential or retail

commercial development. Uses in the airport noise/accident zones and other restricted use areas however, shall be guided by the provisions in the Land Development Regulations for such areas.

\* \* \*

**3.2.27**

The City shall update its land development regulations to ensure compatible land uses near airports. New incompatible uses such as residential use and places of public assembly shall be limited.

**3.2.28**

Where incompatible land use categories or zoning designations exist in proximity to airports, the City shall support changes to the Future Land Use Map or rezonings to replace incompatible land uses with compatible uses.

\* \* \*

**FUTURE LAND USE ELEMENT DEFINITION:**

**Civilian Influence Zones** –These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on Map L-22.

**Military Influence Zones** - Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on Map L-22 within the Future Land Use Element. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse.

**Transportation Element (TE)**

**Objective 8.2** The City shall support the Jacksonville Airport Authority in the redevelopment of existing, and the siting of new aviation and aviation-related facilities that provide for the economic development of the community and are compatible with adjacent land uses.

### **Policies 8.2.1**

The City shall continue to participate in the review of development plans for Jacksonville International Airport and shall support, by issuing necessary permits, those development plans which provide opportunities for light industrial and commercial development, in addition to the existing aviation, military, recreational and environmental preservation land uses.

### **8.2.2**

The City, in conjunction with the Jacksonville Airport Authority and local military authorities shall continue to enforce Part 10 of the City of Jacksonville Zoning Code ~~AICUZ zoning ordinance~~ which prevents the creation, establishment, or maintenance of hazards to aircraft and prevents the destruction or impairment of the utility of the airports to the City or the public investment therein.

### **8.2.3**

The City shall continue to review airport development plans to assure that development at the City's airports does not exceed Federal Aviation Administration (FAA) land use guidance decibel levels on existing developed land unless provisions are made to ameliorate the impacts.

**Objective 8.3 Military aviation facilities within the City of Jacksonville are of significant value to the community. Protecting these important facilities require that the development of aviation hazards and incompatible land uses be prevented. The City shall evaluate property development within the military airport environs to ensure compatibility and to protect such aviation facilities from encroachment of incompatible land uses.**

### **Policies 8.3.1**

The City will utilize information provided by the United States Military, such as Air Installation Compatible Use Zones, when developing plans to control encroachment of incompatible development in the vicinity of Naval Air Station Jacksonville (NAS), Naval Station (NS) Mayport, and Outlying Field (OLF) Whitehouse to ensure protection of the missions of these aviation facilities.

### **8.3.2**

The United States Military will designate a representative for all military installations to function as an *ex officio* member of the Local Planning Agency/Planning Commission, for comments or recommendations for lands that fall within the Military Influence Zones. The military designee will review the development plans for compatibility with the military mission in relation to all aspects of the proposed development. All proposed Comprehensive Plan Amendments, Planned Unit Developments, and Rezoning which, if approved, would affect the density, intensity or use of land, that lie within Military Influence Zones shall be referred to the United States Navy for review prior to final action by the City.

### **8.3.3**

The City will utilize information provided by the Federal Aviation Authority (FAA) and the Jacksonville Aviation Authority (JAA) when developing plans to control encroachment of incompatible development in the vicinity of Jacksonville International Airport, Herlong Recreation Airport, Jacksonville Executive at Craig Airport and Cecil Airport to ensure compatibility of lands adjacent to these public use airports.

\* \* \*

### **TRANSPORTATION ELEMENT DEFINITION:**

*Civilian Influence Zones* –These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on Map L-22.

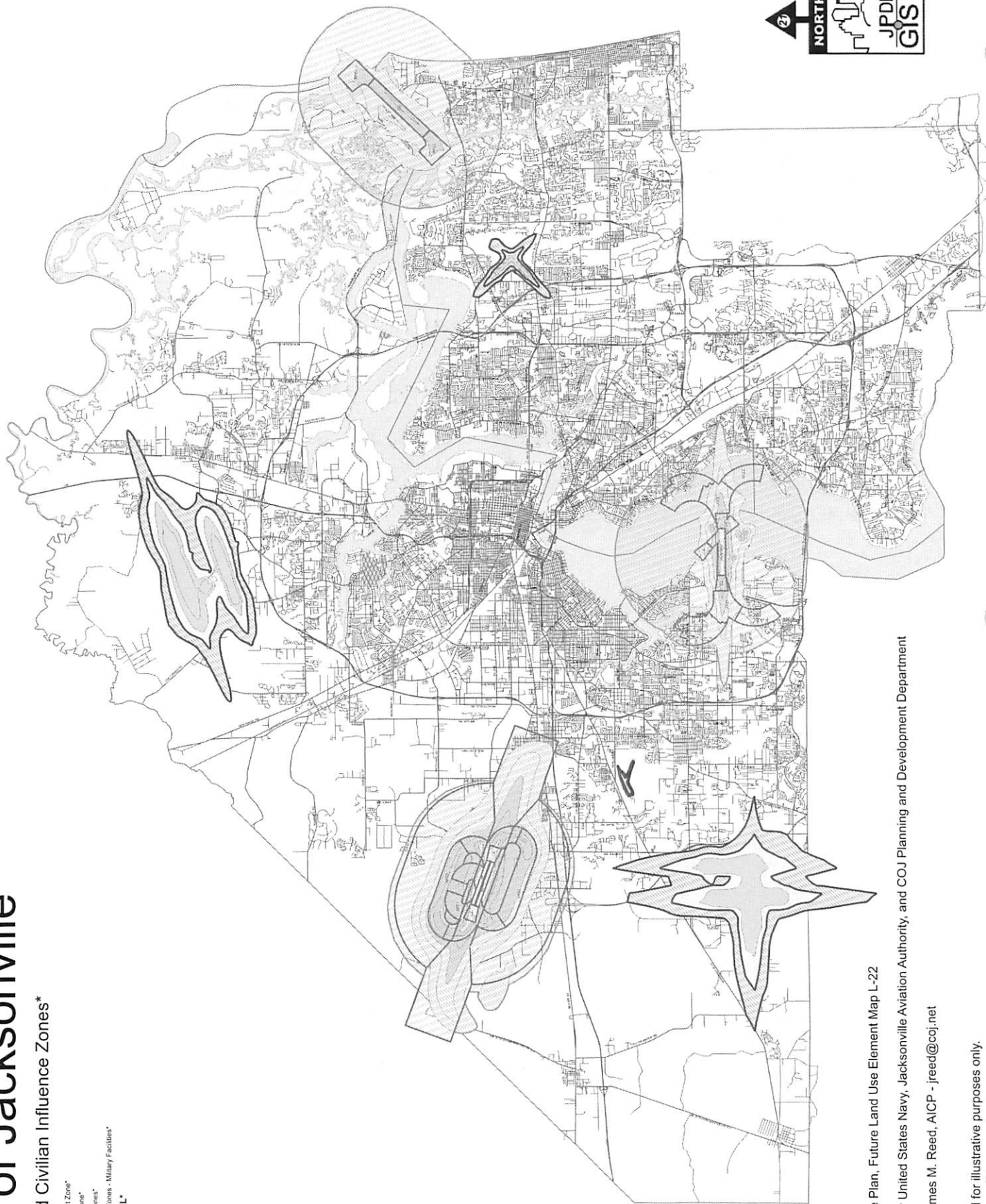
# City of Jacksonville

## Military and Civilian Influence Zones\*

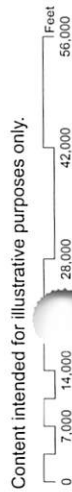
-  OLF Restricted Light Zone\*
-  Civilian Influence Zone\*
-  Military Influence Zone\*
-  Accident Potential Zones - Military Facilities\*

### Noise Contours DNL\*

-  60
-  65
-  70
-  75
-  80
-  85
-  Major Highways
-  Roads 2016



\* Comprehensive Plan, Future Land Use Element Map L-22  
 Data provided by United States Navy, Jacksonville Aviation Authority, and COJ Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 July 2016



Content intended for illustrative purposes only.