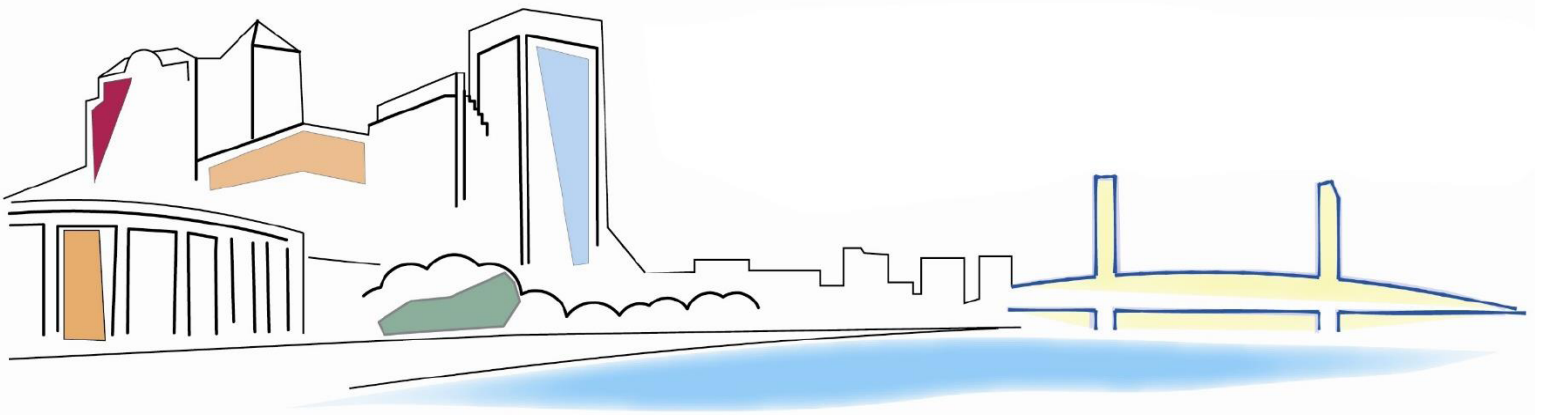


2030 Comprehensive Plan
2018 Assessment Report



January 2019

The Honorable Lenny Curry
Mayor

William B. Killingsworth
Director of Planning & Development

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

TABLE OF CONTENTS

INTRODUCTION	6
Overview.....	6
Public Participation Process.....	7
Population Projections.....	8
Table 1 – 2020 – 2025 Cohort-Component Projections.....	10
Table 2 – 2030 – 2035 Cohort-Component Projections.....	11
Table 3 – 2040 – 2045 Cohort-Component Projections.....	12
Table 4 – True Share, Shift, and Linear Planning District Population Projections.....	14
Table 5 – Linear by Census Tract Planning District Population Projections.....	14
Table 6 – Linear by Planning District Population Projections.....	15
Plan Implementation Review 2007-2017.....	15
Changes in Land Area 2007-2017.....	15
Map 1 - City of Atlantic Beach Land Annexation.....	16
Vacant and Developable Land.....	17
Table 7 - 2030 Comprehensive Plan Land Use Allocation Analysis.....	18
Map 2 - Vacant Land.....	19
Map 3 - Developable Land.....	20
Future Land Use Map and Development Area Boundaries.....	21
Map 4 - 2030 Comprehensive Plan Future Land Use Map.....	22
Map 5 - 2030 Comprehensive Plan Development Areas.....	23
Map 6 - Approved Land Use Amendments 2007 – 2017.....	24
Table 8 – Future Land Use Map Amendments Approved 2007- 2017.....	25
MAJOR ISSUES	59
Background.....	59
Major Issue: Strategic Planning and Integrated Mission.....	61
Recommendations/Opportunities.....	63
Major Issue: Public Health.....	64
Recommendations/Opportunities.....	71
Major Issue: Infrastructure.....	72
Recommendations/Opportunities.....	80
Major Issue: St. John’s River & Its Tributaries.....	82

Recommendations/Opportunities	86
Major Issue: Blight.....	87
Recommendations/Opportunities	94
Major Issue: Economic Development	95
Recommendations/Opportunities	100
Major Issue: Streamlining Growth and Opportunity	101
Recommendations/Opportunities	108
Map 7 - Neighborhood Plans – Pre 2000	110
Map 8 - Neighborhood Plans – 2000 to Present	111
Map 9 - Corridor Studies	112
Major Issue: Citizen Planning Advisory Committee (CPACs) Recommendations.....	113
Recommendations/Opportunities	121
Map 10 - Planning Districts.....	122
1998 Historic Springfield Housing Auction Brochure.....	123
Major Issue: JTA Transit Oriented Development (TOD) Program.....	129
Recommendations/Opportunities	132
ELEMENT ASSESSMENTS	133
2030 Comprehensive Plan Elements.....	133
General Recommendations Applicable to All Elements.....	134
Historic Preservation Element Assessment	136
Housing Element Assessment	145
Infrastructure Element Assessment	157
<i>Natural Groundwater Aquifer Recharge Sub-Element</i>	157
<i>Drainage Sub-Element</i>	164
<i>Sanitary Sewer Sub-Element</i>	166
<i>Solid Waste Sub-Element</i>	173
<i>Potable Water Sub-Element</i>	175
Intergovernmental Coordination Element Assessment	184
Public Schools and Facilities Element Assessment	188
Recreation and Open Space Element Assessment.....	195
Transportation Element Assessment	203
Future Land Use Element Assessment	262

Conservation/Coastal Management Element Assessment	318
Capital Improvements Element Assessment	375

INTRODUCTION

Overview

The 2030 Comprehensive Plan is a policy document required by Florida Statutes Chapter 163, and by Chapter 650 of the City of Jacksonville Code of Ordinances. Pursuant to the Florida Statutes and the City of Jacksonville Code of Ordinances, the Comprehensive Plan sets out the long and short-term goals directing the development of programs and policies that guide growth and development in an effective and orderly manner. The ultimate goal of the Plan is to promote the public health, safety and welfare.

The City's Comprehensive Plan is comprised of ten elements containing a series goals, objectives and policies. Goals, objectives and policies are intended to be general rules of conduct that allow for broad discretion in decision-making. The goals, objectives and policies are often associated with more detailed and specific implementing rules, regulations and programs such as the City of Jacksonville Code of Ordinances.

Goal: A general statement about a desired future outcome. Goals provide the long-term vision and serve as the foundation of the plan, but do not indicate specific actions to be taken to achieve the desired outcomes. Goals provide the basis for the more specific direction provided by the objectives and policies.

Objective: A more specific statement that provides direction to achieve a given goal. There are typically several objectives associated with each goal contained in the plan.

Policy: Specific courses of action or rules of conduct used to achieve the goals and objectives of the plan. They are intended to be used regularly to guide day-to-day decision-making and direct actions to be taken by the city to implement the plan.

The Comprehensive Plan was last updated in November 2010 and resulted in the 2030 Comprehensive Plan. Updates resulting from this assessment report are intended to result in development of the 2045 Comprehensive Plan.

This assessment provides:

- Updated population projections based on a 2045 planning timeframe.
- A review of plan implementation since the last assessment was completed.
- Major growth and development issues for the City and recommendations to address the issues.
- An assessment of whether the plan objectives within each element have been achieved and recommendations to address any issues.

Upon approval of this report by the City Council, the Planning and Development Department will begin working with the relevant departments and independent agencies to identify appropriate changes to the Plan. Recommendations provided in this report shall serve as guidance for Plan revisions but shall not limit or require specific changes

where more recent or reliable data indicates otherwise. It is the goal of the Planning and Development Department that proposed changes to the Plan are to be prepared and presented for initial consideration by the City Council within 18 months of approval of this report.

Public Participation Process

The public participation process for this report was implemented through the Local Major Issues Committee. The Committee was established to review and consider recommendations identified in the Blueprint for Improvement II – Task Force on Consolidated Government Report 2014, the August 2015 Office of Major Lenny Curry Transition Teams Subcommittee Recommendations Report and recommendations provided by each of the City’s six Citizen Planning Advisory Committees (CPACs).

Public participation began in March 2017 with a letter from the Planning and Development Department to each of the six CPAC chairs requesting feedback from their member neighborhoods regarding major growth and development issues to consider in updating the 2030 Comprehensive Plan. Each CPAC provided responses to the request and the responses were presented to the Major Issues Committee.

The Major Issues Committee convened their first meeting in September 2017 and proceeded to host 16 public meetings through August 2018. Meetings were noticed and open to the public and meeting materials and minutes were subsequently posted on the Planning and Development Department website. Each meeting included an opportunity for public comment and feedback.

Public participation opportunities were also provided through the Joint Planning Committee (JPC). The JPC is an appointed body charged with completing an annual review of the Interlocal Agreement for Public School Facility Planning (ILA). Much of the language included in the ILA is included in the Public Schools and Facilities Element (PSFE) and is directly related to school concurrency. The JPC hosted 13 public meetings between January 2004 and June 2018 and each of the meetings included opportunity for public comment and feedback. Recommendations resulting from the JPC are included in evaluation of the PSFE analysis.

Population Projections

Population estimates and projections form the foundation of the Comprehensive Plan. Demand for housing, jobs, commercial and public services are generated by population growth and the Comprehensive Plan is the policy tool that lays out how the City will manage and accommodate this growth. The 2030 Comprehensive Plan, adopted in 2009, is based on population projections through the year 2030. The planning horizon for the next plan update will extend to the year 2045 and will be consistent with the planning timeframe for the next mobility system update.

According to the University of Florida's Bureau of Economic and Business Research (BEBR), Duval County's population increased by 8.4% (72,548 additional residents) between 2010 and 2017. This increase is slightly below that of Nassau County at 9.7% (7,142 additional residents) and Clay County at 9.3% (17,684 additional residents). St. Johns County is one of the fastest growing in the State at 20.9% (39,676 additional residents). Over this same timeframe, the State of Florida's population increased 9% (1,682,810 additional residents). Duval County has the highest number of residents of the three surrounding counties with a 2017 estimated total population of 936,811 as compared to St. Johns at 229,715, Clay County at 208,549 and Nassau County at 80,456. While Duval County's percentage increase is slightly below that of the surrounding counties, the increase of 8.4% resulted in the addition of 72,548 more residents, outpacing the surrounding counties.

Supporting data from the 2030 Comprehensive Plan projects that the total population of the Duval County will reach 1,122,732 by the year 2030. Recent projections extending through the year 2045 indicate that population is anticipated to reach 1,218,691 by 2045.

The most popular composite model for projecting population is the Cohort-Component model. This method, utilized by the U.S. Census Bureau, is "distinguished by its ability to preserve knowledge of an age distribution of a population (which may be of a single sex, race, and Hispanic origin) over time. It is a special case of a component method, which is defined simply by the use of estimates or projections of births, deaths, and net migration" (U.S. Census Bureau).

In a simplified model, population is considered as a single cohort. Typically, however, population is broken into cohorts by age and gender. In our study, we use five-year age cohorts as the Census provides data in this manner and the data fits within our planning needs. The model now requires births, deaths, and net migration by multiple cohorts.

The Cohort-Component model formula:

$$P_t = P_{t-1} + B_{t-1,t} - D_{t-1,t} + M_{t-1,t}$$

where

P_t = population at time t;

P_{t-1} = population at time t-1;

$B_{t-1,t}$ = births, in the interval from time t-1 to time t;

$D_{t-1,t}$ = deaths, in the interval from time t-1 to time t; and

$M_{t-1,t}$ = net migration, in the interval from time t-1 to time t.

The Cohort-Component model makes several assumptions. First, it assumes that birthrates and survival rates are stable over time, which seems to be consistent with observed historical data. Migration rates are also assumed to be stable over time. Shocks to the local economy including military deployments can have significant effects on net migration rates; however, since 1980 Jacksonville's migration rate appears to be stable.

The advantage of the Cohort-Component model over simpler techniques is its ability to analyze the dynamics of population change and how these changes may affect the demand for city services. For example, a large increase in the elderly population may signal the need to investigate the sufficiency of special needs housing. Increases in school-aged children may indicate the need for more schools and after school programs. Increases in the teen and young adult population may indicate a need for more active parks. For these reasons we have, in the past, chosen to project the City of Jacksonville's population using the cohort-component method.

However, after years of comparative analysis, it has been determined that the City of Jacksonville Planning and Development Department's cohort projections and the University of Florida's Bureau of Economic and Business Research (BEBR) median cohort projections have remained nearly identical. Since this low variance has always remained consistently within the 1% range and in order to eliminate redundancy, the choice has been made to utilize BEBR's numbers as the basis for our planning district projections.

Table 1 – 2020 – 2025 Cohort-Component Projections

2020			2025		
Cohort	Male Population	Female Population	Cohort	Male Population	Female Population
75+	23,235	34,464	75+	30,956	43,674
70-74	17,153	20,770	70-74	19,891	24,719
65-69	22,425	27,149	65-69	26,123	31,024
60-64	28,304	32,171	60-64	29,612	33,407
55-59	30,928	33,863	55-59	27,996	30,347
50-54	28,412	30,266	50-54	28,104	30,189
45-49	28,185	29,800	45-49	29,067	30,772
40-44	29,229	30,472	40-44	34,751	35,907
35-39	35,145	35,834	35-39	37,736	37,144
30-34	37,693	37,139	30-34	36,482	36,706
25-29	35,308	35,247	25-29	34,999	35,665
20-24	32,128	32,268	20-24	33,644	32,996
15-19	30,305	29,437	15-19	32,805	31,827
10-14	30,837	29,791	10-14	32,286	31,241
5- 9	31,507	30,428	5- 9	33,185	32,047
0- 4	33,455	32,143	0- 4	35,579	34,184
Total	474,249	501,242	Total	503,216	531,849
Grand Total	975,491		Grand Total	1,035,065	

*Source: University of Florida, Bureau of Economic and Business Research

Table 2 – 2030 – 2035 Cohort-Component Projections

2030			2035		
Cohort	Male Population	Female Population	Cohort	Male Population	Female Population
75+	39,106	54,613	75+	47,847	66,318
70-74	23,210	28,267	70-74	24,376	29,417
65-69	27,375	32,231	65-69	24,790	28,847
60-64	26,768	29,881	60-64	26,390	29,654
55-59	27,627	30,164	55-59	28,354	30,929
50-54	28,895	31,033	50-54	34,124	36,295
45-49	34,401	36,072	45-49	36,760	37,135
40-44	37,196	37,066	40-44	36,059	36,574
35-39	36,569	36,687	35-39	36,025	36,994
30-34	36,036	37,061	30-34	37,441	37,672
25-29	36,440	36,302	25-29	39,105	39,024
20-24	36,296	35,571	20-24	37,313	36,725
15-19	34,018	33,090	15-19	35,430	34,470
10-14	33,795	32,699	10-14	35,803	34,620
5- 9	35,208	33,989	5- 9	36,126	34,864
0- 4	36,557	35,124	0- 4	37,255	35,794
Total	529,497	559,850	Total	553,198	585,332
Grand Total	1,089,347		Grand Total	1,138,530	

*Source: University of Florida, Bureau of Economic and Business Research

Table 3 – 2040 – 2045 Cohort-Component Projections

2040			2045		
Cohort	Male Population	Female Population	Cohort	Male Population	Female Population
75+	55,083	76,189	75+	58,011	80,623
70-74	22,033	26,268	70-74	21,699	26,002
65-69	24,393	28,541	65-69	24,956	29,164
60-64	26,968	30,265	60-64	31,728	35,269
55-59	33,350	36,028	55-59	35,476	36,893
50-54	36,306	37,184	50-54	35,075	36,447
45-49	35,517	36,457	45-49	34,741	36,455
40-44	35,327	36,666	40-44	36,411	37,035
35-39	37,208	37,422	35-39	39,565	39,969
30-34	39,909	40,281	30-34	40,636	41,185
25-29	39,881	39,974	25-29	41,155	41,270
20-24	38,560	37,977	20-24	40,542	39,893
15-19	37,327	36,278	15-19	38,079	36,973
10-14	36,548	35,324	10-14	37,040	35,783
5- 9	36,624	35,338	5- 9	37,412	36,089
0- 4	38,066	36,574	0- 4	39,329	37,786
Total	573,100	606,766	Total	591,855	626,836
Grand Total	1,179,866		Grand Total	1,218,691	

*Source: University of Florida, Bureau of Economic and Business Research

Once the Cohort-Component model projections are established, they are used as the foundation to develop planning district projections. As planning district projections are based, in part, on past trends, they cannot fully capture all growth potential in a given area. In order to achieve the most accurate projections by planning district, several methods are used. An aggregation of Linear, Share, and Shift projection methodologies is used to find base district components. The resulting ratios are then applied to the Duval County Cohort-Component projections.

It is important to note that given the dependence the projection methodologies have for past trends, projections by planning district are difficult to obtain. For example, while the urban revitalization Downtown Jacksonville is currently experiencing may naturally lead one to believe that there is massive growth in the Urban Core planning district, that growth is tempered by large numbers of vacant residential property and redevelopment in outlying Urban Core areas.

The population in the Urban Core has actually declined consistently since 1970 and only recently is beginning to show an increase in residential growth. Even with large-scale condominium developments planned along the river, average household sizes are smaller due to the professional nature of these new residents. One hundred housing

units will account for less people in this area than others where larger household sizes are the norm.

This does not mean that the Urban Core or other planning districts will not experience robust growth in the future; it simply means this growth cannot be accounted for by generally accepted methodological standards. When historical decline is a factor in the equation, it may take years for the upswing to register.

To this end, we have included three sets of population projections utilizing three variations of the standard methodologies. A breakdown of Linear, Share, and Shift methodologies are provided based on the following formulas:

Linear

$$P = (CT1 - CT2)/10 * (PY - CT1) + CT1$$

Share

$$P = (CT1 - CT2)/(CP1 - CP2) * (CPP - CP1) + CP1$$

Shift

$$P = CPP * (CT1/CP1) + (PY - BY/10) * (CT1/CP1) - (CT2/CP2)$$

Where:

P = Population

CT1 = Census Tract Population Current Year

CT2 = Census Tract Population Base Year

PY = Projection Year

CP1 = County Population Current Year

CP2 = County Population Base Year

CPP = Projected County Population (Cohort)

These methodologies were combined in the following three tables to illustrate the variance given different assumptions. The first, an aggregation of the Linear, Share, and Shift methodology, is a standard use. It relies heavily on past trends within the Census tract areas and planning districts.

Table 4 – True Share, Shift, and Linear Planning District Population Projections

District	2020	2025	2030	2035	2040	2045
Urban Core	33,418	32,403	31,212	30,018	28,743	27,438
Arlington	227,983	240,021	250,915	260,544	268,543	275,991
Southeast	267,874	290,081	310,724	329,843	346,348	362,054
Southwest	181,328	196,701	210,952	224,275	235,746	246,669
Northwest	128,407	129,081	129,163	128,793	127,919	126,849
North	89,640	98,280	106,518	113,929	120,516	126,814
Beaches/Baldwin	46,841	48,497	49,863	51,127	52,051	52,876
Total	975,491	1,035,065	1,089,347	1,138,530	1,179,866	1,218,691

*Source: City of Jacksonville Planning and Development Department, University of Florida, Bureau of Economic and Business Research

While true share, shift, and linear projections tend to be fairly accurate in terms of high growth areas, it can fail to capture growth in areas which may have had historical decline or stagnation, such as the Urban Core.

Table 5 – Linear by Census Tract Planning District Population Projections

District	2020	2025	2030	2035	2040	2045
Urban Core	33,708	32,130	30,652	28,763	26,643	24,462
Arlington	227,375	237,687	249,537	258,754	266,167	273,011
Southeast	266,045	287,103	310,334	330,543	348,538	365,796
Southwest	180,051	194,694	210,823	224,910	237,493	249,575
Northwest	132,621	138,159	132,050	130,497	127,968	125,159
North	88,863	97,251	106,421	114,592	122,006	129,164
Beaches/Baldwin	46,828	48,040	49,530	50,472	51,052	51,523
Total	975,491	1,035,065	1,089,347	1,138,530	1,179,866	1,218,691

*Source: City of Jacksonville Planning and Development Department, University of Florida, Bureau of Economic and Business Research

The linear by Census Tract methodology utilizes linear growth patterns by census tract. This normalizes growth rates slightly for slower growing areas but may inhibit the capture of higher growth areas.

Table 6 – Linear by Planning District Population Projections

District	2020	2025	2030	2035	2040	2045
Urban Core	37,215	39,488	41,559	43,435	45,012	46,493
Arlington	229,571	243,591	256,365	267,940	277,668	286,805
Southeast	259,403	275,245	289,679	302,758	313,750	324,075
Southwest	175,156	185,853	195,599	204,430	211,852	218,824
Northwest	140,674	149,265	157,093	164,186	170,147	175,746
North	85,257	90,464	95,208	99,506	103,119	106,512
Beaches/Baldwin	48,215	51,160	53,843	56,274	58,317	60,236
Total	975,491	1,035,065	1,089,347	1,138,530	1,179,866	1,218,691

*Source: City of Jacksonville Planning and Development Department, University of Florida, Bureau of Economic and Business Research

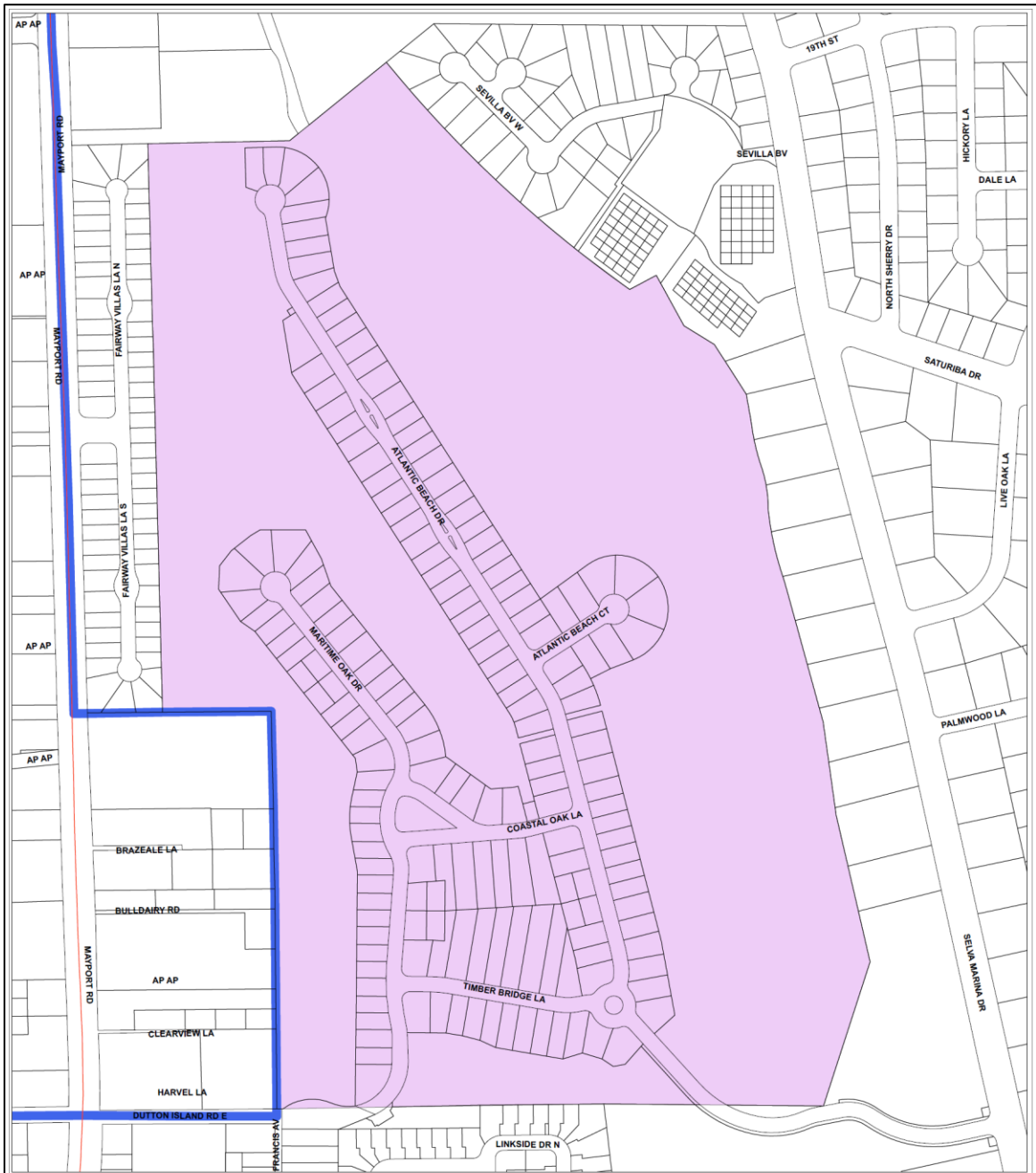
The third methodology utilizes linear growth patterns by planning district. This method distributes growth evenly among all growth areas. While this may account for possible growth in all areas, it severely restricts growth in the most active planning districts.

Plan Implementation Review 2007-2017

Changes in Land Area 2007-2017

The City of Jacksonville did not annex land area between 2007 and 2017. In 2015, the City executed an interlocal service boundary agreement with the City of Atlantic Beach providing for the annexation of approximately 136 acres of land from the City of Jacksonville to the City of Atlantic Beach. The land subject to the annexation is the Atlantic Beach Country Club located east of Mayport Road and south of Kathryn Abbey Hannah Park and was in the Low Density Residential land use category.

Map 1 - City of Atlantic Beach Land Annexation



2015 City of Atlantic Beach Land Annexation Ord. 2015-186-E



Developed by James M. Reed, AICP - jreed@coj.net
Content intended for illustrative purposes only.

Area Transferred from COJ to Atlantic Beach



Vacant and Developable Land

Table 7 – 2030 Comprehensive Plan Land Use Allocation Analysis sets out the amount of land allocated to each land use category in the City. It also provides an analysis of the remaining developable land for each land use category along with the anticipated minimum amount of land needed to accommodate the projected population through the end of the planning timeframe. Developable land is defined as property which is greater than one acre in size, that has a building value of less than \$5,000 assigned by the Property Appraiser and is not designated as wetlands, water or right-of-way. Updates resulting from this assessment report will necessitate revisions to the table to reflect population growth based upon the 2045 planning horizon.

Map 2 depicts the extent of vacant land, which is defined as all properties with no building value. Map 3 generally depicts the extent of developable land as it is distributed throughout the City. In accordance with the intent of the established Development Areas (See Map 5), large tracts of developable lands are predominantly clustered toward the northern, western and southeastern periphery of the City in the Rural Development Area. Smaller tracts of developable land located inside of the Suburban, Urban and Urban Priority Development Areas present opportunities to promote infill and redevelopment projects that enhance surrounding development and take advantage of existing infrastructure.

Table 7 - 2030 Comprehensive Plan Land Use Allocation Analysis

Type of Land Use Category	FLUMs'				2020 Gross		2025 Gross		2030 Gross	
	Allocated	Developed	Developable	Undevelopable	Acreage	2020 % of Need ^o	Acreage	2025 % of Need ^o	Acreage	2030 % of Need ^o
	Acreage	Acreage*	Acreage**	Acreage***	Need		Need		Need	
AGR-I ¹	20,975	2,405	11,697	6,873	2,876	490%	2,661	530%	2,461	573%
AGR-II ¹	46,040	5,745	20,210	20,085	7,329	354%	6,779	383%	6,271	414%
AGR-III ¹	39,791	8,763	21,787	9,241	6,935	441%	6,415	476%	5,934	515%
AGR-IV ¹	15,867	7,979	5,103	2,785	2,561	511%	2,369	552%	2,191	597%
BP	6,771	2,411	2,464	1,896	3,509	139%	3,840	127%	4,139	118%
CBD****	1,676	742	273	661	742	137%	742	137%	742	137%
CGC	21,262	9,192	3,970	8,100	13,250	99%	14,474	91%	15,579	84%
CSV ²	25,364	2,940	6,731	15,693	2,940	329%	2,940	329%	2,940	329%
HDR	84	25	24	35	38	129%	42	116%	46	106%
HI	10,440	3,902	4,131	2,407	5,646	142%	6,172	130%	6,647	121%
LDR	137,666	79,305	18,384	39,977	104,251	94%	112,221	87%	119,786	82%
LI	21,457	6,979	5,910	8,568	9,692	133%	10,510	123%	11,249	115%
MDR	23,019	13,081	3,573	6,365	17,287	96%	18,630	89%	19,905	84%
MU ⁴	38,219	6,731	11,608	19,880	12,198	150%	13,847	132%	15,335	120%
NC	997	357	245	395	608	99%	684	88%	752	80%
PBF	40,207	25,704	8,052	6,451	28,309	119%	29,095	116%	29,805	113%
RC	1,210	713	361	136	964	111%	1,040	103%	1,108	97%
ROS	8,284	2,385	4,067	1,832	3,126	206%	3,350	193%	3,552	182%
RPI	9,810	3,475	2,596	3,739	4,517	134%	4,832	126%	5,116	119%
RR	17,877	7,043	7,546	3,288	10,479	139%	11,577	126%	12,675	115%
WD-WR	5,586	2,628	1,816	1,142	3,532	126%	3,805	117%	4,051	110%
WATER ³	49,846	361	480	49,005	-	-	-	-	-	-
Totals:	542,448	192,866	141,028	208,554	240,789		256,023		270,284	

Source: Planning and Development Department, City of Jacksonville – 08/2018

Notes:

*All parcels with a structure (building value >\$5,000)

**All properties have no building value, no wetlands, and are >1 acre

****No net increase is anticipated for CBD acreage for the projection period.

CSV, PBF, and ROS are assumed to not be developable

^oPercent (%) of Need = [(Allocated-Undevelopable)/Need] --> this indicates how much land we have available in comparison with the gross acreage needed for each category.

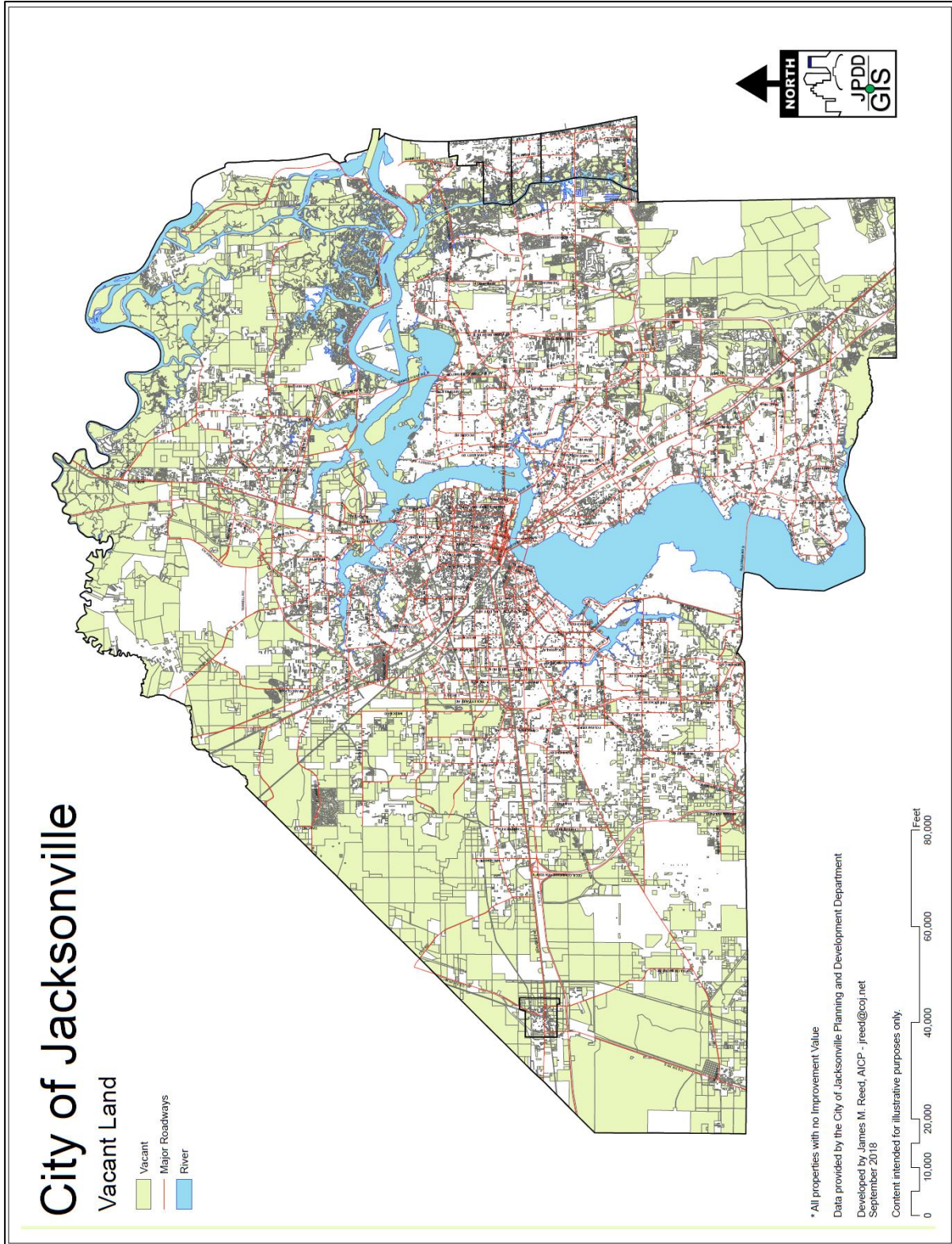
¹No increase in agricultural land uses is anticipated for the projection period. Agricultural uses are expected to decrease throughout the projection period as urbanization increases.

²CSV uses are based upon planned acquisitions of land. Currently, there are no planned acquisitions for the projection period.

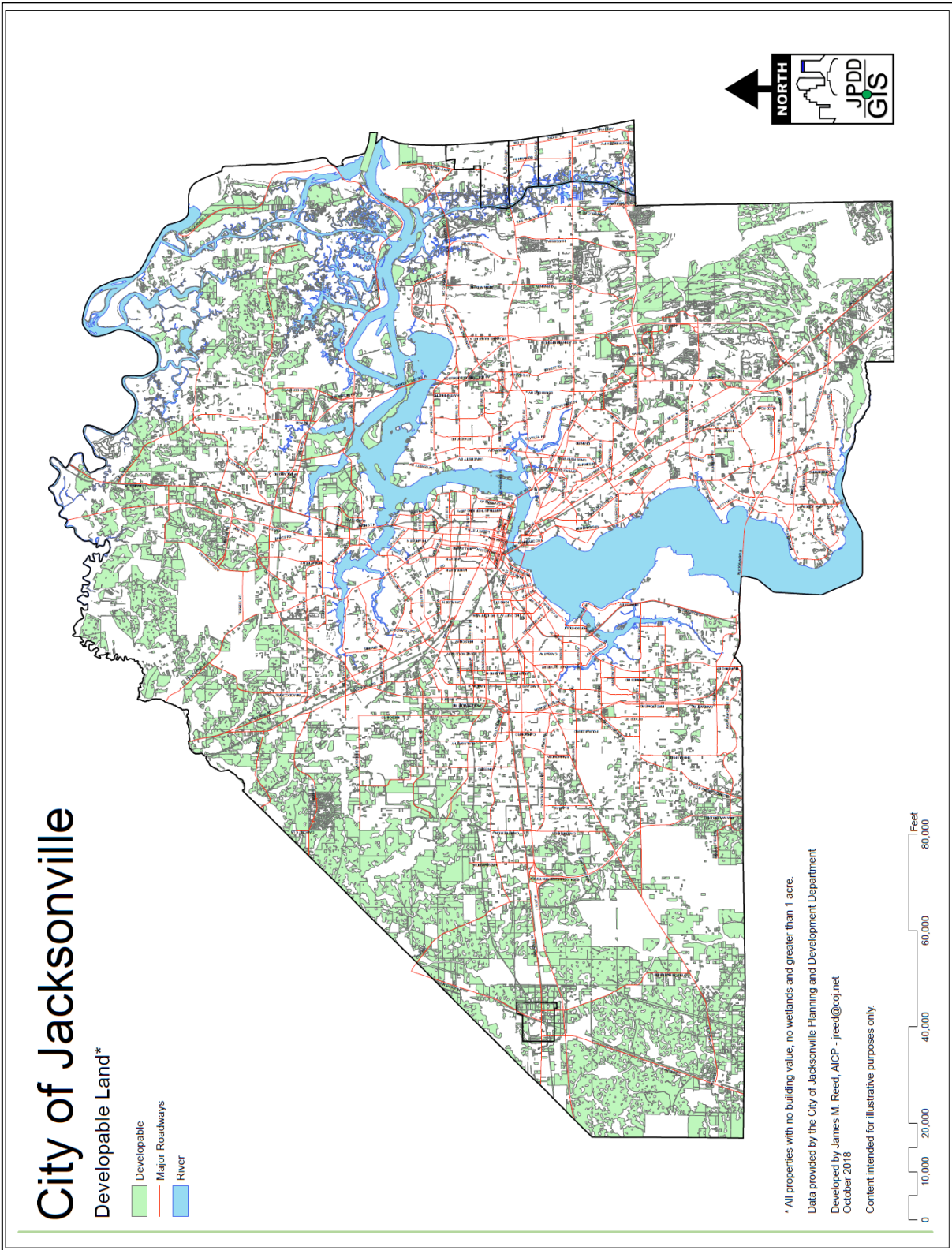
³Water data was included to accurately reflect the total number of acres contained in Duval County. No projections were calculated for water acreage for the period 2010-2030.

⁴Due to the unique nature of the MU land use category, determination of need should be evaluated based upon the mix of uses provided in each MU land use category rather than the acreage need shown above for MU.

Map 2 - Vacant Land



Map 3 - Developable Land



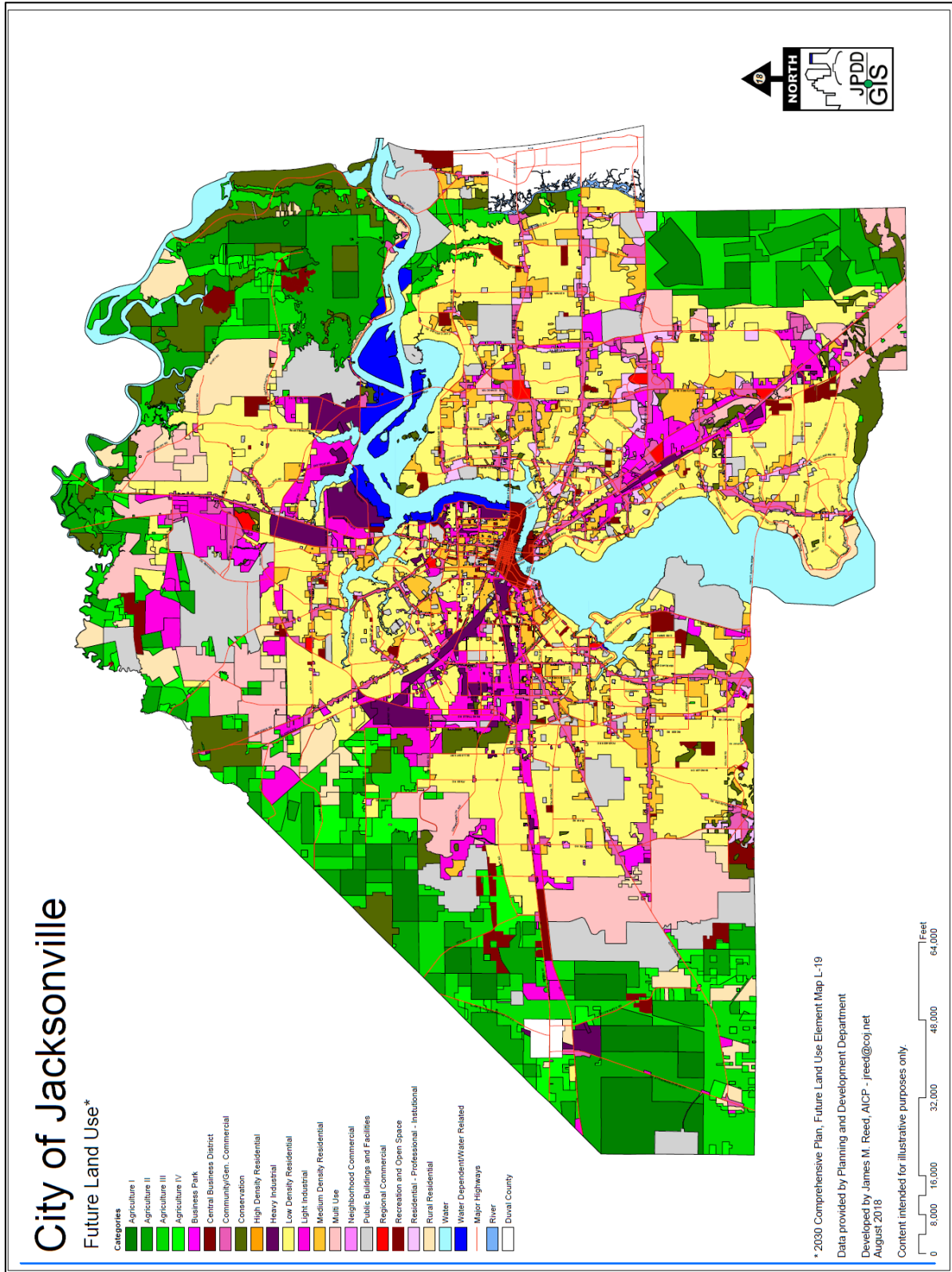
Future Land Use Map and Development Area Boundaries

The Future Land Use Map (FLUM) depicts the geographic distribution of Future Land Use Categories that guide development and redevelopment through the planning period. The character of each Future Land Use Category is defined by Development Area, general uses, density, and intensity and is further implemented through the City's Land Development Regulations. Development Areas provide a tiered approach for density and development characteristics and are organized into five tiers ranging from high density in the historic urban core to very low density in the outlying rural areas. The FLUM and Development Areas Map are provided on the following pages as Maps 4 and 5.

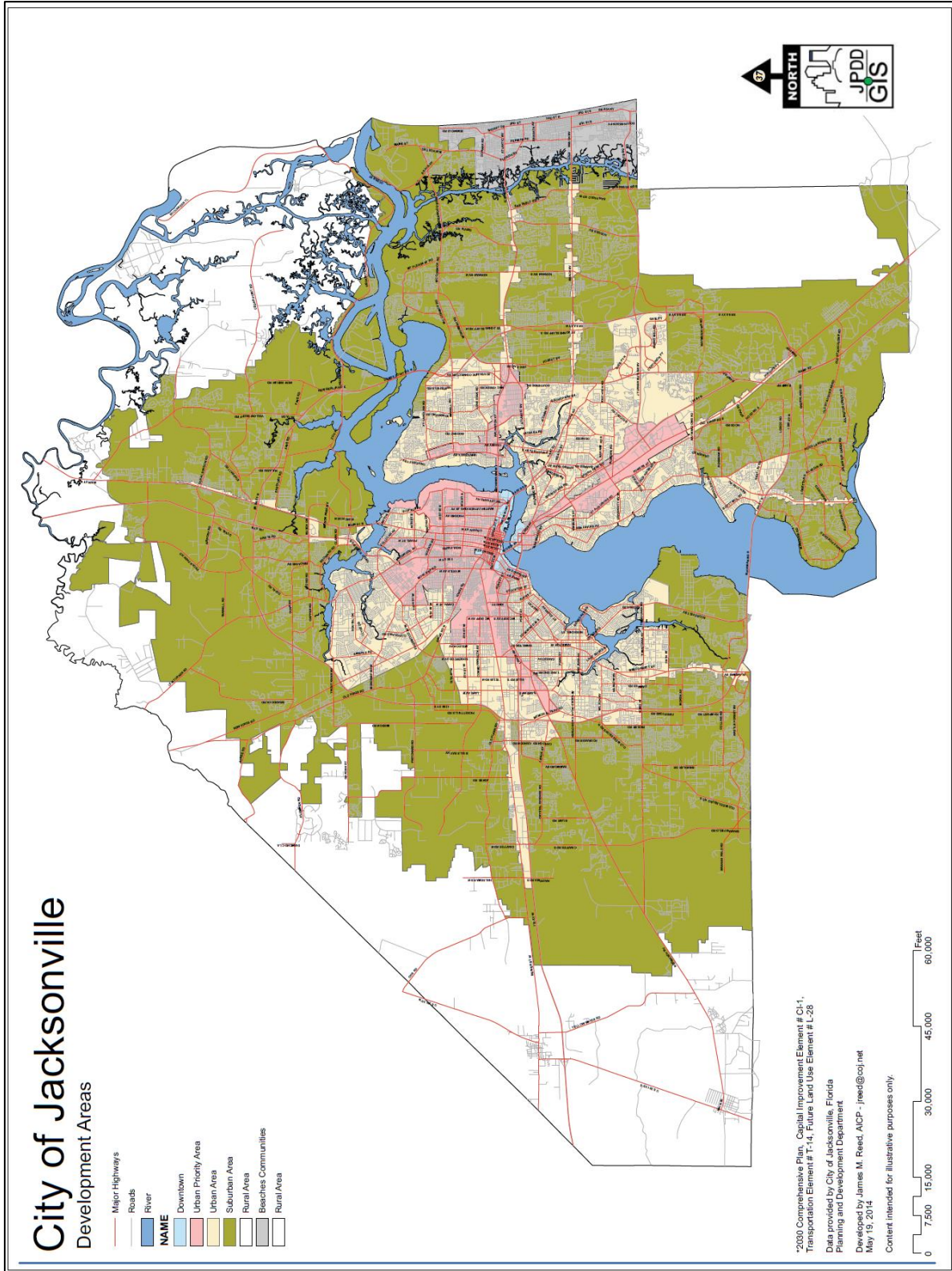
The 2030 Comprehensive Plan provides greater opportunities for mixed-used development and places more focus on infill and redevelopment in the urban areas than the 2010 Comprehensive Plan. Along with these changes, the Future Land Use Categories emphasize the connection between land use and transportation and within that a clear intent to facilitate a variety of mobility options. The transportation connection is further implemented through the Mobility System that replaced transportation concurrency.

There have been 426 amendments approved to the FLUM between 2007 and 2017. The general location of these amendments are depicted on Map 6 - Approved Land Use Amendments 2007 – 2017 and listed in Table 8 – Future Land Use Map Amendments Approved 2007 - 2017. The number of amendments in the past decade is reasonable and to be expected considering population growth, the evolution of development patterns and how people interact within the built environment. These factors necessitate a level of flexibility and a willingness to consider site-specific instances where land use amendments are appropriate and consistent with the goals, objectives and policies of the Comprehensive Plan.

Map 4 - 2030 Comprehensive Plan Future Land Use Map



Map 5 - 2030 Comprehensive Plan Development Areas



Map 6 - Approved Land Use Amendments 2007 – 2017

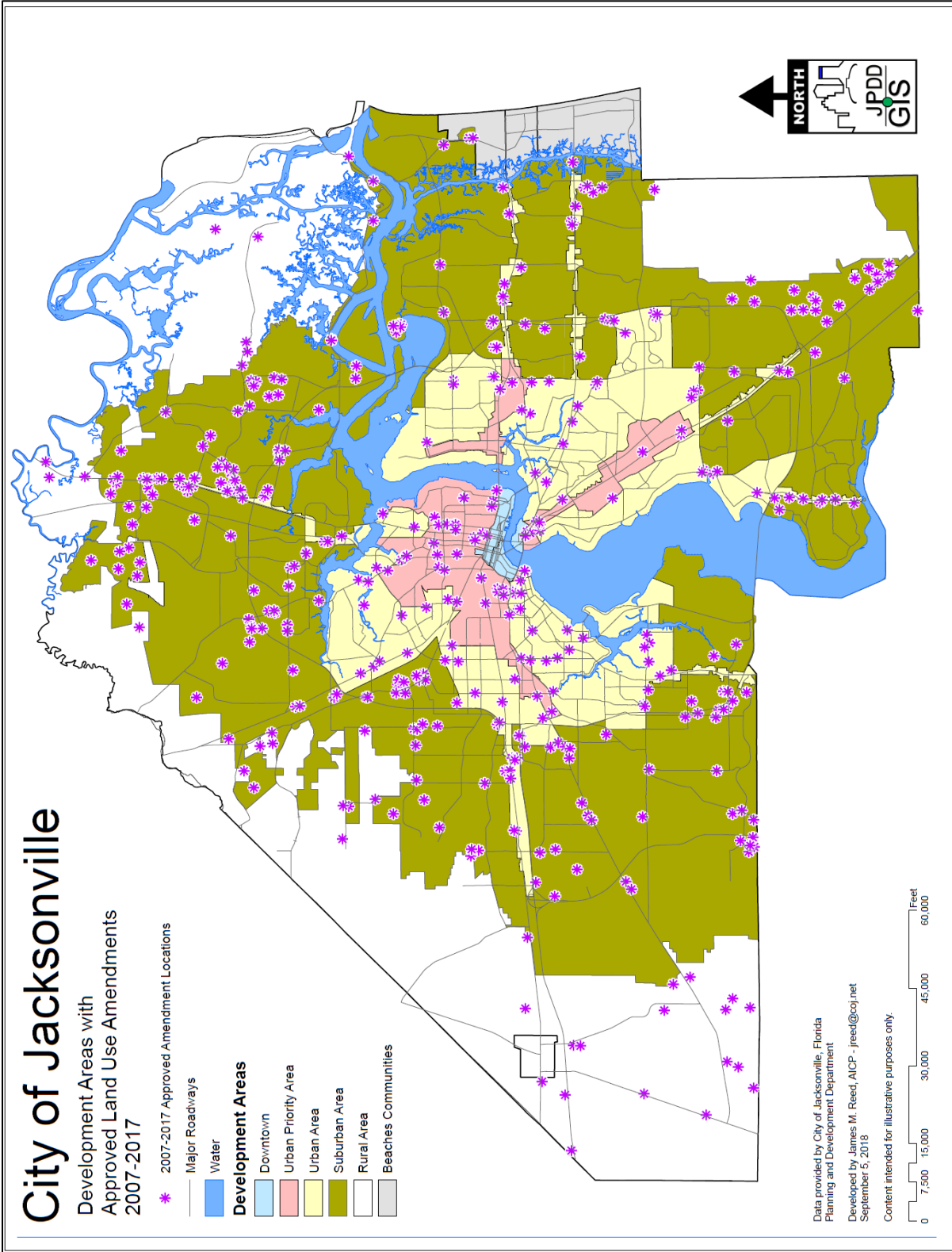


Table 8 – Future Land Use Map Amendments Approved 2007- 2017

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2007-0140-E	MDR	BP/CSV	3.91	2	North of Atlantic Blvd on westside of Tresca Road between Regency Square Blvd and Atrium Way
2007-0142-E	BP	LI	4.25	5	7335 Old Plank Road between Pickettville Road and I-295
2007-0146-E	BP	LDR	1.72	5	North of Prospect Street on the east side of Washington Avenue between Elm Street and Prospect Street
2007-0148-E	LDR/RPI	BP	5.05	2	North of Craig Drive on the West side of St. Johns Bluff Road North between SR 9A and St. Johns Bluff Rd N.
2007-0150-E	PBF/RPI	BP	2.77	3	NW and SW corners of Hogan Rd and Newton Rd between Southside Blvd and Belfort Rd
2007-0153-E	BP	CGC	6.22	3	South of JTB on the east side of Philips Hwy between Baymeadows Way West and Bay Center Rd
2007-0157-E	LDR	NC	3.56	4	South of I-295 on the east side of Lem Turner Rd between Robena Road and Echo Street
2007-0195-E	LDR	CGC	0.42	2	North of the Arlington Expressway on the east side of Arlingwood Avenue between Brookmont Avenue South and the Arlington Expressway Service Road
2007-0197-E	LDR/NC	BP	4.66	4	6728 Firestone Road between Morse Avenue and 188th Street
2007-0199-E	LDR	RPI	0.25	4	1616 Chateau Drive between Normandy Blvd and La Marne Drive

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreege	Planning District	Property Address or General Location
2007-0201-E	LDR	WD/WR	84.31	6	North of New Berlin Road and west of the St. Johns River, between SR 9A and the St. Johns River
2007-0351-E	LDR	NC	27.08	4	SE quadrant of Halsema Road and I-10
2007-0353-E	LDR	BP / LI	22.63	5	East of Manson Lane on the North side of Beaver Street between Teague Rd and Manson Lane
2007-0355-E	WD/WR, AGR(iv)	CGC	77.22	2	West of the Intracoastal Waterway on the north side of Atlantic Blvd.
2007-0357-E	BP	CGC	84.69	3	South of Bowdendale Road on the east side of Philips Highway
2007-0358-E	AGR(iv)	RR	49.73	4	North of Yellow Water Lane on the west side of Yellow Water Road
2007-0360-E	AGR(iv)	LDR	79.10	4	West of Canal Street on the south side of Brandy Branch Road
2007-0362-E	AGR(iii), AGR(iv)	RR	431.55	4	South of Normandy Blvd, East and West of CR 217 and West of the FPL property
2007-0364-E	LDR	RPI	28.35	4	East of I-295 on the north side of Collins Road
2007-0366-E	LDR	RPI	10.29	5	East of Parrish Cemetary Road on the north side of Normandy Blvd.
2007-0368-E	LDR	RPI	9.48	5	West of Guardian Drive on the north side of Normandy Blvd.
2007-0370-E	LDR	CGC	28.96	5	NE corner of Normandy Blvd and Memorial Park Road
2007-0372-E	LDR	AGR-III	39.06	5	3501 Fish Road between Fish Road West and Jones Road
2007-0374-E	LDR	NC	33.27	5	SW corner of Garden Street and Jones Road
2007-0376-E	LDR	MDR	18.09	5	SE corner of Jones Road and Pritchard Road

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2007-0378-E	LDR	MDR	9.70	6	13115 Gillespie Avenue
2007-0380-E	AGR(iii), AGR(iv)	MU	50.82	6	South of Acree Road on the west side of Old Kings Road between Acree Road and Plummer Road
2007-0381-E	LDR	CGC	12.22	6	2561, 2675, and 2677 Starratt Road, 14734 Yellow Bluff Road, and at the NW corner of Starratt Road and Yellow Bluff Road between Starratt Road and Hidden Creek Drive
2007-0383-E	LDR	RPI	89.52	6	West of Dunn Creek Road on the south side of Starratt Road
2007-0385-E	PBF, AGR(iii), AGR(iv)	LDR	134.10	6	NW intersection of Pecan Park Road and Arnold Road between Pecan Park Road and Kite Road
2007-0387-E	MDR	RPI	11.52	3	NW Corner of Gate Parkway and Burnt Mill Road between JTB and Burnt Mill Road
2007-0393-E	LI, BP, CGC, MDR, LDR, ROS	MU	3289.00	5	Northeast of Whitehouse Field and South of Cisco Drive between Old Plank Road and Cisco Road
2007-0420-E	MDR	CGC	0.76	4	5736 Timuquana Road between Seaboard Ave and Fishing Pen Creek
2007-0422-E	CGC, MDR	LI	8.00	5	7433 Old Plank Road between Beaver Street and Commonwealth Blvd.
2007-0424-E	LDR	NC	0.38	5	10265 Normandy Blvd between Parrish Cemetary Rd and Blair Rd
2007-0426-E	LDR	CGC	0.87	6	2436 Dunn Avenue between Dunn Road and Pine Estate Road South
2007-0428-E	MDR	NC	5.24	6	SW corner of Lem Turner Rd and Hemlock St between Newcomb Rd and Hemlock St

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2007-0430-E	MDR	LI	1.20	5	East Side of Ellis Rd between Harrold Ave and Leaming Ave
2007-0432-E	LDR	RPI	2.70	5	2040 Riverview St between Lem Turner Rd and 3rd Ave
2007-0434-E	LDR	RPI	0.43	5	2211 Melson Ave between 12th Street and 15th Street
2007-0436-E	LDR, NC	BP	1.36	6	North of Ponce Blvd on the east side of New Berlin Rd between Ponce Blvd and Magnolia Ave
2007-0480-E	LDR	RPI	8.48	6	1015 and 1017 Starratt Road and 13728 and 13736 Webb Road between Webb Road and Duval Station Rd.
2007-0482-E	BP	LI	1.78	4	8604 Youngerman Court between Youngerman Circle and Argyle Forest Blvd
2007-0484-E	LDR	LI	2.89	5	8949 and 8975 Beaver Street between Jones Road and Cahoon Road
2007-0486-E	LDR	NC	1.10	6	3168 New Berlin Road between New Berlin Road and Moose Road
2007-0720-E	LDR	RPI	0.60	5	75 East 43rd Street between North Main Street and Liberty Street
2007-0722-E	NC	CGC	2.11	6	443 and 465 Starratt Road between Futch Road and Purdue Road
2007-0724-E	RR	NC	2.38	6	West of Shad Creek on the North side of Heckscher Drive between Woodsman Cove Lane and Shad Creek Drive
2007-0854-E	LDR	BP	0.55	3	NE corner of Columbia Park Drive and Fayal Drive between Dana Drive and Columbia Park Drive

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreege	Planning District	Property Address or General Location
2007-0856-E	LDR	BP	1.78	6	North of Eastport Rd on the west side of Industry Drive between Industry Drive and Charlie Rd
2007-0858-E	RPI	BP	0.90	5	2302, 2310, 2312, 2322, 2336, and 2342 Rosselle Street between Rosselle St and Osceola St
2007-1015-E	RR	CGC	8.09	4	East of Alcoy Rd on the south side of Normandy Blvd between Alcoy Rd and Sarroca Lane
2007-1017-E	MDR	RPI	0.19	1	1342 Laura St North between 3rd St North and 4th St North
2007-1019-E	AGR(iv)	LI	1.13	6	16114 N. Main Street between Pecan Park Road and Yellow Bluff Road
2007-1021-E	LDR	NC	0.73	5	1018 Jones Road between Old Plank Road and Denny Road
2007-1023-E	MDR	LI	3.95	4	12104 Normandy Blvd between Sarracoa Lane and Alcoy Road
2007-1052-E	BP	RPI	5.29	2	1900 Corporate Square Boulevard
2007-1054-E	AGR(iv)	HI	21.04	4	1180 Yellow Water Road
2007-1056-E	AGR(iv)	LI	16.11	4	West of Otis Road, along the north side of Beaver Street, between Otis Rd and US Hwy 301
2007-1058-E	CGC	BP	8.58	6	South of Harrell Street on the west side of New Kings Road between Harrell Street and Pitts Road
2007-1060-E	LDR	HI	39.20	6	South of SR 9A along the east bank of Dunn Creek between SR 9A and New Berlin Rd.
2007-1062-E	LDR	LI	31.00	6	North of Island Drive along the west side of New Berlin Road between Island Drive and Port Jacksonville Parkway

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2007-1064-E	RR	LI	43.69	6	North of Island Drive on the west side of New Berlin Road between Island Drive and Port Jacksonville Parkway
2007-1066-E	AGR(iv)	MU	44.05	6	8578 Acree Road between Old Kings Road and the County Line
2007-1068-E	MDR	BP	66.40	6	671 Pecan Park Road between I-95 and Tison Road
2007-1071-E	MDR	LI	118.00	6	East of I-95 on the south side of Pecan Park Road between I-95 and US Hwy 17
2007-1073-E	LDR	LI	12.55	6	West of CSX RR/N. Main St and North of Hyatt Lane between Woodland Drive and Hyatt Road
2007-1077-E	MDR	RPI	1.23	5	6368 New Kings Road between N. Edgewood Ave and Hema Rd.
2007-1079-E	LDR	CGC	1.95	6	725 New Berlin Road between Gillespie Ave and Camden Rd
2008-0108-E	PBF	LDR	2.44	5	2801 Myra Street , north of College Street and West of James Street
2008-0135-E	MDR	CGC	1.80	2	South of Atlantic Blvd on the east side of Leon Road between Atlantic Blvd and Byrnes Road
2008-0137-E	LDR	CGC	7.80	6	North of Castleberry Road and South of Polk Road between Heavenly Angel Lane and Gossett Street
2008-0139-E	LDR	ROS	2.28	5	2617 Ribault Scenic Drive between Restlawn Drive and Lagney Drive
2008-0141-E	MDR	RPI	5.00	6	3901 Dunn Avenue between Wingate Road and Wingate Rd N.
2008-0143-E	LDR	CGC	4.19	6	14839 North Main Street between Bernard Rd and Lake Run Blvd.

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2008-0170-E	BP, LI	BP/LI	22.63	5	East of Manson Lane on the North side of Beaver Street between Teague Rd and Manson Lane (Remedial Amendment for Ord. 2007-353-E to Limit Development)
2008-0230-E	MDR	NC	4.00	2	8300 Merrill Road between Woolery Drive and Sunrise Ridge Lane
2008-0232-E	LDR	CGC	37.61	3	East side of Philips Hwy approx 2 miles north of St. Johns County/Duval County line between Roscoe Avenue and the County line.
2008-0235-E	AGR(iii)	LI	12.79	4	East side of US Hwy 301 North of Maxville between US Hwy 301 and CSX RR
2008-0237-E	MDR	LI	8.24	5	6147 Old Kings Road between Georgia Southern and Florida Railroad and Old Kings Road
2008-0239-E	LI, RPI	CGC	12.40	6	West of Hyatt Road on the North side of Duval Road between I-95 and N. Main Street
2008-0240-E	LDR	RPI	8.22	6	Near the NE interchange of Heckscher Drive and I-95
2008-0242-E	LDR, RR	LI	287.00	6	North of Faye Road on the east side of Alta Drive
2008-0244-E	LDR	LI	14.53	6	1509 Eastport Rd between CSX RR and Faye Rd
2008-0246-E	AGR(ii), AGR(iii), AGR(iv), LI, LDR, CGC	MU	847.57	6	NE interchange of I-95 and Pecan Park Road between I-95 and North Main Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2008-0251-E	CGC	CGC	12.22	6	2561, 2675, and 2677 Starratt Road, 14734 Yellow Bluff Road, and at the NW corner of Starratt Road and Yellow Bluff Road between Starratt Road and Hidden Creek Drive (Remedial Amendment to Ord. 2007-381-E to Limit Development)
2008-0265-E	LDR	RPI	1.88	3	2959 Scott Mill Land and 2988 Plummer Cove
2008-0267-E	MDR	CGC	0.85	4	6119 Townsend Road
2008-0269-E	LDR	CGC	1.57	6	257 Oceanway Ave; 242 and 250 Vernis Ave; and 12717 Gillespie Ave between New Berlin Road and Vernis Avenue
2008-0271-E	WD/WR	LDR	1.10	6	West of Brown's Creek on the South side of Heckscher Drive between the St. Johns River and Heckscher Drive
2008-0273-E	LDR	RPI	0.28	4	8816 and 8824 Pisces Circle North
2008-0275-E	LDR, LI	CGC	2.04	6	19020 Duval Road and 13916 and 13922 Woodland Drive
2008-0277-E	RPI	BP	1.29	3	West of San Jose Blvd and South of Westberry Road between San Jose Blvd and Mandarin Road
2008-0279-E	MDR	HDR	0.86	1	NE corner of Florida Ave. N. and E. 1st St.
2008-0281-E	LDR	CGC	0.52	3	South side of Hogan Road
2008-0407-E	RPI	CGC	1.50	6	2502 Dunn Avenue, between Pine Estates Road West and Pine Estates Road East
2008-0409-E	AGR(ii)	LI	9.95	4	3151 US Hwy 301, between East Fiftone Road and Gilridge Road
2008-0413-E	LDR	RPI	0.62	6	11669 Lem Turner Road, between Jennings Road and Echo Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2008-0415-E	LDR	NC	6.18	6	11708 Lem Turner Road between Jennings Road and Echo Street
2008-0417-E	AGR(iii)	CGC	3.29	2	West of the Intracoastal Waterway on the north side of Beach Blvd between San Pablo Road and the Intrasoastal Waterway
2008-0419-E	LDR, CGC	PBF	0.72	6	12456 Sago Avenue between Sago Avenue West and North Main Street
2008-0543-E	MDR	RPI	0.16	4	4360 San Juan Avenue between Fair Street and Euclid Street
2008-0545-E	LDR	BP	0.46	5	550 Willow Branch Avenue
2008-0547-E	LDR	LI	9.31	5	North of Moncrief Rd W., on the west side of Old Kings Road N. between I-295 and Old Kings Rd N.
2008-0549-E	LDR	CGC	7.80	6	South of Sid Drive on the west side of Starratt Road between Perdue Road and Sid Drive
2008-0551-E	LDR	CGC	1.43	6	South of Dunn Avenue and east of Leonid Avenue and west of I-95
2008-0607-E	CGC	CGC	84.69	3	South of Bowendale Avenue on the east side of Philips Hwy (Remedial Amendment to 2007-357-E to Limit Development)
2008-0609-E	RR	RR	49.73	6	North of Yellow Water Lane on the west side of Yellow Water Road (Remedial Amendment to 2007-358-E to Limit Development)
2008-0611-E	LDR	LDR	79.10	4	West of Canal Street on the south side of Brandy Branch Road (Remedial Amendment to 2007-360-E to Limit Development)

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2008-0614-E	RPI	RPI	28.35	4	East of I-295 on the north side of Collins Road (Remedial Amendment to 2007-364-E to Limit Development)
2008-0616-E	RPI	RPI	10.29	5	East of Parrish Cemetary Road on the north side of Normandy Blvd. (Remedial Amendment to 2007-366-E to Limit Development)
2008-0618-E	RPI	RPI	9.48	5	West of Guardian Drive on the north side of Normandy Blvd. (Remedial Amendment to 2007-368-E to Limit Development)
2008-0620-E	CGC	CGC	28.96	5	NE corner of Normandy Blvd and Memorial Park Road (Remedial Amendment to 2007-370-E to Limit Development)
2008-0624-E	MDR	MDR	18.09	5	SE corner of Jones Road and Pritchard Road (Remedial Amendment to 2007-376-E to Limit Development)
2008-0626-E	MDR	MDR	9.70	6	13115 Gillespie Avenue (Remedial Amendment to 2007-378-E to Limit Development)
2008-0628-E	RPI	LDR	89.52	6	West of Dunn Creek Road on the south side of Starratt Road (Remedial Amendment to 2007-383-E to Revert Land Use Back to LDR)
2008-0715-E	LDR	LI	2.39	5	1209 Lane Avenue North between Lane Circle North and Lane Circle South
2008-0717-E	RR	LDR	0.64	3	10878 Scott Mill Road between Lynnhaven Terrace and Scott Mill Lane
2008-0719-E	LDR	LI	3.84	5	6900 block of Old Kings Road between Tina Street and Barney Road

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2008-0766-E	LDR	RPI	1.68	3	2959 Scott Mill Lane and 2988 Plummer Cove Road, between San Jose Blvd and Scott Mill Road
2008-0767-E	LDR	CGC	1.57	6	257 Oceanway Ave; 242 and 250 Vernis Ave; and 12717 Gillespie Ave between New Berlin Road and Vernis Avenue
2008-0768-E	LDR	RPI	0.28	4	8816 and 8824 Pisces Circle North, between Taylorfield Road and Hilma Road
2008-0769-E	LDR, LI	CGC	2.04	6	19020 Duval Road; and 13916 and 13922 Woodland Drive between North Main Street and Duval Road
2008-0770-E	LDR	CGC	0.52	3	Hogan Road between East Road and Beach Blvd
2008-0773-E	AGR(ii), AGR(iii), and AGR(iv)	LI	319.00	4	15551 and 15629 Beaver Street West between US Hwy 301 and Otis Road
2008-0775-E	LDR, RPI	CGC	13.11	4	7025 and 7055 Collins Road between Rampart Road and Parramore Road
2008-0777-E	MDR, RPI	CGC	40.09	4	SW intersection of I-295 and Collins Road between I-295 and Rampart Road
2008-0779-E	LDR	LI	13.65	5	6199 Soutel Drive between Old Kings Road and US 1
2008-0781-E	LDR	BP	15.18	6	13957, 13958, and 13967 Duval Road between Alvarez Road and Airport Road
2008-0783-E	LDR	MDR	6.98	6	15582 Tison Road between Pecan Park Road and Butch Baine Drive
2008-0785-E	LDR, CGC	LI	1.75	6	1339 Eastport Road between Rice Road and Wynell Road
2008-0787-E	LDR	LI	317.54	6	North of I-295 and west of Lem Turner Road between I-295 and JIA

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2008-0789-E	LI	CGC	62.00	6	SE corner of Owens Road and Ranch Road between Ranch Road and I-95
2008-0791-E	LDR, CGC, NC	MU	1093.53	6	East of Braddock Road and North of Dunn Ave between Lem Turner Rd and Braddock Rd
2008-0793-E	CGC	MU	1.53	3	10460 Philips Hwy between Philips Hwy and I-95
2008-1024-E	LDR	LI	2.04	6	1517 Faye Road between Faye Road and SR 9A
2008-1026-E	MDR	BP	0.27	5	2263 Lewis Street between Claude Street and Lewis Street
2008-1028-E	MDR	CGC	2.50	5	South of I-10 and East of Cahoon Road between Cahoon Road and Memorial Park Road
2008-1030-E	WD/WR	LDR	0.40	6	5126 Heckscher Drive between Blount Island Blvd and Brown's Creek
2008-1032-E	MDR	LI	1.20	1	South of Fairfield Place and East of Victoria Street between Marshall Street and the Hart Bridge Expressway
2009-0021-E	MDR	LI	0.12	5	5559 Harrold Avenue between Ellis Road South and Roberts Street
2009-0023-E	MDR	NC	1.95	4	5139 and 5153 Timuquana Road between Catoma Street and Ortega Farms Blvd
2009-0025-E	RPI	CGC	2.09	2	East of Hodges Blvd on the south side of Beach Blvd between Hodges Blvd and Discovery Way
2009-0027-E	LDR	LI	9.95	6	North of I-295 on the east side of Moncrief-Dinsmore Road between I-295 and Trout River Blvd
2009-0101-E	LDR	RPI	0.62	6	11669 Lem Turner Road, between Jennings Road and Echo Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2009-0102-E	LDR	NC	6.18	6	11708 Lem Turner Road between Jennings Road and Echo Street
2009-0103-E	AGR(iii)	CGC	3.29	2	North side of Beach Blvd, between San Pablo Road and the Intracoastal Waterway
2009-0104-E	LDR	BP	0.47	5	550 Willow Branch Avenue between Lenox Avenue and Waller Street
2009-0105-E	LDR	CGC	1.43	6	South of Dunn Avenue and east of Leonid Avenue and west of I-95 between Wake Forest Avenue and Briarcliff Road
2009-0106-E	LDR	CGC	5.94	5	1364 Fouraker Road between Lenox Avenue and Hogan Cove Drive
2009-0108-E	LDR	RPI	1.05	4	NE corner of Lindsey Road and Kathy Street, between La Marne Drive and Kathy Street
2009-0110-E	LDR	RPI	0.47	5	1110 Edgewood Ave West between Calvin Street and Lueders Avenue
2009-0112-E	LDR	CGC	6.71	3	South of Beach Blvd on the west side of Forest Blvd between Beach Blvd and Roland Court
2009-0114-E	LDR	RPI	0.28	3	3634 Hendricks Avenue
2009-0116-E	LDR	RPI	0.25	6	10352 Monaco Drive
2009-0118-E	LDR	NC	3.22	4	SW corner of Rampart Road and Park City Drive between Rampart Road and Ricker Road
2009-0120-E	LDR	CGC	9.51	6	12780 Yellow Bluff Road
2009-0122-E	LDR	RPI	3.73	2	10430 Fraser Road between SR 9A and Cortez Road
2009-0124-E	LI	CGC	8.63	3	1201 Kings Avenue between Manning Street and Gary Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2009-0126-E	HI	HI	35.00	6	1180 Yellow Water Road between Rebar Road and Deep Creek Road (Amendment to Cap Development at 550,000 Sq. Ft. of Industrial Uses)
2009-0130-E	LDR	LI	17.70	5	West side of Old Kings Road at the intersection with Lane Avenue North between Lane Avenue and Picketville Road
2009-0132-E	LDR	BP	15.80	5	South of Pritchard Road on the west side of Imeson Road between Imeson Road and Dottie Road
2009-0134-E	RPI	LI	89.00	5	SE corner of Pritchard Road and Imeson Road between Pritchard Road and Six Mile Creek
2009-0136-E	AGR(iii)	LI	80.31	5	7000 Imeson Road between Garden Street and Moncrief Road
2009-0138-E	LDR	CGC	1.33	5	1508 Fouraker Road between Normandy Blvd and Hogan Settlement Road
2009-0140-E	LDR	CGC	5.79	6	15249 and 15311 North Main Street between Kirk Road and Park Avenue
2009-0142-E	LDR	LI	153.78	6	South of I-295 on the east and west sides of Duval Road
2009-0144-E	RR	CGC	12.79	6	8364 Heckscher Drive between SR 9A and Intracoastal Waterway
2009-0146-E	AGR(ii), AGR(iii), AGR(iv), PBF	LI	327.83	6	South of Arnold Road on the west side of Pecan Park Road between JIA and Arnold Road
2009-0148-E	AGR(ii), AGR(iii), AGR(iv), PBF	MU	1760.00	6	North side of Arnold Road and East of Lannie Road between I-95 and Lannie Road

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2009-0150-E	AGR(iii)	LI	134.99	6	SW of the terminus of Arnold Road between JIA and Arnold Road
2009-0152-E	AGR(ii), AGR(iii), AGR(iv)	LI	1013.00	6	North of JIA at western terminus of Arnold Road between US Hwy 1 and I-95
2009-0154-E	AGR(ii), AGR(iii), RR	LI	499.58	6	North of JIA at the eastern terminus of Parete Road South between JIA and Lannie Road
2009-0156-E	LDR, CGC, RPI, LI, BP	MU	363.21	3	East side of Philips Hwy across from St. Augustine Road between SR 9A and the County Line
2009-0285-E	LDR	LI	9.82	6	East of Eastport Road on the south side of SR 9A between Faye Road and SR 9A
2009-0287-E	BP	ROS	2.42	2	West of Southside Blvd on the north side of Ivey Road between Southside Blvd and Hidden Village Drive
2009-0289-E	MDR	CGC	6.00	4	West of Blanding Blvd on the south side of 103rd Street between Jammes Road and Moret Drive East
2009-0380-E	LDR	RPI	1.98	2	2000 University Blvd. S.
2009-0382-E	LDR	RPI	0.26	2	610 Arlingwood Avenue between the Arlington Expressway Service Road and Bordeau Avenue
2009-0520-E	LDR	CGC	3.07	4	12113 West Beaver Street
2009-0522-E	PBF, CGC	BP	1.50	1	35 Phelps Street; 44 East 1st Street; and 1036 Hubbard Street between Hubbard Street and Main Street
2009-0524-E	LDR	CGC	1.79	5	518 Cowart Road; 552 Cowart Road; and 562 Cowart Road between Mallory Road and Devoe Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2009-0526-E	LDR	RPI	1.17	6	1050 New Berlin Rd between Sweetwater Lane and Sweetwater Branch
2009-0528-E	AGR(iii)	AGR-IV	2.50	4	14370 Normandy Blvd between Yellow Water Rd and Nathan Hale Lane
2009-0531-E	BP, RPI, CGC, LI, LDR	PBF	159.16	3	North of St. Augustine Rd on the East side of Philips Highway between Davis Creek Road and St. Augustine Rd.
2009-0533-E	AGR(iii)	LI	53.32	4	East of Duval/Nassau County Line on the North side of I-10 between US Hwy 90 and I-10
2009-0535-E	AGR(ii), LDR, AGR(iv)	LI	157.41	6	NW quadrant of Pecan Park Road and North Main St. between I-95 and Main Street and the CSR RR Tracks
2009-0537-E	LI	CGC	22.70	6	SW quadrant of I-95 and Pecan Park Road between Owens Road and Pecan Park Road
2009-0539-E	LDR	CGC	15.22	6	North of Clark Road on the West side of Interstate Center Drive between Clark Road and Monaco Drive South
2009-0541-E	MDR, AGR(iii), AGR(iv)	MU	69.67	6	South of Dinsmore Tower Road on the West side of New Kings Road between Dinsmore Tower Road and Acree Road
2009-0543-E	MU	LI	754.26	6	East of Georgia Southern and Florida Railroad on the south side of Acree Road between Plummer Road and Acree Road
2009-0545-E	PBF, MDR	HDR	3.74	5	NW corner of College Street and Stockton Street between Myra Street and College Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2009-0621-E	CGC	CGC	77.22	2	West of the Intracoastal Waterway on the north sides of Atlantic Boulevard (Remedial Amendment to Ord. 2007-355-E to Limit Development)
2009-0655-E	LDR	CGC	0.11	5	921 Ardoon Street between I-95 and Norwood Avenue
2009-0657-E	LDR	CGC	0.27	5	6200 Norwood Avenue and on Crestwood Street between Ardoon Street and Crestwood Street
2009-0659-E	LDR	CGC	0.73	4	5340 Timuquana Road, between Catoma Street and Ortega Farms Blvd
2009-0661-E	LDR	CGC	2.46	4	East of Blanding Blvd on the north side of 118th Street between Blanding Blvd and Johnnie Circle West
2009-0663-E	LDR	LI	6.16	5	SE corner of Old Kings Road and Soutel Drive between Pritchard Road and Old Soutel Drive
2009-0665-E	MDR	CGC	3.07	6	North of Mar Vic Lane on the East side of Dunn Avenue between Mar Vic Lane and Traci Lynn Drive
2009-0667-E	LDR	CGC	0.63	2	1634 Valencia Drive; 1631 Shadowood Lane; and 1639 Shadowood Lane at the SE quadrant of Atlantic Blvd and Shadowood Lane
2009-0669-E	MDR	BP	1.93	1	East of Liberty Street, North of E. 17th Street, West of Walnut Street, and South of E. 18th Street between Liberty Street and Walnut Street
2009-0792-E	LDR	AGR-IV	5.62	4	East of I-295 on the south side of Morse Avenue between I-295 and Skyler Jean Drive

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2009-0794-E	LDR	CGC	2.00	5	8380 Devoe Street between Mallory Road and Cowart Road
2009-0796-E	LDR	CGC	2.69	5	7520 and 7552 Pritchard Road between Imeson Road and Dottie Road
2009-0798-E	LDR	BP	1.05	1	3315 North Liberty Street between East 23rd Street and East 25th Street
2009-0800-E	RPI	NC	1.53	2	West of Hartsfield Road on the south side of Merrill Road between Woolery Drive and Sunrise Ridge Lane
2009-0802-E	LDR	RPI	9.91	5	4990 Avenue B between CSX RR and 41st Street West
2010-0257-E	LDR	CGC	3.40	5	8446 Devoe Street between Posey Road and Mallory Road
2010-0259-E	MDR	BP	9.30	3	South of Western Lake Drive on the east side of Western Way between I-95 and Southside Blvd
2010-0263-E	MDR	LI	2.54	5	South side of McCoy's Creek Blvd between Stockton Street and Claude Street
2010-0375-E	CGC	WD/WR	24.51	1	1900 Wambolt Street and 1901 Hill Street between Talleyrand Avenue and the St. Johns River
2010-0376-E	BP, RPI	CGC	64.18	2	West of Kernan Blvd on the north side of Atlantic Blvd between General Doolittle Drive and Kernan Blvd
2010-0378-E	BP, RPI	CGC	26.10	3	NW quadrant of SR 9A and Town Center Parkway between JTB and Beach Blvd
2010-0380-E	BP	CGC	32.01	3	SW quadrant of SR 9A and Town Center Parkway between JTB and Beach Blvd

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2010-0382-E	MU, CGC	MU	128.90	3	West of the Florida East Coast RR, East of I-95/I-295/SR 9A interchange, and North of Greenland Road between Greenland Road and I-95
2010-0383-E	AGR(iii)	AGR-IV	171.00	4	South of Normandy Blvd and between McClelland Road and Solomon Road
2010-0384-E	AGR(iii)	RR	674.26	4	South of Normandy Blvd, East of McClelland Road, and West of Solomon Road between Normandy Road and the Clay County Line
2010-0386-E	AGR(iv)	HI	49.11	4	SW quadrant of Rebar Road and Yellow Water Road between I-10 and Wells Road
2010-0388-E	PBF	HDR	2.46	5	6720 Norwood Avenue between Dorchester Street and Glencarin Street
2010-0388-E	LDR	RPI	0.18	5	938 Alderside Street between Dorchester Street and Glencarin Street
2010-0390-E	AGR(ii), AGR(iii), AGR(iv)	MU	2312.00	6	East, North, South, and West of the intersection of Braddock Road and Lem Turner Road between Lannie Road and Pace Road
2010-0391-E	MDR	LI	21.43	6	North of Eastport Rd on the east and west sides of Palm Lake Drive between SR 9A and Eastport Road
2010-0391-E	MDR	BP	2.34	6	North of Eastport Rd on the east and west sides of Palm Lake Drive between SR 9A and Eastport Road
2010-0394-E	AGR(iii)	LDR	187.18	6	11850 Old Kings Road between Woodley Road and Plummer Road

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2010-0394-E	AGR(iii)	NC	23.72	6	11850 Old Kings Road between Woodley Road and Plummer Road
2010-0395-E	RR	MU	2216.00	6	East of Main Street and North of Starratt Road along the east and west sides of Yellow Bluff Road between Eagle Bend Blvd and Starratt Road
2010-0396-E	AGR(ii), AGR(iv), PBF	LDR	30.01	6	North of Arnold Road between Arnold Road and the Nassau River
2010-0398-E	LI	LI	287.00	6	South of Port Jacksonville Parkway on the west side of New Berlin Road (Amendment allows for an increase in development potential permitted in Ord. 2007-1062-E that limited development to 2.2 million sq. ft to 2.5 million sq. ft.)
2010-0399-E	LI	LI	153.78	6	South of I-295 on the east and west sides of Duval Road between Armsdale Road North and I-295
2010-0476-E	BP	CGC	1.82	3	NE quadrant of St. Johns Bluff Rd S. and Town Center Parkway between JTB and Beach Blvd.
2010-0478-E	LDR	LI	2.31	5	8471 Devoe Street between CSX RR and Mallory Road
2010-0480-E	RPI	NC	1.29	5	NW corner of Kings Road and Flag Street between Kings Street and 13th Street
2010-0482-E	RPI	CGC	0.90	3	3941 and 3951 Baymeadows Road between San Jose Blvd and Waterfront Terrace

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2010-0486-E	LDR	RPI	5.97	6	13201, 13283, and 13285 Perdue Road at the NE corner of Airport Center Drive East and Perdue Road between Bonaparte Drive West and Gillespie Avenue
2010-0580-E	LDR	LI	1.11	1	647 East 27th Street and 646 East 28th Street between Ionia Street and Evergreen Avenue
2010-0582-E	RPI	LI	0.95	4	7614 and 7622 Wilson Blvd between Old Middleburg Rd and Fouraker Rd
2010-0584-E	RPI	NC	5.56	3	9069 and 9109 San Jose Blvd between Baymeadows Road and Beauclerc Road
2010-0588-E	LDR	CGC	0.70	6	10967 New Kings Rd between Dunn Ave and Bowie Rd
2010-0590-E	RPI	LDR	2.23	5	460 and 494 Trout River Drive
2010-0592-E	AGR(iii)	AGR-IV	7.30	3	South of JTB on the west side of San Pablo Road between JTB and Duval/St. Johns County Line
2010-0593-E	LDR	CGC	0.22	4	SW corner of Tunis Street and Dakar Street between Cassat Avenue and Dakar Street
2010-0617-E	RPI	CGC	68.86	3	West side of Town Center Parkway, north of JTB between SR 9A and Gate Parkway
2010-0619-E	LDR	BP	207.89	4	South of I-10 along the west side of Halsema Road S. between Branam Field-Chaffee Road and Halsema Road South
2010-0621-E	LDR	LI	9.47	5	6604, 6606, and 6664 Osceola Street North of Pritchard Road and West of Old Kings Road
2010-0623-E	BP	RPI	14.08	6	5654 Dunn Avenue between VC Johnson Road and Copper Hill Drive

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2010-0625-E	RR	LDR	17.70	6	East of Gate Road on the south side of Cedar Point Road between Grover Road and Gate Road
2010-0627-E	LDR	NC	33.27	5	SW quadrant of Garden Street and Jones Road between Garden Street and Cisco Drive
2010-0629-E	LI	LDR	8.74	6	East of Main Street North on the south side of Cedar Bay Road
2011-0151-E	PBF	LI	1.45	1	2137 Liberty Street North between 11th Street and 14th Street
2011-0154-E	MDR	CGC	5.44	2	730 Brazeale Lane, 2053 Mayport Road, 707 Bulldairy Road, 2154 Bulldairy Road, 2027 Mayport Road, 735 Clearview Lane, and 2005 Mayport Road between Dutton Island Road and Assisi Lane
2011-0156-E	ROS	LI	0.25	3	South side of Cedar Street, east of Hendricks Avenue
2011-0158-E	LDR	LI	5.10	6	9816 Moncrief-Dinsmore Road between I-295 and Trout River Blvd
2011-0220-E	AGR(iv)	ROS	54.52	6	8517 Cedar Point Road, south of Sawpit Road
2011-0342-E	LI	HI	4.93	3	7720 Philips Hwy between Baymeadows Way West and Baycenter Road
2011-0344-E	MDR	CGC	0.96	5	7334 Lem Turner Road and 7327 Smyrna Street between Lila Street and Ida Street
2011-0346-E	HDR	MDR	2.46	5	6720 Norwood Avenue between Dorchester Street and Alderside Street
2011-0502-E	AGR(iv)	CSV	12.96	6	On Heckscher Drive between Heckscher Drive and the St. Johns River

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2011-0504-E	LDR	CSV	394.36	4	Morse Avenue between Blanding Blvd and the Ortega River
2011-0506-E	RR	CSV	25.58	6	Cedar Point Road between New Berlin Road and Boney Road
2011-0508-E	AGR(ii), AGR(iv)	CSV	262.49	6	Main Street between I-95 and the Nassau River
2011-0510-E	RPI, LDR, MDR	CSV	34.33	3	9145 San Jose Blvd between Sunbeam Road and Baymeadows Road
2011-0588-E	RPI	CGC	9.94	4	7589 Plantation Bay Drive between I-295 and Blanding Blvd
2011-0590-E	HDR	BP	1.05	1	2111 North Liberty Street between 11th Street and 14th Street
2012-0019-E	PBF	LDR	31.11	4	Bicentennial Drive between Yellow Water Road and Nathan Hale Road
2012-0021-E	PBF	CGC	11.66	4	NE corner of Argyle Forest Blvd and Old Middleburg Road
2012-0022-E	LDR	CGC	32.16	4	Oakleaf Village Parkway East of Cecil Commerce Center Parkway and South of Argyle Forest Blvd
2012-0056-E	NC	BP	4.38	4	1367 Chaffee Road South between I-10 and Normandy Blvd
2012-0058-E	RR	LI	9.80	6	12210 New Berlin Road between American Holly Road and Faye Road
2012-0255-E	MDR	CGC	9.90	4	Rampart Road between Morse Avenue and Grey Fox Lane
2012-0325-E	BP	CGC	8.96	3	San Pablo Parkway between Beach Boulevard and JTB
2012-0327-E	BP	CGC	7.76	3	San Pablo Parkway between Beach Boulevard and JTB
2012-0329-E	RPI	CGC	0.79	6	Mar Vic Lane between Dunn Avenue and Biscayne Blvd

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2012-0331-E	MDR	LI	0.96	5	2433 Forest Street and 2302 McCoy's Creek Blvd between Claude Street and Stockton Street
2012-0334-E	LDR	MDR	6.06	6	162, 173, 200, and 225 Duval Station Road; 13905, 13917, 13931, 13941, and 13961 Hollings Road; and 13926 and one unnumbered parcel on 7th Street East and one unnumbered parcel on Majestic Court between Chadwick Drive and Hollings Street
2012-0336-E	MDR	CGC	0.12	5	2030 Post Street between Godwin Street and Margaret Street
2012-0602-E	BP	LDR	112.96	3	San Pablo Parkway between Beach Boulevard and JTB
2012-0604-E	BP	RPI	30.08	3	San Pablo Parkway between Beach Boulevard and JTB
2012-0606-E	LDR	LI	38.24	5	8020 Pritchard Road
2012-0608-E	LI	ROS	13.03	5	Doubletree Lane between Halsema Road and Pritchard Road
2012-0610-E	AGR(ii)	AGR-IV	19.97	5	10891 Garden Street between Shane Road and Floral Springs Road
2012-0631-E	LDR	LI	4.88	5	6620 Pickett Drive between I-295 and New Kings Road
2012-0637-E	RR	NC	9.99	6	Yellow Bluff Road between Main Street and Sand Hill Drive
2012-0639-E	LDR	NC	0.55	3	13434 Old St. Augustine Road between Knotah Road and Bartram Park Blvd
2012-0641-E	LDR	CGC	0.08	5	Ernest Street between Stockton Street and Acosta Street
2013-0124-E	CGC	LI	1.39	5	2518 Edgewood Avenue North between Wacissa Ave and Edward Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2013-0126-E	RPI	BP	0.55	3	Sunbeam Road between Hood Road and Wexford Chase Road
2013-0128-E	LDR	CGC	0.73	6	Katherine Road between North Main Street and Gillespie Avenue
2013-0331-E	MDR	PBF	3.30	1	Davis Street North between Dr. Roy Barker Street and North Davis Street
2013-0333-E	LDR	CGC	0.20	2	2805 Justina Road between Merrill Road and Techwood Drive
2013-0335-E	RR	ROS	7.93	6	Newcomb Road between Lem Turner Road and Hemlock Street
2013-0337-E	LDR	CGC	0.35	2	13400 Arpino Drive, north of Beach Blvd, between Gerona Drive West and Windmaker Way
2013-0339-E	LDR	CGC	1.50	5	New Kings Road between Dekle Avenue and Finch Avenue
2013-0343-E	NC	CSV	1.29	2	Ft. Caroline Rd between Brentfield Rd and Challeux Dr W.
2013-0468-E	LDR, RPI	CSV	12.51	4	Park City Drive between I-295 and Rampart Road
2013-0468-E	LDR, RPI	CGC	18.18	4	Park City Drive between I-295 and Rampart Road
2013-0623-E	LDR, RPI	CGC	1.24	3	Oak Bluff Lane between Scott Mill Rd and San Jose Blvd
2013-0629-E	AGR(iv)	CGC	4.76	4	17100 and 17208 Beaver St W. between Railroad Ave and Limann Road
2013-0631-E	BP	CGC	3.50	2	2080, 2088, 2072, 2062, and 2052 St. Johns Bluff Road South between St. Johns Bluff Road and Rayben Drive
2013-0635-E	LDR	CGC	4.82	5	Chaffee Road South between I-10 and Normandy Blvd
2013-0637-E	LDR	CGC	1.42	4	Shindler Drive between 103rd Street and Cheryl Ann Lane

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreeage	Planning District	Property Address or General Location
2013-0639-E	MDR	CGC	2.85	2	7408 Silver Lake Terrace and 7336 Atlantic Blvd between Arlington Rd S. and Beckwith St
2013-0643-E	PBF	CGC	5.66	4	5142 Harlow Blvd between I-295 and Blanding Blvd
2013-0647-E	LDR, MDR	LI	3.96	6	0 Newcomb Road between Lem Turner Road and VC Johnson Road
2013-0649-E	LDR	NC	21.12	3	Philips Hwy between Racetrack Rd and SR 9B
2013-0651-E	NC	LI	26.11	4	Halsema Road South and Powell Road between I-10 and Powell Road
2013-0653-E	LDR	LI	24.85	5	Old Kings Road between Soutel Drive and Moncrief Road West
2013-0655-E	CGC, MDR	LDR	26.92	6	Main Street North between Tisonia Road and Dead Sea Lane
2013-0792-E	LDR	RPI	0.25	4	4622 Shelby Avenue between Blanding Blvd and Stimson St.
2013-0794-E	LDR, RPI	MDR	5.59	2	111 Joeandy Road between Atlantic Blvd and Queens Harbor Blvd
2014-0045-E	LDR	CGC	0.24	6	Oceanway Avenue between Oceanway Avenue and New Berlin Rd
2014-0047-E	RPI	NC	3.24	3	8789 San Jose Blvd between Baymeadows Rd and Villa San Jose Dr
2014-0059-E	RR, BP	LI	74.10	6	Port Jacksonville Parkway between New Berlin Road and Alta Drive
2014-0125-E	MDR	CGC	0.69	4	Normandy Blvd between Herlong Rd and Doloma St
2014-0126-E	LDR	MDR	0.25	6	13939 Hollings Street between Duval Station Road and 7th Street East
2014-0128-E	CGC	LDR	9.95	6	12780 Yellow Bluff Road between New Berlin Road and Scarwin Lane

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2014-0130-E	CGC (UA)	CGC (UPA)	5.07	3	intersection of Atlantic Blvd and Hendricks Ave
2014-0136-E	RPI	NC	3.76	3	San Jose Blvd between Loretto Rd and Orange Picker Rd
2014-0138-E	MDR	CGC	5.80	3	7981 Baymeadows Circle W. between Baymeadows Circle W. and Baymeadows Circle E.
2014-0140-E	MDR	CGC	0.51	5	Mayflower Street between Edgewood Avenue and Nelson Street
2014-0191-E	RPI	NC	1.76	3	8101 Southside Blvd between Baymeadows Rd and Whippoowill Lane
2014-0193-E	LDR	BP	7.12	5	0 Old Kings Rd between Pickettville Road and Lane Ave N.
2014-0195-E	BP	CGC	2.85	2	10909 Atlantic Blvd.
2014-0264-E	BP, CGC, CSV	RPI, CSV	95.84	4	Cecil Commerce Center Parkway between Cecil Commerce Center Parkway and Oakleaf Plantation Parkway
2014-0265-E	CGC	RPI	43.24	4	Oakleaf Plantation Parkway between Cecil Commerce Center Parkway and Oakleaf Plantation Parkway
2014-0337-E	CGC	LDR	87.85	3	0 R.G. Skinner Parkway between Baymeadows Rd and Philips Hwy
2014-0338-E	AGR(ii), AGR(iii)	LDR	135.21	3	0 R.G. Skinner Parkway between Baymeadows Rd and Philips Hwy
2014-0340-E	LDR, RPI	CGC	45.54	3	0 Philips Hwy between Baymeadows Rd and Philips Hwy
2014-0341-E	RPI	CGC	67.42	3	0 Philips Hwy between Baymeadows Rd and Philips Hwy
2014-0343-E	RPI	CGC	23.19	3	0 Philips Hwy between I-295 and Philips Hwy

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2014-0344-E	BP	CGC	68.31	3	0 Philips Hwy between I-295 and Philips Hwy
2014-0346-E	BP	LI	122.12	3	0 Philips Hwy between I-295 and Philips Hwy
2014-0348-E	LDR	CGC	8.09	5	0 Normandy Blvd. between McGirts Point Blvd. and Guardian Drive
2014-0415-E	MDR	CGC	0.29	2	9107 Galveston Avenue between Hare Avenue and Galveston Avenue
2014-0417-E	NC	LDR	6.68	5	8146 Ramona Blvd W., 8158 Ramona Blvd W., and 740 Cahoon Road between Cahoon Road and Estates Cove
2014-0421-E	LDR	CGC	0.50	6	10657 Haverford Rd, 10730 and 10738 Wake Forest Ave between Haverford Road and Wake Forest Ave.
2014-0528-E	AGR(iv)	CGC	19.13	3	Philips Hwy between Racetrack Rd and St. Augustine Rd.
2014-0530-E	AGR(ii), AGR(iii), AGR(iv), PBF	LDR	392.00	6	2591 Arnold Road and 2595 Arnold Road between Arnold Road and Lannie Road
2014-0532-E	MDR	CGC	4.00	4	10057 and 10201 103rd Street between Connie Jean Road and Magnolia Valley Drive
2014-0536-E	MDR	NC	12.43	3	7981 Baymeadows Circle W. between Baymeadows Circle W. and Baymeadows Circle E.
2014-0538-E	MDR	NC	16.98	3	7981 Baymeadows Circle W. between Baymeadows Circle W. and Baymeadows Circle E.
2014-0591-E	AGR(iii)	AGR-IV	5.10	6	0 Sawpit Road between Cedar Point Road and Hurlbert Road
2014-0592-E	LDR	RPI	12.38	3	0 R.G. Skinner Parkway between Baymeadows Rd and Philips Hwy

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2014-0754-E	LDR	RPI	1.23	2	3162 Gerona Drive West between Cheltenham Road and Gerona Drive W.
2015-0016-E	CGC	MDR	1.34	2	SR A1A Hwy between Schooners Bay Drive and Haywood Estates Lane
2015-0019-E	AGR(iii), AGR(iv)	LI	93.57	4	Normandy Blvd between CR 217 and McClelland Rd
2015-0021-E	LDR	CGC	3.68	6	117 Katherine Road and 109 Katherine Road between Elizabeth Lane and Oceanway Avenue
2015-0062-E	CGC, LDR	HI	8.01	5	6745 Beaver St W., 0 Carnegie St, 0 Beaver St W, 0 Australian Ave and 0 Pasadena St between Lane Ave North and Monte St
2015-0168-E	CGC/LDR	NC	2.58	1	Moncrief Road between Moncrief Rd and Chase Avenue
2015-0207-E	LDR	CGC	2.56	2	SE quadrant of McCormick Rd and Kernan Blvd
2015-0209-E	MDR	BP	1.03	4	7010 Lenox Avenue between Old Middleburg Rd N. and Memorial Park Road
2015-0235-E	LDR	NC	0.47	1	446 Golfair Blvd between Perry Street and Boulevard
2015-0237-E	RPI	CGC	3.20	2	0 Peeler Rd between Fort Caroline Rd and Peeler Rd
2015-0277-E	LDR	CGC	0.89	3	0 I-95 South and 0 Glen Mawr Road between I-95 S. and Philips Hwy
2015-0314-E	MDR	CGC	1.08	5	1516 Morgan St., 0 Morgan St. and 1494 Morgan St.
2015-0316-E	MDR	CGC	4.96	4	5322 Catoma Street between 103rd Street and 101st Street
2015-0318-E	AGR(ii), AGR(iii), AGR(iv), LDR	CSV, LDR	646.39	3	0 Philips Hwy between SR 9B and Nocatee Parkway

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2015-0437-E	LDR	CGC	0.43	6	15137 Main St N. between Bird Rd and Kirk Rd
2015-0491-E	MDR	CGC	2.49	6	4105 Dunn Avenue between I-295 and Lem Turner Rd.
2015-0494-E	LDR	CGC	1.33	5	0 New Kings Road between Dunmire Avenue and Lorida Avenue
2015-0499-E	LI	CGC	2.31	6	0 Hyatt Road between US 17/Main Street and I-95
2015-0557-E	RPI	NC	2.64	5	0 Edgewood Avenue W. between Iris Blvd and Carnation Rd
2015-0559-E	MDR	PBF	3.87	2	1613 Hickman Road, 6207 and 6231 Beach Blvd, 1649 and 1619 Hickman Rd and 0 Blanchard Road between University Blvd South and Ryar Road
2015-0656-E	MDR	CGC	0.18	2	7536 Berry Avenue between Arlington Rd N and Pecan Street
2015-0656-E	MDR	RPI	0.10	2	7536 Berry Avenue between Arlington Rd N and Pecan Street
2015-0728-E	LDR	NC	0.14	5	4851 Ramona Blvd between Royal Ave and College St
2015-0770-E	MDR	CGC	1.36	4	5024 Jacobs Avenue, 5035 Hollycrest Drive and 0 Labelle Street between Cassat Avenue and Lake Shore Blvd.
2015-0805-E	RPI	CGC	0.77	4	5303 Cemetery Road between 103rd Street and Como Rd
2015-0844-E	LDR	CGC	0.30	1	1326 20th street W. and 0 Myrtle Ave. N. between Martin Luther King Parkway and 20th Street West
2015-0846-E	CGC	LDR	4.71	2	0 Regency Sq Blvd N. and 0 Mill Creek Rd between Kendall Drive and Mill Creek Rd
2016-0003-E	NC	LDR	9.99	5	0 Garden Street on the north side of Garden Street at the intersection of Jones Road

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2016-0068-E	CGC	LDR	1.97	6	0 Lem Turner Road and 10325 Lem Turner Road between Capper Road and Broward Road
2016-0105-E	LI	HI	8.21	5	0 12th Street West between Lloyd Road and Lane Ave North
2016-0241-E	NC	CSV	0.49	5	0 Garden Street between Jones Rd and Garden St.
2016-0243-E	LDR	CGC	0.70	5	7804 Devoe Street between Greeland Avenue and Permento Avenue
2016-0282-E	RPI	CGC	9.92	3	0 Gate Parkway between Gate Parkway and I-295
2016-0292-E	LDR	CGC	2.46	5	6545 Normandy Blvd between Lane Avenue and Granville Road
2016-0326-E	RR	LDR	16.12	6	12289 Rouen Cove Drive and 0 New Berlin Road between Holstein Drive and Black Walnut Court
2016-0328-E	LDR	LI	8.14	5	0 Pickettville Road between Old Kings Road and Edgewood Drive
2016-0386-E	MDR	RPI	1.68	1	1341 Pearl Street and 205 3rd Street West between Pearl Street and Silver Street
2016-0388-E	LDR	RPI	0.57	6	545 Starratt Road between Perdue Road and Airport Center Drive
2016-0390-E	RPI	CGC	1.52	2	2079 Mayport Road and 759 Brazeale Lane between Brazeale Lane and Fairway Villas Drive
2016-0548-E	LDR	RPI	1.86	3	11150-4 San Jose Blvd between Old River Road and Claire Lane
2016-0551-E	RR	ROS	6.73	6	3825 Newcomb Road between Newcomb Road and Hemlock Street
2016-0553-E	PBF	LDR	0.12	5	0 Ageson Road between Hull Street and Roberts Avenue
2016-0555-E	MDR	RPI	0.19	5	420 Stockton Street between Orion Street and Lewis Street

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2016-0560-E	CGC	HDR, CSV	3.30	4	4000 St. Johns Avenue between Herschel Street and Canterbury Street
2016-0603-E	BP	CGC	9.50	2	0 Atlantic Blvd between General Doolittle Drive and Marketplace Drive
2016-0636-E	LDR	NC	0.18	1	877 25th Street West between Brick Road and Davis Street North
2016-0638-E	MDR	BP	0.82	1	0 Bridier Street between Martin Luther King Jr. Parkway and Bridier Street
2016-0671-E	LI	MDR	0.36	1	101, 111, and 117 11th Street East between Hubbard Street and Market Street
2016-0693-E	MDR	RPI	0.35	5	2133 Broadway Avenue between Broadway Avenue and McQuade Street
2016-0789-E	HDR	HDR	1.66	1	500 and 555 Bishop Gate Lane between Gate Lane and Lomax Street
2016-0789-E	RPI	RPI	1.66	1	500 and 555 Bishop Gate Lane between Gate Lane and Lomax Street
2017-0041-E	PBF	LDR	0.44	5	0 Myra Street between Green Street and Myra Street
2017-0043-E	RR	LDR	34.08	6	4666 and 4509 Cedar Point Road between Gate Road and Teeger Road
2017-0091-E	LDR	LI	0.84	5	2011 Dahlia Road between 12th Street West and Lucille Road
2017-0093-E	LI	LDR	278.81	6	0 New Berlin Road and 0 Alta Drive between I-295 and Cedar Point Road
2017-0130-E	RPI	BP	1.63	2	0 St. Johns Bluff Road; 518 St. Johns Bluff Road; and 524 St. Johns Bluff Road between Craig Drive and Craig Industrial Drive

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2017-0135-E	CGC	HDR	3.45	3	1230 Hendricks Avenue on the block abutted by Hendricks Avenue, Nira Street and Naldo Avenue
2017-0137-E	LDR	CGC	0.56	1	1643 8th Street East and 1836 Buckman Street between Martin Luther King Expressway and Talleyrand Avenue
2017-0213-E	LDR	CGC	1.07	2	0 Brougham Avenue; 0 Arpino Drive; and 0 Arpino Drive between Beach Blvd and Arpino Drive
2017-0215-E	RPI	CGC	1.49	3	0 San Jose Blvd between Hidden Stagecoach Road and Sweetholly Drive
2017-0217-E	LDR	BP/CSV	9.67	5	0 Beaver Street West between Ednalee Avenue North and Celery Avenue North
2017-0307-E	LDR	NC	0.11	5	2704 Danson Street between Canal Street and Fairfax Street
2017-0310-E	CGC, MU	MDR	11.38	2	0 Kendall Drive and 0 Regency Square Blvd, East of Mill Creek Road and West of Southside Blvd
2017-0380-E	MDR	RPI	1.23	2	3901 Carmichael Avenue
2017-0451-E	RPI	LI	41.03	5	Imeson Road, south of Pritchard Road and North of Old Pioneer Road
2017-0479-E	LDR	CGC	0.67	5	0 and 985 Mikael Avenue
2017-0481-E	AGR-iv	NC	9.08	3	14091 Philips Highway
2017-0483-E	CGC	HDR	2.43	1	901 Main Street (US 17)
2017-0488-E	CGC	RPI	1.87	6	735, 745, 763, and 809 New Berlin Rd.
2017-0490-E	LDR	CGC	1.54	6	15199 North Main Street (US 17)
2017-0492-E	RPI	CGC	6.06	3	3011 Marbon Rd.
2017-0494-E	RPI	BP	2.35	2	0 Atlantic Blvd at the SW quadrant of the intersection of Atlantic Blvd and Kernan Blvd
2017-0554-E	LDR	CGC	1.88	6	0 North Main Street (US 17)

Ordinance Number	Pre-adoption FLUM	Adopted FLUM	Acreage	Planning District	Property Address or General Location
2017-0621-E	LDR	CGC	12.40	3	0 Philips Highway (US 1)
2017-0623-E	LDR	LI	5.38	5	0 Old Kings Road
2017-0625-E	LDR	CGC	0.47	4	0 and 6115 Anderson Street
2017-0628-E	LDR	MDR	0.93	4	1357 Laclede Avenue
2017-0703-E	RPI	CGC	0.30	1	2514 Myrtle Ave. N.
2017-0751-E	PBF	CGC	5.48	3	0 Sunbeam Road between Craven Road and Kevin Road
2017-0798-E	LDR	PBF	261.90	2	0 Ashley Manor Way W. and 0 Reed Island Drive
2017-0829-E	LDR	CGC	1.51	3	Near the intersection of Hogan Road and Foster Drive
2017-0831-E	MDR	RPI	0.14	2	9115 Hare Avenue
2017-0833-E	LDR	CGC	0.05	3	Near the intersection of San Jose Blvd (SR 13) and Ricky Drive
2017-0835-E	BP	CGC	6.35	2	11211 Atlantic Blvd.

*Source: City of Jacksonville Planning and Development Department

MAJOR ISSUES

Background

The major issues and the associated recommendations in this section are the result of analysis performed by the Major Issues Committee. The Committee is a nine-member group consisting of eight members that served on either one of the Office of Mayor Lenny Curry Transition Teams Subcommittees or on the Blueprint for Improvement II Task Force on Consolidated Government along with one member of the City Council.

Committee Members

The Honorable Matt Schellenberg – City Council District 6, Chair

Wyman Duggan, Esq., Vice-Chair

Rena Coughlin

Chris Hagan

Deno Hicks

Jeanne Miller, Esq.

Ginny Myrick

Janet Owens

Paul Tutwiler

The Committee was originally charged with reviewing recommendations identified in the Blueprint for Improvement II – Task Force on Consolidated Government 2014, the Office of Mayor Lenny Curry Transition Teams Subcommittee Recommendations August 2015 and recommendations provided by each of the City's six Citizen Planning Advisory Committees (CPACs). From these sources, the Committee identified recommendations that rise to the level of major growth and development issues for the City that should be addressed in the Comprehensive Plan. They then defined the issues and established guidelines for how the City should incorporate the issues into the Comprehensive Plan. Those guidelines are provided at the end of each topic report in the form of recommendations/opportunities.

In order to fulfill their charge, the Committee hosted 16 public meetings between September 2017 and August 2018. The meetings were noticed and consisted of presentations by subject matter experts along with background from the source documents. Each meeting included the opportunity for public comment and feedback. Topic areas covered by the Committee include:

- Strategic Planning and Integrated Mission
- Public Health
- Infrastructure

- St. John's River & Its Tributaries
- Blight
- Economic Development
- Streamlining Growth and Opportunity
- Citizen Planning Advisory Committee (CPACs) Recommendations
- JTA Transit Oriented Development (TOD) Program

Major Issue: Strategic Planning and Integrated Mission

Divergent missions and strategic goals between Independent Authorities, Constitutional Officers, City Council, and the Mayor result in missed opportunities to coordinate for the overall success of the City.

Background

The Blueprint II Task Force recognized the City's lack of a unified mission and a strategic plan as a key disconnect between the strategic plans of each independent authority. The Blueprint II Task Force also noted that this is an issue common in many cities and therefore not unique to the City of Jacksonville. Based on this finding the Task Force recommended establishment of a permanent commission charged with developing, implementing and tracking progress of a strategic plan and integrated mission in conjunction with a 10-year review schedule.

The permanent commission, as identified in the Blueprint II, was intended to create a unified vision of the Mayor, City Council, Independent Authorities, and Constitutional Officers and to ensure a continued commitment by those bodies to achieving and adherence to the vision. The commission was also to include non-governmental members in an advisory capacity in order to ensure implementation of a collective vision by all stakeholders.

Committee Analysis

The Comprehensive Plan Major Issues Committee reviewed the Blueprint II recommendation and evaluated the concept based on factors that included consistency with the intent of comprehensive planning, suitability for inclusion in the comprehensive plan and finally, potential strategies for incorporation into the plan.

The first consideration of the Committee was defining the relationship of the concept of a strategic vision and integrated mission to the intent of comprehensive planning. Planning and Development Department staff provided the following overview of the intent of comprehensive planning as outlined in the Florida Statutes and in the City of Jacksonville Municipal Code. Staff also provided a review of the Intergovernmental Coordination Element in relation to the strategic mission and integrated vision concept. Comprehensive plans are defined in Chapter 163 of the Florida Statutes and the City of Jacksonville Municipal Code Chapter 650 as documents that are intended to guide and manage future growth and development in a consistent manner and to deal effectively with future problems that may arise from the use and development of land. Comprehensive plans are also intended to be evolving documents that are re-evaluated and updated on a 10-year basis and they apply to all persons using or seeking to use the land, water and other resources of the City. Additionally, the Intergovernmental

Coordination Element of the 2030 Comprehensive Plan includes statements regarding coordination with local, State and regional agencies regarding level of service (LOS) standards and calls for coordination with planning activities of adjacent local governments. However, review of the strategic planning and integrated mission recommendation did reveal a potential need to place a stronger emphasis on coordination among governmental bodies of the City. A focus on increased coordination serves to achieve an underlying goal of the Blueprint II recommendation, which is to improve coordination among agencies.

The second consideration, suitability for inclusion in the comprehensive plan, provided guidance on how to approach the topic. The Committee acknowledged the fact that governmental agencies are sometimes working counter to each other and that the need for a unified vision has been brought up at least two times prior through the charter revision and the Blueprint II. It was also pointed out by the Committee that the concept of a unified vision presents an opportunity based on our unique form of consolidated government, strong mayoral structure, and the need to maximize use of city resources. Furthermore, it was suggested that the strategic plan and integrated mission should be implemented at the highest level as a broad statement and policy document that then drives the comprehensive plan; being the document that contains the details to implement the vision. Incorporation of this concept into the comprehensive plan should be approached with caution so that the comprehensive plan does not limit or constrain the vision. Likewise, including this concept in the plan could work at cross-purposes and counter the intent of our strong mayoral form of government. The Committee also acknowledged that the strategic vision should only be part of the comprehensive plan if it is actually implemented and that implementation should be initiated under the strong leadership of the Mayor. Without implementation of the strategic vision and integrated mission, inclusion of such policies in the comprehensive plan sets the City up for failure. However, identification of a high-level aspirational goal in the comprehensive plan to encourage development of a strategic vision and integrated mission under the leadership of a newly elected or re-elected mayor may be appropriate.

Additional discussion related to this topic focused on the need to define quality of life. Concern was raised that the City of Jacksonville is perceived as not investing in our quality of life and that there is a price for that lack of investment. Consideration should be given to what is important to promote quality of life; does it include water quality, air quality, schools, parks, infrastructure, safety, health or other factors. The Committee acknowledged that the definition for quality of life and the weight of contributing factors differs throughout the City. Quality of life considerations should be geared toward the identification of factors or indicators that relate to quality of life but that can be applied

based on the unique characteristics of the subject area to evaluate the impact of plans, programs and policies.

Recommendations/Opportunities

- 1. Amend the Intergovernmental Coordination Element to include a high-level aspirational goal to encourage development of a strategic vision and integrated mission under the leadership of the Mayor.*
- 2. Amend the Intergovernmental Coordination Element to establish a framework for coordination of strategic planning efforts among City Departments, Independent Agencies, and Constitutional Officers.*
- 3. Amend the Intergovernmental Coordination Element, or other elements as appropriate, to clarify the roles, relationships and responsibilities of the City Departments, Independent Agencies, and Constitutional Officers in implementation of the various goals, objectives and policies of the Comprehensive Plan.*
- 4. A primary goal of the strategic vision and integrated mission recommendation should be to establish a common set of guidelines or factors to be considered in the development of plans, programs and policies by all City Departments, Independent Agencies and Constitutional Offices.*

Major Issue: Public Health

Public health and welfare has, over time, been removed from the day-to-day operations and decisions of the City's local government.

Background

The Blueprint for Improvement II – Task Force on Consolidated Government considered the historical role of public health in local government. For many years the Department of Health was a City department and as a result, health issues were incorporated into the City's day-to-day decision-making processes. However, the State of Florida transitioned health departments into quasi-state agencies, and as a result, the Department of Health's role in local government weakened. During the Task Force's analysis, it became apparent that integration and collaboration with the Florida Department of Health (FDOH) has become nonexistent and there is no framework in place to engage in such efforts. However, there is a desire and willingness by the FDOH to work in partnership with the City. As such, the Task Force considered opportunities to reintegrate public health into local planning efforts and to improve coordination with local health planning agencies such as the FDOH and UF Health Jacksonville.

The key planning related issue identified in the Blueprint II report calls for creating a task force to develop a comprehensive public health plan. Specific recommendations from the Blueprint II call for the plan to consider local requirements and moral obligations for the City to provide public health services to its citizens that include, but are not limited to, environmental health concerns. Other components the plan should evaluate are communicable disease control services, primary indigent health care and mental health care. Questions that need to be answered are how to incorporate the FDOH into City planning and other City activities, should the Director of the Department of Health be consulted in relation to health issues, should public health be integrated in to the 2030 Comprehensive Plan through new goals or a new element, and finally, should the Urban Land Institute's (ULI) 10 Principles for Building Healthy Places be incorporated into design standards and planning?

Committee Analysis

The Comprehensive Plan Major Issues Committee reviewed the Blueprint II recommendations and information presented by the Health Planning Council of Northeast Florida (HPCNEF), the Florida Department of Health (FDOH) and UF Health (UF Health).

The HPCNEF is a quasi-state 501(c)3 agency and is one of 11 regional health councils in the state of Florida. HPCNEF's mission is to improve community and public health through the collection and use of evidence based data to assess issues and develop priorities for organizations such as the City of Jacksonville. HPCNEF is funded by the

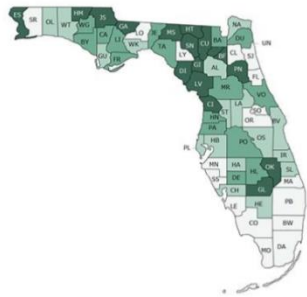
FDOH. Services provided by HPCNEF include GIS systems mapping and data analysis, health impact assessments (HIA), needs assessments, community health assessments and health improvement and strategies planning.

The mission of the FDOH is to protect, promote, and improve the health of all people in the state through integrated state, county and community efforts. A primary responsibility of the FDOH is to oversee the development of the community health improvement plan (CHIP) for the community. The CHIP is a strategic plan to address public health priorities in a community and defined how FDOH and public health system partners will work together to improve the health of Duval County. It contains four priorities: healthy families and healthy babies; healthy weight; behavioral health; and access to care.

UF Health is the nation's oldest publicly-supported hospital with an express purpose of helping the sick, indigent population in Jacksonville. It is rated a Florida Level 1 hospital, which provides trauma care for both adult and pediatric cases. UF Health is related to the University of Florida, which provides extensive education and research capacity. UF Health received \$21 million in research funding over the past year and the on-campus facilities have the capacity to increase planning, innovation and discovery through partnerships with other organizations. Some of the study programs UF Health engages in include telemedicine, engagement of community organizations to study obesity and the effectiveness of health coaches.

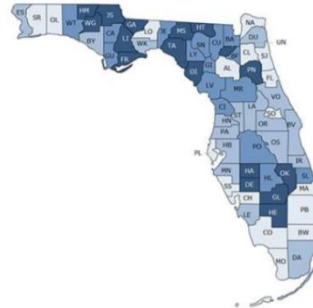
According to 2018 FDOH assessments, out of 67 counties, Duval County is ranked 33rd for health factors (behavior, clinical care, social/economic, and physical environment) and 42nd for health outcomes (death, illness, and injury). St. Johns County is ranked first in both categories and Clay and Nassau Counties are also both ranked higher than Duval County. Public health should be recognized as a key quality of life indicator and should be included in defining or monitoring quality of life in the City of Jacksonville.

2018 County Health Rankings



Duval County ranked 33rd for Health Factors

- Clay County – 14th
- Nassau County – 8th
- St. Johns County – 1st



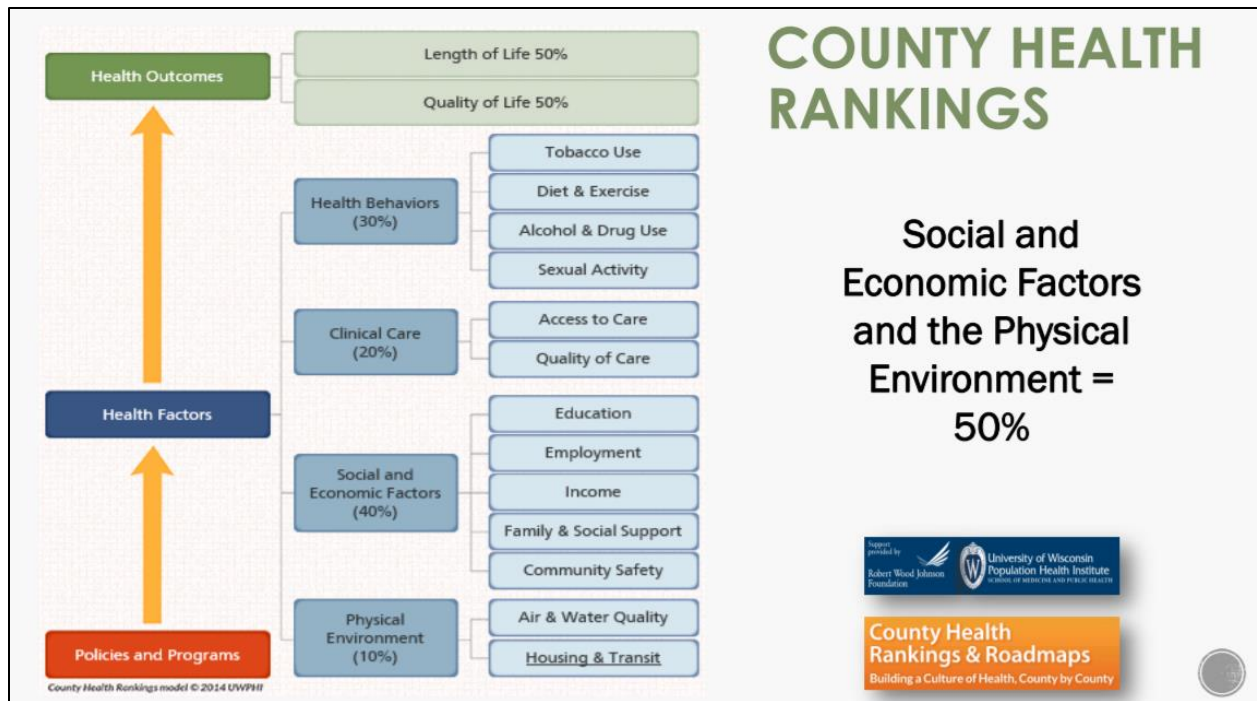
Duval County ranked 42nd for Health Outcomes

- Clay County – 13th
- Nassau County – 23rd
- St. Johns County – 1st

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*Source: Florida Department of Health

While health behaviors and clinical care are important factors or determinants in a community's health outcomes, the social, economic and physical environment accounts for up to 50% of people's health or lack thereof. Social and economic environments encompass educational attainment, employment, income, family/social support and community safety. The physical environment addresses air and water quality, housing and transit. Where you live, your zip code, has a bigger health impact than your genetic code since many factors that impact health outcomes occur outside of the office, clinic, emergency room and hospital. For example, proximity to an off-street trail system or park and a safe and inviting environment to and within those amenities impacts use while access to a healthy food source or a fast food restaurant impacts dietary choices. The provision of stable housing after patient discharge can limit hospital readmissions. Removing or minimizing these health barriers facilitates the provision of health equity providing all individuals the same opportunities to achieve their best health without external barriers. Incorporating health into plans, policies and programs that address the physical and social environment is an integral component to improving health outcomes.





*Source: Health Planning Council of Northeast Florida

There are many ways that health can be incorporated into comprehensive planning. Policy opportunities include health impact assessments (HIA), PACE-EH methodologies and applying a Health in All Policies approach. HIAs are data driven processes that identify the health consequences of policies, developments and programs. They provide practical strategies to enhance health benefits and minimize adverse impacts in a manner that coordinates planning and policymaking. The PACE-EH methodology, which stands for Protocol for Assessing Community Excellence in Environmental Health, is a collaborative community based methodology to profile a community’s environmental health status and generate an action plan based on a set of priorities. Finally, Health in All Policies is an approach that has been around for nearly 20 years and it embeds health considerations into decision-making processes across an array of sectors. Health in All Policies facilitates consideration of ways in which decisions in multiple sectors affect health outcomes and assures that all policy decisions have a neutral or beneficial health impact.

The HPCNEF completed a HIA assessment for a multi-family residential development that lacked air conditioning. Residents left doors open to allow for ventilation but had no screens to keep out pests, rodents and mosquitos. The HIA assessment facilitated regulatory changes and resulted in the addition of screen doors to protect residents while allowing for ventilation.



The Urban Land Institute (ULI) published a document called *Ten Principles for Building Healthy Places*, which acknowledges how physical design impacts health behaviors and choices. The principles encourage active living and equitable access to healthy food and can be used to connect public health to existing policies as well as identify areas to improve the connection between developing healthy communities and growth management policies.

Planning Policy for Healthy Places

<h3>EQUITABLE ACCESS TO HEALTHY FOOD</h3> <ul style="list-style-type: none">• All users of all ages and abilities• Multi-modal transportation options• Making healthy options the easy choice• Healthy food as destination 	<h3>ACTIVE LIVING/LIFESTYLE</h3> <ul style="list-style-type: none">• People, not cars• Walkability & transit• Mixed-use developments• Making physical activity the easy choice• Social interaction, not isolation 
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MARCH 14, 2018 – MAJOR ISSUES COMMITTEE

ULI's 10 Principles for Building Healthy Places

- Put People First:
Design & plan around people, not cars 
- Recognize Economic Value:
Walkable, mixed-use areas with unique appeal 
- Empower Champions for Health:
Community engagement  
- Energize Shared Spaces:
Public spaces that encourage social interaction 
- Make Healthy Choices Easy:
Healthy option the easy option - safe, accessible, fun  

MARCH 14, 2018 – MAJOR ISSUES COMMITTEE

ULI's 10 Principles for Building Healthy Places

- Ensure Equitable Access:
Connecting land use & transit to aid vulnerable populations (seniors, low income, children, etc.)  
- Mix It Up:
Mixed use encourages walking and use of transit 
- Embrace Unique Character:
Unique places promote physical activity & cohesiveness 
- Promote Access to Healthy Food:
Physical access to healthy food; healthy food cultivation, retailing, & consumption. Food as a destination. 
- Make It Active:
Maximize opportunities for physical activity 

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Examples

- Context Sensitive, or Complete, Streets
- Neighborhood Action Plans & Vision Plans
- How we think about & occupy public parks & streets
- Multi-modal transportation policies
- Safe Routes to Schools
- Rethink parking & parking lots
- Mixed use developments – compact & connected land use pattern
- Integrating recreation space; co-locating uses
- Farmer’s markets; community gardens; mobile markets; opportunities for urban agriculture

MARCH 14, 2018 – MAJOR ISSUES COMMITTEE

The Comprehensive Plan can also encourage integration of health institutions such as UF Health as a community asset and an economic anchor or catalyst. UF Health is uniquely positioned near downtown and the historic neighborhoods of Springfield and LaVilla. This proximity presents opportunities to partner with both neighborhoods and to connect them through the provision of park space, bike paths, walking paths and by providing innovation space to promote healthy living. The health system can also be an economic asset to the City as a whole by providing health resources, such as the Florida Level 1 trauma center to support major events such as the Super Bowl and the TaxSlayer Bowl.

Several counties throughout the State of Florida have incorporated health into their comprehensive plans through either the addition of goals or the creation of a separate health element. These counties include Alachua, Hillsborough, Miami-Dade, Palm Beach and Sarasota. Alachua County adopted a Community Health Element with the stated goal being to preserve the health of county residents through health care, livability and opportunities for active living. Objectives relate to coordination among local health systems, creating and maintaining programs and infrastructure to support community health, addressing obesity prevention, enhancing school-based health and monitoring progress.

Recommendations/Opportunities

- 1. Public health should be recognized as a key quality of life indicator and should be included in defining or monitoring quality of life in the City of Jacksonville.*
- 2. Public health should be incorporated into the goals, objectives and policies of the Comprehensive Plan throughout the relevant elements or through the creation of a standalone Public Health Element.*
- 3. Consider establishing a framework for the City to collaborate with local and regional health agencies and institutions in addressing health issues.*
- 4. Institute a Health in All Policies goal with supporting objectives and policies to guide implementation of the goal. Supporting policies should include consideration and guidance for implementing Health Impact Assessments, PACE-EH and health equity strategies where appropriate. Public health policies should consider the specific needs of individual neighborhoods throughout Jacksonville and the City should develop focused strategies that recognize those unique needs and health barriers.*
- 5. Public health goals must be accompanied by monitoring and evaluation requirements to assess their impacts on health outcomes and to prompt refinement of strategies as appropriate.*
- 6. UF Health Jacksonville should be recognized as a community partner both in respect to large-scale events such as the Super Bowl and TaxSlayer Bowl and as an economic catalyst for connecting neighborhoods and facilitating healthy lifestyles. Opportunities to partner with UF Health in both of these areas should be explored.*
- 7. The City should evaluate how the Urban Land Institute's 10 Principles for Building Healthy Places relate to existing policies and identify areas where improved connections can be made to promote public health.*

Major Issue: Infrastructure

The promise of urban services and the assurance that no one would be taxed for services they did not receive was a major selling point of consolidation. Yet many services remain incomplete today, especially in older, less affluent urban neighborhoods, and a renewed commitment is in order.

Increase park programming and use across Jacksonville, reinstitute past programs such as Intensive Care Neighborhoods, and identify next steps for planning and funding needs.

Background

As documented in the Blueprint II Task Force report many promises were made to older neighborhoods that were part of the former city prior to consolidation in 1968. These promises included paved roads, streetlights, water and sewer lines, and flood prevention. However, these areas still have a number of unpaved roads, incomplete water and sewer infrastructure and maintenance has not kept pace with deteriorating infrastructure. The report also noted that not all neighborhoods or individuals lacking centralized water and sewer desire connection and the fact that neither the city nor JEA took responsibility for fulfillment of these promises.

The Mayor's Transition Team Infrastructure Committee engaged in a broader set of issues that, in addition to those identified in the Blueprint II, included parks and neighborhoods. In regards to neighborhoods, the Transition Team Committee recommended reincorporation of neighborhood planning into City processes such as the Intensive Care Program and neighborhood action plans along with maintenance and updates of the neighborhood action plans. Public Works related recommendations focused on annually prioritizing capital maintenance and capital improvement projects with a focus on partially planned or funded projects, and on reducing the deferred maintenance backlog within a seven-year period. Parks and recreation issues were divided into active and passive parks but both generally called for increased revenue, utilization, access and programming.

The Comprehensive Plan Major Issues Committee also considered underground electric transmission utilities as a component of the infrastructure discussion. A JEA representative provided background on the topic for the Committee's consideration.

Committee Analysis

The Comprehensive Plan Major Issues Committee received in-depth presentations from the Finance Department, the Public Works Department and the Parks Department as well as from the JEA. Each of the presentations demonstrated existing strong

commitments to and investment in achieving the recommendations identified in the Blueprint II and Transition Team Subcommittee Reports. In recognition of these activities, the Committee considered adding or amending comprehensive plan policies that serve to ensure a sustained commitment to long-term implementation of these activities. In addition to the issues provided in the Blueprint II and Transition Team Subcommittee reports, the Committee also discussed access to high-speed internet as a potential new concept for inclusion in the infrastructure discussion.

Presentations regarding traditional infrastructure issues were primarily tied to two recently enacted ordinances. These ordinances are 2015-428-E and Ordinance 2016-490-E.

Capital Improvement Planning

Ordinance 2015-428-E amended sections of the municipal code related to capital improvement planning in order to achieve the goals of requiring creation of a full five-year Capital Improvements Program (CIP) and to include a schedule of suggested minimums and targets for recurring capital maintenance needs. The five-year CIP requires the development of a plan where projects move up in consecutive years. The suggested minimums and targets are to be included in each annual CIP and any deviation from the suggested minimums for recurring maintenance are to be accompanied by a detailed explanation recognizing that a failure to meet suggested minimum shall result in backlogs. The annual CIP is also required to include a disclosure of existing backlogs. The Major Issues Committee discussed the need that the intent of Ordinance 2015-428-E be included in the Comprehensive Plan in order to ensure a continued and long-term commitment to five year CIP planning and adequate funding of capital maintenance needs.

Ordinance 2015-428-E Exhibit 2:

Recurring Capital Maintenance Needs		
Capital Maintenance Area	Suggested Minimum	Target
Roadway Resurfacing	12,000,000	18,000,000
Sidewalk Repair	2,000,000	3,000,000
Sidewalk "New"	250,000	500,000
Drainage System Rehab (DSR)	6,000,000	6,000,000
Facilities Capital Maintenance	1,500,000	3,500,000
Intersection Improvements	1,000,000	1,500,000
Periodic Maintenance (Bridge Repair/Replacement)	3,000,000	4,000,000
Pavement Markings (previously combined with Signal Repair/Upgrade)	350,000	750,000
Roadway Signal Repair/Upgrade (previously combined with Pavement Markings)	2,000,000	2,500,000
Traffic Calming	150,000	150,000
Roadway Safety Program (Pedestrian Crossings - midblock & other)	250,000	500,000
Traffic Street Lights	75,000	150,000
Railroad Crossings	50,000	50,000
Bulkhead repair/replace	1,500,000	2,500,000
Park Capital Maintenance	2,000,000	3,000,000

Water/Wastewater System Improvement Program

Ordinance 2016-490-E replaced the Septic Tank Superfund Ordinance with the Water/Wastewater System Improvement Program and established 35-targeted areas that have septic tank failures and no existing water lines. This bill also enacted an agreement between the City and JEA to begin the work of phasing out those septic tanks. The first three neighborhoods were covered in this legislation and were funded by both the City and JEA for a total project of \$30 million while funding for all 35-targeted areas runs in the cost range of \$700 million. The City and JEA are continuing to work on identifying additional funding sources for future phases of the program.

JEA is working with the community, churches, neighborhood associations, and going door to door to achieve a 70 percent buy-in from each community where those septic tanks are to be phased out. The 70 percent buy-in refers to the number of property owners required to signify their desire for the new system by signing a letter of intent, which will include access for the construction, connection and maintenance of the system to be installed to serve the priority area. Another important provision of this ordinance is that the cost of constructing wastewater collection lines and water distribution lines to priority areas are to be borne by all taxpayers since the problems are Citywide.

Priority for providing wastewater lines or water lines under the Wastewater System Improvement Program are determined based on the following considerations:

Health Criteria

- 1A. Number of septic tank system repair permits issued in the area.
- 1B. Age of septic tank system.
2. Average lot size in the area.
3. Soil potential in the area.
4. Seasonal highwater table in the area.
5. Threat to potable water in the area.
6. Sanitary conditions in the area.
7. Proximity of the area to any surface water body.
8. Potential for flooding in the area.

Environmental Criteria

9. Proximity to surface waters (% of lots within a 150M buffer).
10. Impaired tributary exceedance factor.

Community Considerations

11. Development prior to 1968.
12. Median home value.
13. Existence of centralized water system (partial or lacking).
14. Elimination of future proliferation of on-site septic systems.
15. Off-site economic development opportunities.

The Major Issues Committee inquired about coordination efforts for additional infrastructure projects when these water and sewer lines are being installed. While that is not a component of the Wastewater System Improvement Program, both JEA and Public Works consider opportunities to complete additional infrastructure projects and will seek out alternative funding options when a related project can be included but is not yet funded. The Committee also inquired about the connection between water and sewer infrastructure and increases in property values. While the intent of the program is related to health and quality of life, one incentive of participating in the program is property value increases.

Maintenance of Existing Infrastructure

In addition to Ordinances 2015-428-E and 2016-490-E the Committee heard from the Director of Public Works about how the city identifies, prioritizes and maximizes investment in maintaining existing infrastructure. The Committee learned that the city

has nearly 3,700 miles of roads to maintain. This is the equivalent of a road stretching from here to California and half way back.

Public Works prioritizes road maintenance projects based on the condition of the roads through use of a standard pavement index through which roads are inspected and rated. Based on inspections and systematic rating, roads are then categorized according to the most efficient and cost effective process for maintenance, which ranges from complete resurfacing to pavement rejuvenation. Pavement markings are also a concern as poorly marked roads present safety concerns. It was also clarified that sidewalk maintenance is typically initiated through CARE complaints; bridge rehabilitation is done in concert with the Department of Transportation, who supports the city in inspection and ranking; roadway intersections are prioritized by attacking the most accident-prone intersections; and drainage system rehabilitation is targeted at failing systems throughout the city.

The Committee inquired about the need to re-evaluate drainage and flooding infrastructure as well as future maintenance and improvement to those systems based on what the city experienced post Hurricane Irma. Conditions during Irma far exceeded what was anticipated, especially the level of surge downtown, despite the fact that we did not have direct hit. Water was pushed up the river and then the rain bands brought water into the river from the ocean. In reaction, Public Works is considering elevating the pump stations and backup generators so they do not become inundated and non-functioning. Additionally, the bulkheads need to be assessed because once water breaches the bulkheads, the pump stations are of no value as you are pumping the river back into the river.

Parks Infrastructure

Parks infrastructure was another topic listed in the Transition Team Subcommittee report with the primary recommendations relating to programming, access and funding. Presentations by the Parks Department outlined the existing activities focused on achieving these recommendations. For example, the Parks Department has instituted an outside of the box approach to getting people into parks; they host outdoor movie nights, have added zip lines and splash parks and have partnered with the NFL and LISC to increase and improve football fields. Likewise, access to passive parks is being targeted through improved communication and coordination with the National and State Park Services to find ways to connect adjacent parks and improve the user experience. The Parks Department is also an integral component of Councilmember Lori Boyer's efforts to activate the river. The river activation project is a large-scale multi-agency effort that also leverages support from the non-profit sector. Regarding increased funding, the Parks Department has increase revenue from 2016 to 2017 despite closures related to

hurricane events and damage. Parks capital maintenance funding is also addressed in Ordinance 2015-428-E with a suggested minimum of \$2 million.

Committee members inquired about park planning prioritization in relation to areas where health outcomes are the lowest, providing engaging activities for youth and increasing access to the river. Another concern related to development of a parks master plan, which the Parks Department does not yet have in place but has identified as a need.

Digital Infrastructure

In addition to the discussions on traditional infrastructure, the topic of digital infrastructure was introduced. A particular point of interest was the provision of equitable access to high-speed internet as well as using such infrastructure to drive economic development and revitalization. Committee members expressed an interest in finding out what other communities have done on this topic and in the role of government versus private enterprise in providing for digital infrastructure. Research needs to be done on recent regulations from the federal government that may in fact prohibit local government from installing digital infrastructure, that instead the private sector has been delegated such authority. Currently the City has not developed a strategy for provision of digital infrastructure and there are no related references or goals in the comprehensive plan. There is also concern as to the future of digital infrastructure in relation to underground wires and wireless small cell technology. Additionally, the city instituted a moratorium on small cell infrastructure to consider the impact of allowing third parties to place small cell features in public right-of-ways. The moratorium expired in January 2018. It was determined that additional consideration on the provision of digital infrastructure is relevant but requires more research into the role of government and the future of the technology.

Incorporating Neighborhoods into Planning

The Committee adjourned prior to initiating discussion on the recommendations related to re-incorporating neighborhoods back into planning processes. However, the streamlining growth and opportunity and the blight topics also contemplated neighborhood planning processes and as a result, discussion and recommendations related to neighborhood planning is included within the streamlining growth and opportunity and the blight opportunity statements.

Underground Electric Infrastructure

In addition to the infrastructure topics selected from the Blueprint II Task Force report and the Mayor's Transition Team Infrastructure Committee report, the Committee requested input from JEA regarding the feasibility of increasing the provision of underground electric infrastructure. JEA provided the Committee with background on

electrical infrastructure and current storm hardening efforts as well as the pros and cons of overhead versus underground electrical distribution systems.

Historically, electrical utilities constructed distribution lines to meet minimum performance and safety standards with limited focus on service reliability and quality. During the 1970s, underground electric infrastructure became common practice and by the 1980s additional focus was placed on improving service reliability and quality. The latest evolution in electric distributions came in 2007 with a five-year, \$120 million JEA initiative to significantly improve reliability and resiliency of the distribution system. This initiative is intended to lower outage frequency and duration through scheduled system and equipment inspection and maintenance programs, vegetation management practices and automated remote outage notification devices. Additionally, JEA and the city partnered in 2007 to adopt Ordinance 2007-558-E which provides neighborhoods with an opportunity to petition the City Council to adopt a neighborhood assessment program for converting overhead electrical lines to underground. Since adoption of the ordinance, JEA has evaluated dozens of requests, with only two moving forward due to the property owner cost share requirement of up to \$5,000 per property owner.

As a result of the city's 1970 ordinance requiring all new subdivisions to provide underground electric distribution lines, 56% of the city's distribution lines are underground. However, the city still has 3,000 miles of older overhead distribution lines, which are primarily located inside of the I-295 beltway.

Major storm events, such as those experienced during the 2016 and 2017 hurricane seasons, along with aesthetic considerations often place a heightened focus on moving overhead distributions lines underground. JEA noted that although moving distribution lines underground provides resiliency during storm events, improves aesthetics and eliminates the need for recurring vegetation management, there are additional factors that need to be taken into consideration. Factors include:

- Significantly higher installation, repair, maintenance and replacement costs;
- Longer outage duration due to challenges to find and fix problems; and
- Loss of revenue from co-location of telecom infrastructure;

Likewise, JEA indicated that analysis of 2016 and 2017 storm season data indicates that storm hardening efforts for overhead distribution lines provided significant resiliency and power restoration improvements over previous years.

JEA provided reference to a number of studies completed between 1991 and 2007 regarding the costs and benefits of overhead versus underground electric distribution

infrastructure. The general consensus of these studies is that 1) for utility providers underground systems are not cost-feasible compared to overhead systems and 2) higher up-front costs for constructing underground utilities impact the cost-of-service and base utility rates. JEA estimates the cost of full conversion of the 3,000 miles of overhead lines to underground at \$6.6 billion.

The Committee acknowledged the financial challenges for very low-income neighborhoods with overhead infrastructure to participate in the petition program for underground conversion at a cost share of \$5,000 per property owner and also inquired as to how JEA defines priorities for power restoration after storm related outages. JEA's power restoration priorities are public safety (police, fire and rescue, hospitals, critical JEA sewer lift stations), schools, main lines and finally the neighborhood lateral lines.

The Committee asked how or if the neighborhood petition options authorized by Ordinance 2007-558-E has been marketed sufficiently to get the word out to the community. JEA posts information about the program on the JEA.com website and they are considering more aggressive program promotion.

Concerns were raised regarding the impacts of tree mitigation surrounding overhead utility lines and the overall impact to the tree canopy, which led to questions about if JEA has a plan in place to phase out the existing overhead distribution lines along with a timeline and estimated costs. Currently there is no such plan in place but JEA could create such a plan. However, the lack of a funding source still remains.

The Committee inquired about how or if the Zoning Code landscape section takes into consideration power-line-friendly vegetation. Recent efforts by the city's Tree Commission to complete tree removal and replanting is being coordinated with the JEA urban forester for projects within Riverside, Avondale and Springfield. However, a review of the landscape provisions of the Zoning Code for power-line-friendly vegetation standards should be initiated.

Although not related to the underground utilities topic, JEA has been aggressively pursuing solar power infrastructure and is in the top 20 cities nationwide for installed solar photovoltaic per capita. There is currently a 12-megawatt system in Baldwin that was installed in 2009. The cost of solar is currently on par with JEA's variable fuel costs, which makes it cost effective.

Recommendations/Opportunities

- 1. Amend the Capital Improvements Element to emphasize the importance of a consistent five-year CIP and adequately address recurring maintenance in a manner that supports the intent of Ordinance 2015-428-E.*
- 2. Update policies to recognize replacement of the Septic Tank Superfund Ordinance with the Water/Wastewater System Improvement Program and the 35-targeted areas that have septic tank failures and no existing wastewater lines pursuant to Ordinance 2016-490-E.*
- 3. Include policies calling for JEA and Public Works to coordinate infrastructure projects with the Water/Wastewater System Improvement Program projects in a manner that promotes efficiency and maximizes the impact of public expenditures.*
- 4. Re-evaluate the Capital Improvements Element (CIE) to ensure that revisions to the CIP process established in Ordinance 2015-428-E are included. CIE policies should reinforce the use of capital maintenance needs suggested minimums and targets as well as the development of a full five-year CIP.*
- 5. Include strategies and processes to assess the effectiveness of drainage and flooding infrastructure in areas of the city that were developed prior to the imposition of state stormwater management regulations.*
- 6. Evaluate the role of government in providing for digital infrastructure and opportunities for utilizing it to promote economic development and equitable access. If deemed appropriate, create a strategy and measurable goals to implement deployment of digital infrastructure and to identify responsible departments and agencies for implementation. Evaluate opportunities to incentivize digital infrastructure in areas lacking access as a mechanism for ensuring equitable access and for facilitating economic development and reinvestment.*
- 7. Establish a framework and timeline for developing and maintaining a park master plan. The framework should identify a general set of priorities such as the provision of facilities and amenities in areas where health outcomes are the lowest, providing for engaging activities for youth and increasing access to the river.*
- 8. The City should review landscape regulations in the Zoning Code for compatibility with overhead powerline infrastructure. The review should be coordinated with JEA and, if deemed appropriate, should result in a list of recommended changes to the Zoning Code.*

9. *JEA and the city should actively promote the Underground Power and Communications Program adopted by Ordinance 2007-558-E in order to encourage eligible neighborhoods to petition for conversion of overhead electric distribution lines to underground.*

10. *The City and JEA should consider the pros and cons of creating a long-term plan for either 1) converting the existing overhead electric distribution line system to an underground system or 2) prioritizing overhead electric distribution line conversion to underground in neighborhoods where underground systems will provide the greatest improvement in service reliability. The plan should include a timeline and estimated costs as well as identification of potential funding sources to achieve the plan.*

Major Issue: St. John's River & Its Tributaries

The St. Johns River is an important asset and there needs to be a greater focus on development and its effects on the river.

Background

The Blueprint for Improvement II – Task Force on Consolidated Government report recognizes the importance of the river to the City. Specific recommendations from the report refer to creating an “all-county” riverfront zoning overlay to provide guidelines for waterfront development that take into account public access and riverfront design. The report also calls for implementation of the Downtown Investment Authority’s “Celebrating the River” downtown master plan with specific focus on elements that affect the St. John’s River and its tributaries, so as to revitalize McCoy’s and Hogan’s Creeks and to expand public access and recreational activities along the river.

Committee Analysis

The Blueprint II recommendation was based on emphasizing the importance of the river and the City’s waterfronts and shorelines with a focus on development related impacts. A presentation by the St. Johns Riverkeeper provided the Committee with background information regarding development related factors that influence the health and quality of the river and its shorelines. Additionally, during Committee discussions, the topic evolved into a broader conversation about the variety of the City’s natural assets that include but are not limited to the St. Johns River and how these assets can be easily transformed to serve as the City’s economic spark and identity.

The St. Johns Riverkeeper provided background information regarding the health and economic benefits of the river in relation to wetlands, dredging, sewage sludge disposal, septic tanks and lift stations. The first topic concentrated on wetlands and their associated benefits to water quality and flood control. Wetlands act as the river’s kidneys by filtering out pollution and they also provide flood control functions and bank stabilization. According to a University of North Florida report, wetlands along the St. Johns River provide the equivalent of hundreds of millions worth of nitrogen and phosphorus removal per year. However, the 2017 River Report indicates that our current wetlands status is unsatisfactory. Duval County is losing more acres of wetlands than any other county. This is based on several factors from population growth, waterfront development, saltwater intrusion and water withdrawals from central Florida. Goal 4 and the associated objectives and policies of the Conservation/Coastal Management Element calls for no net loss of wetlands functions and identifies the performance standards and permitted uses within wetlands. Policy 4.1.14 requires the City to assess and evaluate the success or failure of the Comprehensive Plan to protect the natural

functions of wetlands as part of the overall evaluation and assessment review. This review is being completed in the element review section of this report.

The second topic focused on flooding associated with rising water. Historic river dredging activities have deepened and straightened the river channel in order to facilitate marine access to our ports, but in doing so, has also opened the river up to the Atlantic Ocean. The result is an increase in salinity and an increase in water levels. Downtown has seen about a 0.4-foot (just over 4 inches) increase in water level since the '70s and according to the Army Corps' report, they are predicting a 0.2-foot (2 ½ inches) increase overnight from proposed dredging activities. An increase in river water levels will impact drainage infrastructure and exacerbate flooding issues. There are opportunities to address the potential impacts of rising water levels from dredging activities in the St. Johns River in the scope of the Adaptation Action Area (AAA) working group. The AAA working group must be established by January 2019 and is charged with discussing the potential impacts of sea level rise and considering appropriate responses. Another opportunity is to identify locations for dual-purpose recreational open space that also provides flood control functions. Restoration of McCoys Creek and its associated floodplain is one example that is referenced later in this analysis.

The third topic related to sewage sludge disposal (biosolids), which is a byproduct of waste water treatment and an issue that extends far beyond the City. The current solution for disposal of sewage sludge for utilities in south and central Florida has been to send it to the St. Johns River. Last year the State permitted the dumping of 74,000 tons of biosolids into the St. Johns River since disposal of sewage sludge is banned in the Everglades watershed. Farmers are also applying sewage sludge to farmland as a cheap fertilizer, which results in run off into rivers and streams. While there is currently no solution for how to manage the byproducts of waste water treatment, other communities are discussing the issue and considering new technologies to use it in energy creation or potentially to place it in landfills.

The final discussion topic related to septic tanks and lift stations. While properly functioning septic tanks remove bacteria, they do not remove nutrients. Septic tank phase out initiatives were addressed under the Infrastructure discussion and the City and JEA are actively working to implement the program in targeted areas. However, one of the more pressing issues is the existence of private lift stations, many of which the City has no knowledge of until they fail. In one instance, a private lift station serving an apartment complex failed and resulted in discharge directly to the nearby creek. Identification of the failure occurred through water quality samples but there is no way to identify how long the system was malfunctioning. According to the St. Johns

Riverkeeper, the City is responsible for private lift stations. A lift station inventory and monitoring program could prevent future failures.

Based on a presentation made to the Committee by the Honorable Council Member Lori Boyer, who also serves as the Waterways Commission Chair and served as the Blueprint II - Task Force on Consolidated Government Chair, the discussion began with the question of how other cities were able to find and capitalize on their identity and how can the City compete with dynamic cities like Austin and Nashville. The conclusion was that the City's authentic opportunities are based on the diverse array of water resources and environmental assets; we have approximately 1,200 miles of shoreline, over 80,000 acres of publicly and City-owned preserve land, a designated American Heritage River, a downtown waterfront and a national park. These are all largely untapped, unique and distinctive economic assets that can be the foundation for the City's brand or identity, boost local tourism and business, improve health and wellness outcomes, and provide recreational opportunities for the City's residents.

A point was made during the Commission meeting that the City's tourist tax revenue generation is grossly underperforming compared to what it generates in other Florida cities and that building on existing resources, as opposed to building an amusement park at a cost of hundreds of millions of dollars, would allow the City to maximize the return on its authentic assets, branding/identity and its return on investment. Marketing these resources will boost public and visitor knowledge of the water-related opportunities and how to use them and will create a tourism draw, which increases tax revenue. As a side benefit, increased tax revenue provides funding to assist in solving infrastructure and public safety needs without raising ad valorem taxes.

Taking advantage of these opportunities could be created by developing experiential attractions and iconic features around the identified assets in order to make them interesting and exciting. Five distinct experiential attractions were proposed along with key concepts related to each.

- *The Downtown Experience* - add place making features and create an environment that immerses visitors in beauty, inspiration, music, food and history to transform the functional but cold and sterile Riverwalk
- *The Beach Experience* – fun, sun, restaurants, festivals
- *The Nature Experience* – kayaking, canoeing, fishing, bird-watching, hiking, archaeology, history and camping

- *The Marine Life Experience* – JU OCEARCH, on-shore and off-shore fishing, reef diving, Mayport working waterfront shrimpers and charters, zoo manatee conservation
- *The Sports and Fitness Experience* – rowing center on Arlington River, water sports (surfing, paddle boarding), kayak/canoe trails Nassau River to ocean; hiking, and life safety swim lessons

The Committee was made aware of the many individual groups that are working on a broad variety of projects related to the distinctive experience areas. However, there is no overarching structure or vision and no single governance entity charged with the overall management or coordination of these efforts to connect projects or to ensure a consistent brand and marketing effort. A single governance entity could ensure consistent implementation of a long-range vision, promote collaboration, facilitate private/public partnerships, advocate and empower efforts and market the brand to increase community awareness and tourism.

Another consideration of the Committee was how to incorporate the river system as an economic asset in both terms of the experiential component and in terms of resiliency. Resiliency projects can provide the dual purpose of natural protection to mitigate flooding and also serve as open space, fields and trails. One example is the restoration of McCoy's Creek and the potential to return functionality to the floodplain by creating a public greenway that is also designed with the dual purpose of absorbing flood waters.

Existing policies in the comprehensive plan address waterfront activation, consideration of the health of the river and water quality. However, some of these policies may need to be strengthened and should be reviewed to ensure that implementation is taking place through programs or through updates to the City's ordinance code. Consideration could also be given to better connect these policies in the comprehensive plan, possibly through a new goal focused on waterfront activation. Likewise, the creation of a single governance entity to oversee implementation could strengthen the results.

Recommendations/Opportunities

- 1. Create a new or revise an existing goal to recognize the City's diverse array of water resources as unique and distinctive economic opportunities for waterfront activation. The City shall consider programs, policies and regulations to maximize the benefit of these assets by creating a regionally and nationally authentic brand/identity, boosting local tourism and business, improving health and wellness outcomes and providing engaging recreational opportunities for the City's residents.*
- 2. Create a connection between existing goals, objectives and policies of the various comprehensive plan elements that focus on protection and activation of the City's water resources. Ensure that the correct implementation structure is in place to achieve the stated goals, objectives and policies.*
- 3. Encourage the consolidation of existing advisory and governing bodies related to the river to create a single city agency, board or commission to foster a consistent long-range vision for waterfront activation. The city agency, body or commission should promote collaboration by various stakeholders, facilitate public/private partnerships, advocate for waterfront activation projects, empower stakeholder efforts and market the brand to increase community awareness and tourism.*
- 4. Consider opportunities to incorporate resiliency projects into waterfront activation planning.*
- 5. Develop a comprehensive inventory of private lift stations and encourage development of a monitoring system to ensure that lift station failures are identified and corrected in a timely manner.*

Major Issue: Blight

Specific and targeted programs must be developed and used to attack the root causes of blight and nurture community pride which will create a sustainable system of pro-activism in Jacksonville and thwart reintroduction of blight into our community.

Background

The Mayor's Transition Team Blight Subcommittee was tasked with building upon the efforts of the City Council's work created through the Ad Hoc Committee on Neighborhood Blight. The Ad Hoc Committee began evaluating and strategizing on how to combat blight and blighting influences in 2013 and introduced the Fight Blight initiative. The Mayor's Transition Team Subcommittee was specifically asked to develop a framework to coordinate efforts of the executive and legislative branches related to the Fight Blight initiative and assure that the initiative transcends any one group of elected officials.

The Mayor's Transition Team Subcommittee defined blight as:

Anything that detracts and devalues community pride, visual attractiveness or economic viability of neighborhoods in our City because we are, "One City, One Jacksonville!"

The Mayor's Transition Team Subcommittee considered the causes of blight along with four key objectives. These objectives are:

- Evaluating the Fight Blight Initiative's effectiveness – is it sufficiently funded, does it appropriately focus, does it have the necessary tools;
- Establishing specific metrics for use by public and private service providers so success can be clearly measured;
- Identifying additional alternative resources for this important work; and
- Identify additional private partners who can be brought in to the aid of the effort.

The Subcommittee's recommendations focused on developing community partnerships through educational programs and community events that promote a sense of community pride, responsibility and ownership as well as knowledge of how to access city services and programs. Recommendations also recognized the need to update and maintain neighborhood action plans to include objective metrics and to prioritize target neighborhoods to minimize spreading agencies' limited resources too thin. The Mayor's Transition Team Subcommittee called for consideration of developing a land bank to

provide the City with flexibility to acquire vacant housing and transfer title to those who would put them back into use. The Subcommittee was also interested in developing creative strategies to put vacant land and housing into productive use through development of public spaces, community gardens, or rental/homeownership opportunities.

Committee Analysis

The Committee received presentations from the Mayor's Blight Initiatives Director and from the Neighborhoods Department Director and the Municipal Code Compliance Division Chief. The Blight Initiatives Director is in charge of the Mayor's Fight Blight program that is tasked with combating and cleaning-up neighborhoods through collaboration with the City's citizens. Mayor Lenny Curry's administration has taken a proactive position against blight and is the first to create a position focusing specifically on blight. In connection with the blight focus, the administration also recreated the Neighborhoods Department, which was broken up and reorganized into other City departments under a past administration.

Blight related activities fall under the jurisdiction of more than one department and as such, each Department has a role to play. The Director of Blight Initiatives is charged with education and outreach as well as high-level oversight of blight activities. In addition, the Blight Initiatives office staff goes out into schools to educate children on how to fight blight and how not to create blight.

The Blight Initiative promotes the MyJax app and the Tire and Snipe Sign Buyback Event. The app contains a Fight Blight component and can be downloaded to a mobile device. Through the app, citizens can request a City service or report a code enforcement issue and attach pictures to document the issue. The Tire and Snipe Sign Buyback Event is held annually and hosted through Public Works.

The Neighborhoods Department houses several divisions, two of which manage the bulk of responsibilities related to combatting blight. These divisions include Environmental Quality (EQD), Animal Care and Protective Services (ACPS), the Neighborhood Services Office, Municipal Code Compliance (MCCD), and Housing and Community Development (HCDD); MCCD and HCDD being the two divisions tasked with the majority of blight related responsibilities.

EQD - monitors air and water quality, noise, and open burning

ACPS - deals with loose animals and animal cruelty cases

MCCD - cites code violations and abates unsafe properties through clearing, mowing, securing structures and demolition

HCDD - provides funding to increase and maintain homeownership and return MCCC abated properties back to active use

Neighborhood Services Office - provides educational workshops and supports the City's six Citizen Planning Advisory Committees (CPACs)

The Blight Initiatives Director, in conjunction with the Neighborhoods Services Office, hosted the 2018 Neighborhood Summit on April 21, 2018. The Summit was held under the Delaney and Peyton administrations but has not been scheduled in several years. The Summit is intended to provide neighborhood residents with information about how to access City services as well as to get feedback from the community regarding issues or concerns in their neighborhood. The 2018 Summit was a free event and included participation from a variety of City agencies including the sheriff, JEA, Public Works, and various other City departments that provided exhibits and staff to answer questions.



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MCCD, being one of the two primary Neighborhoods Department divisions to support the Fight Blight Initiative engages in enforcement activities regulated by four different chapters of the City of Jacksonville Code of Ordinances. The four chapters are: 518 – Jacksonville Property Safety and Maintenance Code, 656 - Zoning Code, 741 – Zero Tolerance on Litter, and 745 – Addressing and Street Naming Regulations. A brief list of the issues addressed by each chapter is provided below.

Chapter 518 Nuisance overgrowth, garbage, trash, debris, vacant/unsecured/unsafe structures, unmaintained pools, abandoned vehicles, graffiti.

Chapter 656 Property use violations such as commercial vehicles parked in residential areas, boats or recreational vehicles not meeting property setbacks and fence placement

Chapter 741 Snipe signs, illegal temporary signs or abandoned signs on public right-of-way, utility poles/boxes or in the medians.

Chapter 745 Improper display of the site address so 911 service providers can locate and help people in emergencies

MCCD takes a proactive approach to code enforcement activities. Fifty percent (50%) or more of code enforcement work is proactive meaning it is not called in as complaint. Proactive enforcement activities are implemented through systematic inspections, cross training, volunteer training and certification, application of growth regulators and canvassing the street on complaint driven violations for additional code enforcement issues.

MCCD schedules a minimum of six (6) systematic inspection projects per year. These systematic inspection projects target a specific geographic area, including both commercial and residential areas, where inspectors search each property along each street in the selected area for violations. Prior to the inspection, MCCD sends out a pre-notification flyer to alert area property owners of the upcoming inspection and provide them with a list of issues that will be evaluated and that will result in citations. The pre-notification flyer is intended to encourage compliance prior to the inspection, as the ultimate goal is compliance rather than enforcement action.

MCCD employs cross training with other areas within the Neighborhoods Department in order to limit multiple site visits by City staff. For example, Mosquito Control Division staff have been trained in snipe sign regulations so when they are in the field they know what they can remove without calling in a ticket and sending out additional staff to address the issue. Additionally, code enforcement officers that are out in the field proactively look for other issues such as blocked storm drains, trash in the street, broken

stop signs or traffic signals, or anything else they can pass along to the appropriate City agency.

MCCD trains and certifies volunteers that are not employed by the City on the illegal signage ordinance rules and gives them ability to write tickets on behalf of the City.

Growth regulators are applied after mowing and clearing abatement activities in order to reduce the number of times MCCD must engage in site abatement where the property owner continually fails to maintain the site grounds. Application of growth regulators limits the need to mow and clear properties for up to 90 days as opposed to untreated sites that require monthly abatement.

Finally, when code enforcement staff visits a site in response to a complaint, they also survey the surrounding area for code violations and issue enforcement actions as appropriate. However, in order to comply with private property rights law, private property inspections are limited to areas visible from the street or the typical path a mailman would use to a front door unless a neighbor allows access to their property to view adjacent property.

MCCD procedure for non-compliance remedies is based on both a four-step process and on engaging in abatement activities. Step one is to issue a warning along with a specified number of days to correct the violation. However, pursuant to Ordinance Code Chapter 741, snipe signs result in removal and immediate paying citation. If corrective action is not taken by the compliance date provided in the warning notice, the second step is to issue a paying citation that ranges from \$55 to \$355 along with a new date for the owner to initiate compliance activities. Failure to comply after step two leads to referral to the Special Magistrate hearing process. The Special Magistrate hearing process typically results in a daily rolling fine of up to \$250 until compliance is attained. These daily rolling fines add up quickly and sometimes result in high property lien balances. The fourth and final step is the injunction process through the Circuit Court and is only engaged in if all other steps fail. This is a long and time consuming process used to obtain a court order for the owner to cease the violating activity. In conjunction with the four-step process described above, abatement activities are used for nuisance and unsafe structure violations. Abatement includes cutting and clearing property, removing dead or damaged trees, painting over graffiti, draining and filling pools, towing untagged or junk vehicles, demolition and board up of vacant or unsecured structures, and snipe sign removal.

MCCD Annual Inspection Statistics

- Completed 123,497 inspections last year with 28 inspectors and 10 senior officers
- Investigated 44,643 new enforcement issues, 2,428 of which were referred to the Special Magistrate
- Removed 30,000 snipe signs from public right-of-way
- Demolished 137 structures
- Towed 810 vehicles from private property
- Completed 80 systematic inspections

Funds collected from abatement liens are deposited into the nuisance abatement lien fund, which accrues around \$250,000 per month. These funds are put back into abatement activities although, they are not sufficient to cover the cost.

HCDD, the other primary Neighborhoods Department Division engaged in combating blight, manages the Foreclosure Property Registry pursuant to Ordinance Code Chapter 179. This chapter was adopted to limit and reduce the deterioration of property located within the City of Jacksonville caused by foreclosure, and to create a mechanism to protect neighborhoods from becoming blighted through the lack of adequate maintenance of abandoned and vacated properties. Chapter 179 requires mortgagees to register all vacant properties, properties whose mortgages are in default, and foreclosed properties, and to pay a fee of \$250 for each registration with an annual renewal, \$50 transfer fee and \$50 late registration fee. Fees are deposited into a special account dedicated to the cost of the enforcement and protection against and removal of blight and real property deterioration. Mortgagees who do not register properties as required are fined \$500 for each property.

Funds collected from the Foreclosure Registry are used to support a variety of community redevelopment programs such as the neighborhoods matching grant program, the Foreclosure Intervention Program, the Real Estate GAP Assistance Program and code enforcement abatement activities such as board-ups and demolitions.

Foreclosure Intervention Program – provides mediation and intervention services for eligible homeowners to prevent foreclosure actions through credit and financial counseling, direct cash assistance for families in default, and through possible loan modification.

Neighborhood Matching Grants Program – is designed to provide neighborhood groups and community organizations with matching grant funds to enhance their community through physical improvements by providing up to \$5,000 in matching grant funds. As a part of the City’s continued efforts to strengthen neighborhoods, the City of Jacksonville has appropriated funds from its Foreclosure Property Registry to provide assistance to specific neighborhood projects that help fight blight, enhance communities and promote healthier neighborhoods.

Real Estate Development GAP Assistance Program – was established to provide gap or construction financing to non-profit developers for the acquisition, rehabilitation or new construction and sale of vacant and/or REO homes in which the total development costs exceed the appraised value of the home. The purpose of the GAP assistance program is to provide affordable housing opportunities while eliminating blight through community development activities.

**Source: coj.net/npa*

In addition to information in the presentations, a citizen at the meeting brought up the topic of demolition by neglect, especially in the historic districts, which often leads owners to apply for demolition permits. MCCD works with private property owners who are willing to and have the means to fix problems. MCCD will provide time for compliance and assist in identifying resources. The City also added a process called mothballing to Chapter 307 of the City’s ordinance code. Mothballing is intended to protect deteriorating historic structures from demolition through weatherization, stabilization and through securing vacant structures as a short term option to complete compliance with property safety compliance. However, where there is not a willing property owner, the issue of private property rights limits the City’s options. Unwilling owners leads to the cycle of citations, liens and City initiated abatement.

Not all solutions to demolition by neglect require City involvement. Preservation SOS is a non-profit 501(c)(3) organization that promotes preservation in the historic neighborhood of Springfield. Preservation SOS became aware of an emergency demolition scheduled for a historic structure and managed to locate a buyer with the means to repair and intent to occupy the property and convinced the owner to sell the property.

Recommendations/Opportunities

- 1. Place a greater focus on combating and preventing blight and create a connection between the various blight related programs and activities identified throughout the Comprehensive Plan.*
- 2. Recognize and encourage development of community partnerships through educational programs and community events that promote a sense of community pride, responsibility and ownership as well as knowledge of how to access city services and programs.*
- 3. Place greater focus on programs and partnerships that promote rehabilitation of existing housing stock over demolition. Identify additional private partners who can be brought in to the aid of the effort.*

Major Issue: Economic Development

The City needs a comprehensive vision for economic development with strategic policy objectives and priorities. The City has four (4) primary Economic Development engines (OED, DIA, Sports and Chamber) and over a dozen (+18) independent interests/authorities that impact economic growth and environmental sustainability (Mayor's Office, City Council, JAA, JaxPort, JEA, JTA, VisitJAX, etc.).

Background

The Economic Development Subcommittee of the Office of Mayor Lenny Curry's Transition Teams evaluated the structure and definition of economic development in the City. The Subcommittee noted the consolidation of municipal economic development entities under the Jacksonville Economic Development Commission (JEDC) with various independent authorities working in cooperation and coordination with the City but operating separately (JEA, JPA, JTA). The JEDC also works with regional economic development partners to establish and recruit targeted industries and job-generators to the community. However, the Subcommittee raised concerns about the need to create a comprehensive economic development vision and associated quantifiable metrics to evaluate progress and focus efforts.

The Subcommittee report provided specific recommendations to address their concerns. Subcommittee recommendations relevant to the task of the Major Issues Committee are provided below.

- Identify strategic policy objectives for economic development recognizing funding and resource limitations.
- Establish accountability metrics to measure return on investment.
- Map the City's public assets, define their highest and best use, and leverage those assets to encourage private capital investment in the tax base.
- Streamline regulations and permitting through evaluating processes, developing pre-defined incentive packages, and revisiting the approach to mega-project incentive programs.
- Develop a strategy to bring blighted Downtown properties back into productive use.
- Create a comprehensive, long-term capital improvements plan for infrastructure throughout the City with a particular emphasis on the City's older neighborhoods.

Committee Analysis

Presentations were made to the Comprehensive Plan Major Issues Committee by JaxPort, the Office of Economic Development (OED), and the Downtown Investment Authority (DIA).

JaxPort, the City of Jacksonville's port authority, is an independent authority established by state law. JaxPort is governed by a seven member board of directors; four appointed by the mayor and three by the governor. Each board member can serve up to two four-year terms. JaxPort maintains its own operating budget, which is reviewed and approved by the City Council. They operate as a landlord port rather than as an operating port, which means JaxPort leases their facilities to private companies who then employ workers, such as crane operators, to move cargo. JaxPort has a staff of approximately 150 people in addition to the thousands employed by private companies that lease JaxPort facilities.

JaxPort runs three distinct terminals, the Talleyrand Marine Terminal, the Dames Point Terminal and the Blount Island Marine Terminal. The 175 acre Talleyrand Marine Terminal was developed in the 1960s and is the oldest terminal. Despite its age, the terminal has been modernized and expanded over the years. The newest facility is the Dames Point Terminal, which is home to TraPac MOL, the cruise terminal, and two bulk terminals operated by Martin Marietta and CEMEX. The third terminal is Blount Island Marine, which encompasses the western half of Blount Island with the eastern half being owned by the Marine Corps for their preposition ship program. Additionally, three liquefied natural gas (LNG) facilities are being, or planned to be built; one of which is on Dames Point and is designed to ship or transport LNG from the facility onto barges. Another LNG facility is planned for the Talleyrand Terminal, and one has been completed on the west side of Jacksonville near Maxville. LNG will be loaded on trucks at the Maxville facility and taken to the Talleyrand Terminal where storage tanks will hold the LNG until it is transferred directly to ships. Finally, a third facility still in the permitting process will be located out Heckscher Drive, west of Dames Point, and is intended for small scale export to the Caribbean, South America and other locations.

Private terminals are interspersed between each of the JaxPort terminals. Berth dredging agreements are the only connection between JaxPort and the private terminal operators. Private terminal operators also utilize JaxPort owned dredge spoils deposit sites.

One of JaxPort's strengths lies in the diversity of cargo types they handle. Some ports handle one or two types of cargo while JaxPort handles three types and cruise passengers. The three types include import and export containers, Ro/Ro (roll-on/roll-off), and break bulk cargo. Ro/Ro is predominantly automobiles but also includes heavy equipment such as large tractors. Break bulk is cargo that is not easily containerized,

palletized-type material like lumber, steel and paper products and dry bulk like salt or corn syrup. JaxPort facilities do not handle petroleum or hazardous materials although there are facilities along the harbor that do handle these materials.

Major projects being undertaken by JaxPort include developing new berths at Blount Island to accommodate larger cranes to reach across larger ships; developing a new intermodal container transfer facility (railyard) which reduces roadway impacts and efficiently moves cargo; and expanding vehicle handling capacity as JaxPort is ranked as the number one and number two port in the U.S. for automobiles. JaxPort is in direct competition with Brunswick, Georgia for automobile cargo. Automobile cargo passing through JaxPort not only translates into revenue for the port, but also into well-paying jobs at local processing facilities where dealer add-ons are installed.

JaxPort's biggest project is harbor deepening which is broken down into four (4) phases and work has already begun. The current goal is to dredge the first 11 miles, which takes the project from the Atlantic Ocean to Blount Island.

Regarding coordination, JaxPort works with the City and the Chamber of Commerce to develop long-range and short-term growth and development plans, as well as with other economic development groups to ensure that both expansion and redevelopment plans are supported by inland transportation infrastructure, warehousing needs and a skilled employment base.

The Office of Economic Development (OED) is charged with negotiating economic incentive packages for the City for areas outside of Downtown, managing Cecil Commerce Center, administering to the Northwest Jacksonville Economic Development Fund, and operating the Offices of Small Business and Entrepreneurship and of International Trade.

Due to the unpredictable nature of the economy, OED's strategic initiatives are set up to be flexible and broad. For example, strategies are described in terms of the State of Florida's targeted industries, also intentionally broad, such as manufacturing or company headquarters. Another example is targeting higher wage jobs based on location specific profiles. OED also structures deals to prevent overexposure on the front end by utilizing performance-based payouts. Two primary funding assistance programs OED uses are the REV Grant Program and the QTI Program.

From OED's perspective, redevelopment policy challenges could be addressed through the comprehensive plan. Specifically, in relation to accommodating infill and redevelopment in areas of town that developed long before modern development

standards as well as in economically depressed areas. One example where accommodation could have helped relates to a proposed warehouse redevelopment project in a blighted neighborhood and the requirement to construct sidewalks. In this scenario, no sidewalks existed within the surrounding area and the cost for provision of them placed an economic burden on redevelopment that resulted in the project not moving forward. Another example related to modern parking and landscaping requirements that could not be met within the confines of the development site due to the historic and well-established development patterns of the property and surrounding area. Recognizing that there are mechanisms to request relief from these standards, the relief mechanisms are costly, time consuming and present unknown outcomes. This prompts an interest in considering amendments to the development standards to accommodate and incentivize infill and redevelopment in older or economically distressed neighborhoods. Citizen Planning Advisory Committee (CPAC) representatives presented similar concerns to the Committee.

An additional option to incentivize infill and redevelopment in economically distressed areas is to evaluate the feasibility and benefit of providing for some measure of tax abatement on redevelopment of vacant property in strategically identified areas. The abatement could be similar to the tax exemption program for rehabilitation of historic structures authorized in Municipal Code Chapter 780.

The Committee inquired as to the interest of OED in adding an economic development element to the comprehensive plan. Pursuant to the State Community Planning Act, the City has the option to adopt an economic development. However, the lack of such an element has not been a barrier to economic development initiatives and there is no reason to believe that the effort of creating such an element will benefit OED's efforts.

The Downtown Investment Authority (DIA) is charged with three primary functions. First as a Community Redevelopment Agency which oversees three tax increment districts (Northbank East, Northbank West and Southbank), second with public parking (3,700 parking spaces), and finally with Downtown economic development in coordination with OED and JaxUSA Partnership. JaxUSA Partnership works to bring companies to Jacksonville and DIA and OED work to determine and support economic development efforts within their respective areas of the City.

DIA operates under the Business Investment Development (BID) Plan, approved in February of 2015. The BID Plan is based on seven redevelopment goals and DIA sees positive progress on achieving many of these goals. However, work needs to be done regarding walkability, bike-ability and connectivity to adjacent neighborhoods. There are also challenges related to competing with suburban development due to parking

availability and the cost of renovating ground floor retail spaces in multi-story buildings. Many successful redevelopment projects have been recently completed or are in progress. Still, numerous properties are in need of restoration, many of which are historic in nature. The Historic Preservation Revitalization Trust Fund, which is currently nearly empty, provides a vital funding source for supporting downtown redevelopment.



7 REDEVELOPMENT GOALS



<p><u>Redevelopment Goal No. 1</u> Reinforce Downtown as the City's unique epicenter for business, history, culture, education, and entertainment.</p>	<p><u>Redevelopment Goal No. 4</u> Improve walkability/bikeability and connectivity to adjacent neighborhoods and the St. Johns River while creating highly walkable nodes.</p>
<p><u>Redevelopment Goal No. 2</u> Increase rental and owner-occupied housing downtown, targeting key demographic groups seeking a more urban lifestyle.</p>	<p><u>Redevelopment Goal No. 5</u> Establish a waterfront design framework to ensure a unique experience and sense of place.</p>
<p><u>Redevelopment Goal No. 3</u> Simplify the approval process for downtown development and improve departmental and agency coordination.</p>	<p><u>Redevelopment Goal No. 6</u> Maintain a clean and safe 24-7 Downtown for residents, workers, and visitors.</p>
	<p><u>Redevelopment Goal No. 7</u> Use planning and economic development policies to promote design for healthy living.</p>

**Source: City of Jacksonville Downtown Investment Authority*

DIA has also been exploring options for the conversion of one-way streets to two-way streets. One-way street systems are detrimental to retail and impede bike and pedestrian safety. There are also vehicular safety concerns related to one-way streets. Louisville is one example where street conversions resulted in a nearly 60 percent reduction in vehicular accidents cars due to cars being driven down the wrong way on a one-way street. However, there are many considerations and costs associated with transitioning to two-way streets. Based on previous analysis, converting Adams Street and Forsyth Street alone could cost \$7-\$10 million. These cost estimates include restriping, signage, stoplights, and the associated cost of accommodating bike and pedestrian improvements. In addition to considering the costs of conversion, the benefits of increased retail should be factored into the equation.

The Committee inquired as to the interest of DIA in adding an economic development element to the comprehensive plan. DIA indicated that there could be a benefit to developing such an element and is interested in further exploration of the concept. The Committee also wanted to understand the benefit, if any, to including references to the Community Redevelopment Areas (CRAs) in the comprehensive plan. There are no references to CRAs in the comprehensive plan but they are regulated pursuant to Chapter 163 of the Florida Statutes.

Recommendations/Opportunities

- 1. Evaluate opportunities to develop policies that incentivize infill and redevelopment through land development regulations geared specifically toward accommodating infill and redevelopment in areas where the historic development patterns and physical environment do not accommodate modern development requirements such as parking, landscaping and buffering. Consider identification of geographic areas that are economically distressed and that could receive the greatest benefit from such accommodations. Implementation of this recommendation should be coordinated with similar recommendations identified under the CPAC topic.*
- 2. Evaluate the feasibility and benefits of providing for some measure of tax abatement on redevelopment of vacant property in strategically identified areas. The abatement could be similar to the tax exemption program for rehabilitation of historic structures authorized in Municipal Code Chapter 780.*
- 3. Consider creating an economic development element or downtown element. The goals, objectives and policies must be high-level policy directives that provide sufficient flexibility to accommodate market demands while offering a defined long-term strategy.*

Major Issue: Streamlining Growth and Opportunity

Focus on long-range planning, revise the outdated Comprehensive Plan and Zoning Code, and improve transportation related coordination among related agencies/departments.

Background

The Mayor's Transition Team Streamlining Growth and Opportunity Subcommittee considered planning, zoning and permitting processes and how to enhance efficiency and organizational structure. Five specific recommendations from the Subcommittee's work have been identified for consideration by the Major Issues Committee. These issues focus on: ensuring a consistent focus on both long term visionary efforts as well as development reviews for land use amendments, rezonings, concurrency and mobility; enhancing transportation agency coordination; increasing focus on pedestrian safety; updating the zoning code; and removing outdated comprehensive plan provisions and updating the plan to reflect current planning priorities while simplifying and making the plan more concise. In addition to these recommendations, the Committee also considered information regarding the city's civilian and military aviation facilities.

Issue: Focusing on long term visionary planning and pending development reviews – The Subcommittee found that the complexity and cumbersome nature of comprehensive plan review, zoning reviews, mobility system reviews and other exactions occupy much of the Planning and Development Department's time. These reviews leave little time for long-term visionary planning efforts, which promote the city's effectiveness and efficiency in managing growth as well as fiscal responsibilities. The Subcommittee recommended that equal emphasis be placed on long term planning efforts as is placed on zoning, land use and mobility reviews.

Issue: Transportation planning coordination – The Subcommittee's work revealed a lack of coordination among city transportation related agencies/departments in relation to capital improvements. One suggestion was to create a City of Jacksonville Transportation Coordination Team ("TCT") to include representatives from Public Works, JTA, The Planning and Development Department Transportation Planning Division, and FDOT. The TCT should create a master modal transportation projects list for use in development of the city's CIP and the NFTPO's Transportation Improvement Program.

Issue: Pedestrian Safety – The city has been identified as a Pedestrian Focus City by the FHWA due to the high number of pedestrian fatalities. The Subcommittee suggested that development of the TCT, as noted in the issue statement above, along with creation of a project rating/scoring system for all transportation projects that includes safety as a criterion should serve to increase pedestrian safety outcomes.

Issue: Zoning Code is outdated – The current zoning code is outdated and encourages the use of Planned Unit Developments (PUDs) in a manner not originally intended. The Subcommittee also found that there are duplicative processes in the Code that clog Council agendas. They recommended that a task force be created to update the Zoning Code and suggested a nine month timeframe to complete the work.

Issue: Update the 2030 Comprehensive Plan – The Plan was not updated in accordance with substantial revisions resulting from the 2011 Community Planning Act. The outdated provisions result in needless requirements and staff review time, which are not reflective of city planning priorities, but, rather, reflect obsolete state provisions. During the next assessment of the Plan, updates should be made to remove outdated provisions, and ensure that city planning priorities are included. The goal of this update should also be to simplify and make the plan more concise.

Committee Analysis

The Comprehensive Plan Major Issues Committee reviewed Mayor's Transition Team Streamlining Growth and Opportunity Subcommittee recommendations and evaluated the concepts based on informational presentations by subject matter experts and Committee discussion.

Long Range Planning/Visionary Planning Coordination

The first consideration of the Committee is regarding the issue of placing equal focus on long-range planning/visionary planning and pending development reviews. Information was presented to the Committee on recent long-range planning efforts the Planning and Development Department has engaged in since the Mayor's Transition Team Subcommittee report was produced. These efforts include: the 2015 Bike Master Plan; pending legislation resulting from the Context Sensitive Streets Committee; the work of the Major Issues Committee to recommend updates to the 2030 Comprehensive Plan; the Manatee Protection Plan update; and the pending Mobility Plan Working Group Mobility Plan Update Project. Additionally, the Planning and Development Department has processed comprehensive plan changes that require establishing a working group to begin discussions and development of appropriate regulatory tools and policies to address the potential impacts of sea level rise and coastal flooding.

The Committee also learned that there are 29 neighborhood action plans (NAPs), corridor studies, and land use and zoning studies of which a third were developed between 1977 and 1995 and all but one is over a decade old. These plans address community issues that range from infrastructure, land use compatibility, and blight to recommendations for development of zoning overlays for defined geographic areas.

There are also six vision plans, one that coincides with each of the city's six planning districts, three of which were completed in 2003 and three completed in 2010.

The plans are used by the Planning and Development Department as a component of the staff analysis on proposed land use and zoning changes. However, due to community priorities and situational changes over a period of several decades the plans often do not provide appropriate guidance for application in land use in zoning reviews. Furthermore, some of the plans contain more aspirational or flowery language that does not provide sufficient guidance to provide reviewing staff with clear direction.

Other concerns raised by the Committee included that there is currently no policy to address a sunset date for these plans and the fact that a lack of plan implementation results in a sense of community disenfranchisement. It was noted that during the last update of the comprehensive plan, Future Land Use Element Policy 4.1.9 was added to require that all new vision plans and studies include measurable, quantifiable implementation schedules.

Committee discussions resulted in the conclusion that consideration should be given to how to either sunset the plans or update them eight years after completion. The Committee also felt that new plans should provide clear and implementable recommendations.

Transportation Planning Coordination

The second consideration of the Committee is in regards to transportation planning coordination. At the time the Mayor's Transition Team Subcommittee met to discuss this issue there was a clear lack of coordination among the various transportation organizations and the Subcommittee recommended the creation of a Transportation Coordination Team (TCT) to include representatives from Public Works, JTA, The Planning and Development Department Transportation Planning Division, and the FDOT. The TCT, as proposed, was to create a master modal transportation projects list for use in development of the city's CIP and the NFTPO's Transportation Improvement Program.

During Committee discussions they learned of several related activities that work toward the goal of the TCT recommendation. First and foremost is the effort initiated in 2016 by the JEA and JTA through contract with Infinity Global Solutions (IGS). IGS was charged with creating the Interagency Project Coordination Program. The Interagency Project Coordination Program is a compilation of all of the funded capital improvement projects on the books over a three-year period for the JEA, JTA, FDOT, and the City of Jacksonville Public Works Department. The list also identifies when projects are

scheduled to begin and any coordination efforts related to those projects. The list is converted into a map in order to easily identify project overlaps and note opportunities to expedite future planned projects to enhance efficiency and eliminate duplication. The list is updated annually and the general consensus is that the Interagency Project Coordination Program has been highly successful.

The Interagency Coordination Maps are posted on JEA's website at the following link: https://www.jea.com/engineering_and_construction/five_year_capital_expenditures/ Other TCT related activities include the Mobility Plan Update which considers input and coordination with all of the transportation agencies (JTA, FDOT, North Florida TPO, and the Downtown Investment Authority) and the full update, scheduled for 2019, will be coordinated with data collection and analysis done by the North Florida TPO for their five-year Long Range Transportation Plan update.

The Committee questioned how the North Florida TPO (NFTPO) balances transportation infrastructure planning for infill and redevelopment initiatives of the city as opposed to reliance on planning for outward expansion and growth to drive planning activities. The North Florida TPO response is that they rely on local comprehensive plans to project growth and the direction development is headed. The NFTPO has also shifted its focus over the past 25 years from purely on roads to now also include transit, freight logistics, bike, pedestrian and technology aspects.

The Transportation Planning Division of the Planning and Development Department also works closely with all of the transportation agencies. Staff engages in informal bi-monthly meetings with the FDOT and is working to review and provide comments early in the development of FDOT's work plan in order to ensure that city priorities are considered in project development. Approximately eighty percent of the city's streets are state facilities so coordination is a high priority.

Transportation Planning Division staff also participates in the NFTPO monthly Technical Coordinating Committee (TCC) meetings. The TCC meetings are intended to provide opportunities to discuss technical issues concerning transportation and air quality. The TCC includes local and regional governmental representatives from agencies such as FDOT, public works, environmental quality, port and aviation authorities, transit authorities and planning departments.

Pedestrian/Bicycle Safety Coordination

The third Committee consideration relates to increasing the focus on pedestrian safety and creation of a project rating/scoring system for all transportation projects to include safety and a criterion.

Efforts to increase focus on pedestrian and bicycle safety are already in the works. The Mobility Plan Update Working Group has evolved to focus less on capacity and more on to emphasizing safety, both pedestrian and bicycle safety. The Working Group is reviewing existing policies and the proposed capital improvements to determine how they can better serve safety as opposed to just capacity. The Working Group is also looking at areas that are highly developed and how bicycle and pedestrian improvements can be used to fill in gaps and improve facilities.

In addition to revisions resulting from the Mobility Plan Update project, JTA is using their Mobility Works program to address pedestrian and ADA access and safety in relation to transit access. Likewise, the NFTPO is initiating pilot projects using technology to improve bicycle and pedestrian safety. One example is pilot deployment at three elementary schools where sensors will be installed at the intersections. The sensors will provide information to the student that the car is approaching the intersection and to the car that the student is approaching the intersection.

Update of Zoning Code

The fourth Committee consideration identifies the Zoning Code as being outdated and in need of updating. During consideration of this recommendation, the Committee was informed that the Zoning Code is a land development regulation and is an implementation tool of the goals, objectives and policies of the comprehensive plan. As such, the Zoning Code must be consistent with the comprehensive plan. The current version of the Zoning Code was created as a result of consolidation and then updated in the 1970's, then again in 1983 and again in 1991 when the 2010 Comprehensive Plan was developed 26 years ago. Since 1991 there have been minor tweaks but not a full review and update so there are modern development patterns and uses that the Zoning Code does not contemplate. PUDs have also been applied in ways beyond the original intent, in part to address site-specific issues, as PUDs are the only zoning districts where development conditions can be imposed and in part by the limitations of an outdated Zoning Code.

Acknowledging the fact that the Zoning Code must be consistent with the comprehensive plan and the fact that this review will result in an updated comprehensive plan, staff recommended that the Zoning Code update be initiated after the comprehensive plan update has been completed.

Simplified and Concise Comprehensive Plan

The fifth Committee consideration is based on making the comprehensive plan more concise and simplified and removing outdated provisions based on changes in the 2011

Community Planning Act. In 2011 the Florida Legislature revised the Growth Management Act and renamed it the Community Planning Act. A major outcome of this change was to eliminate Florida Administrative Code provisions in Chapter 9J-5 that established rules for application and interpretation of the Growth Management Act. However, many of the provisions or the general intent of those provisions were rolled into the 2011 Community Planning Act. As a result, the most relevant changes to comprehensive planning for the city are: repealing the statewide requirements for parks and recreation, public schools and transportation concurrency. In addition to repealing three statewide concurrency requirements the requirements for the Evaluation and Appraisal Report (EAR) were trimmed back from requiring a complete update of the comprehensive plan to only requiring updates to reflect changes to the Community Planning Act since the last EAR. However, the city still has a process in the ordinance code requiring a periodic complete review of the comprehensive plan. That local requirement is the directive driving the process in which the Committee is currently engaged.

In consideration of this recommendation, the Committee was informed that the city repealed transportation concurrency with creation of the 2030 Mobility Plan and that the Joint Planning Committee (JPC), charged with reviewing public school concurrency, has tentatively recommended repeal of school concurrency subject to consideration of an alternative process to ensure sufficient capacity for development.

Airport Development Coordination

The Committee considered a sixth topic that aligns with the streamlining growth and opportunity issues statement. This topic evaluated the long-term viability of the city's civilian and military aviation facilities. Presentations were made by a representative of the Jacksonville Aviation Authority (JAA) and of the United States Navy.

The JAA presentation provided a brief history of development surrounding the city's civilian aviation facilities and how residential encroachment presents a potential challenge to future aviation operations. The city has enacted airport compatibility comprehensive plan policies and zoning regulations that promote compatibility through the control of uses, airport operations acknowledgement requirements and noise attenuation in design and construction standards. However, even with these existing regulatory controls, concerns were raised by the JAA with a particular emphasis on the future of Cecil Airport. Cecil Airport was originally constructed as a naval air station and was closed during the Base Realignment and Closure process in 1992. JAA subsequently acquired the property in 1999 and with partners such as the Federal Aviation Authority, Federal Aviation Administration; JEA and the Florida Department of

Transportation has invested over \$100 million to convert Cecil Airport from a military base to a general aviation base.

Aerial photographs of Cecil Airport and the surrounding areas for the years 2002 and 2016 were presented to the Committee showing an increase in residential development surrounding the airport. Similar residential development pressures have faced other airports in the city such as at Craig Executive Airport. The JAA requested that the Committee consider the issues and challenges facing Cecil Airport and to try to prevent similar encroachment issues and incompatibility issues surrounding Cecil Airport. A specific concern is residential development located not far off the east end of one of the runways and outside of the regulated noise zones. As more and more people move closer to the airport, airport noise driven complaints increase. Large manufacturers, such as Boeing and Airbus, consider noise complaint levels when determining new manufacturing locations and expansion plans. As such, residential encroachment will limit the future economic growth and viability of operations at Cecil Airport. According to JAA, warehousing, manufacturing and similar uses are more compatible development in proximity to the airport.

The Committee's questions related to the long-term plans and economic viability of Cecil Airport and its related financial and employment benefits to the city. Cecil Airport is the eighth designated commercial spaceport in the country and houses Flightstar whose primary business is conversion of commercial aircraft to cargo aircraft. Cecil Airport has the potential for large-scale aviation industry development such as by Boeing or Northrop. The concern is that residential encroachment and subsequent aviation associated complaints could impact economic decisions of such industries to relocate or expand at Cecil Airport.

The JAA indicated that they are also concerned about residential encroachment around Jacksonville International Airport (JIA). Even development located outside of the boundaries of the airport zoning regulations may be subjected to annoyance factors from excessive overflight patterns. JAA takes a proactive approach when rezoning applications are filed for property in proximity to their airports by meeting with applicants to increase awareness of the potential concerns.

The Committee discussion focused on JAA's development of a long-range vision for economic development of Cecil Airport and based on that vision, the city and JAA could identify appropriate protection measures to ensure the viability of that vision. The city should encourage and support JAA in development of a long-range vision for the economic development of Cecil Airport that will provide a reasonable and economically sound basis for promoting compatible development adjacent to the airport. The city

should coordinate with JAA to develop appropriate policies and regulations to ensure that the Cecil Airport long-range vision is supported through appropriate and compatible development. One potential mechanism to consider is the creation of an overlay zone surrounding Cecil Airport in a manner similar to the Industrial Preservation Overlay.

The Navy representative provided an overview of the existing military aviation facilities and operation activities in the city and the region. Military aviation facilities within the city include Naval Air Station Jacksonville (NAS Jax), Naval Air Station Mayport (NAS Mayport) and Outlying Field Whitehouse (OLF Whitehouse).

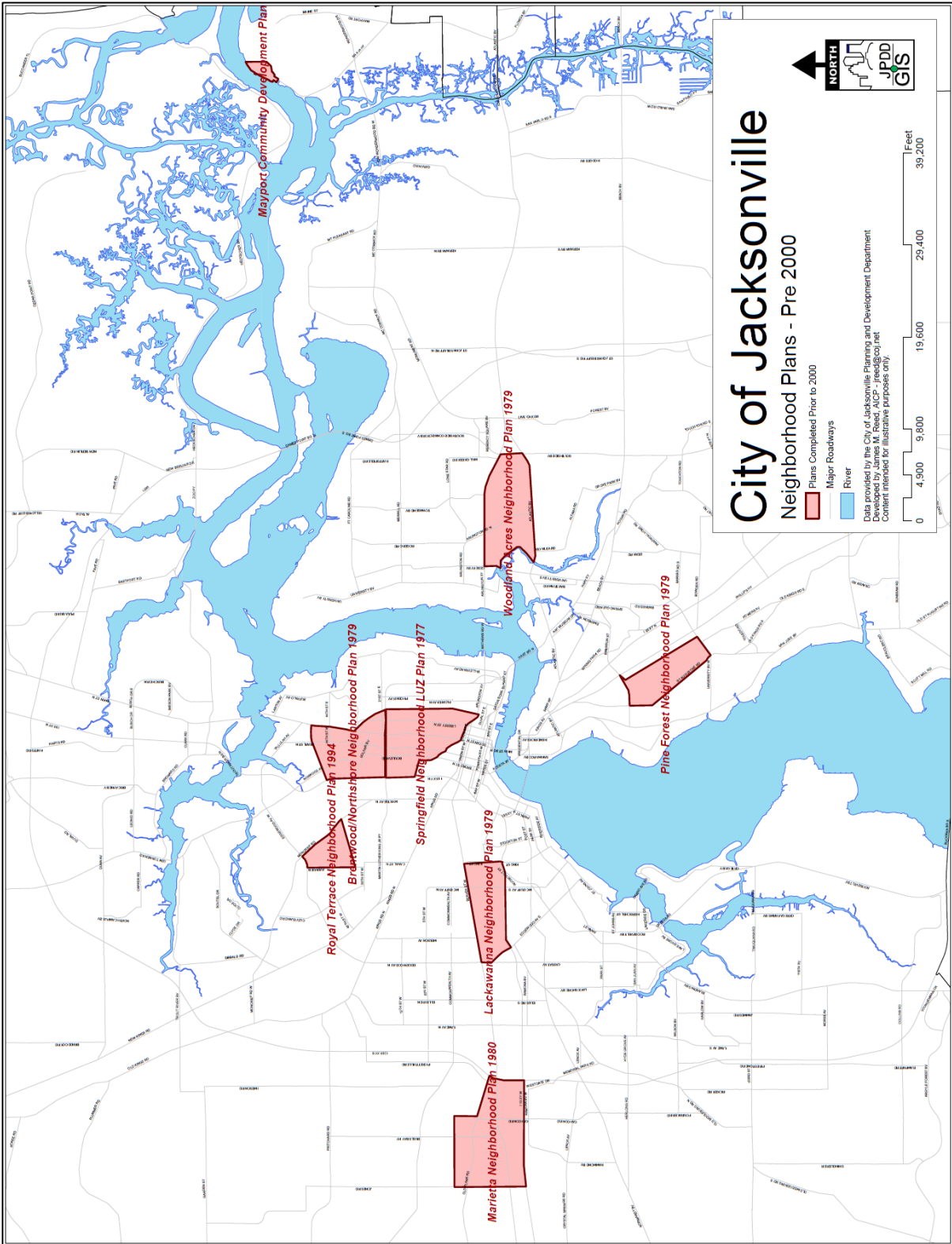
In 2006, the city worked with the Navy and JAA in development of airport compatibility policies and zoning regulations. These policies and regulations are based on the Navy's Air Installation Compatible Use Zone Study (AICUZ). Additionally, the city's has appointed a Navy representative as an ex-officio member of the Planning Commission to provide opportunities for input on proposed development. Based on existing policies, regulations and planning coordination activities the Navy representative indicated that the city provides for the protection necessary to ensure continued success of existing military aviation facilities and operations. As such, no recommendations arose in response to military aviation facilities.

Recommendations/Opportunities

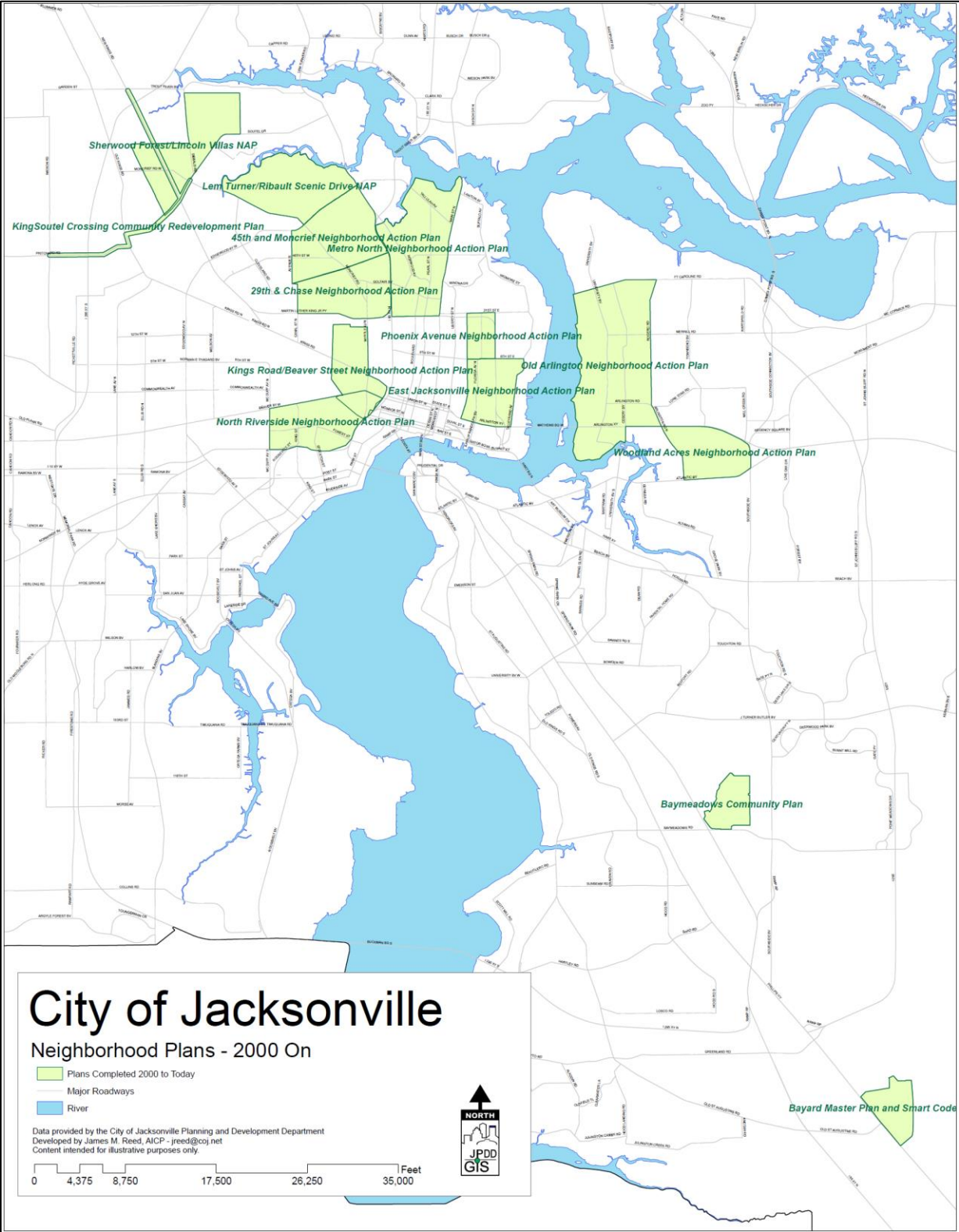
- 1. Encourage the creation of a prioritized schedule for systematic review of the adopted neighborhood plans and studies. The review should include evaluation of the practicality of plan recommendations, the relevancy of and need for the plan and the need to sunset or update the plan after an eight-year period, or as otherwise deemed appropriate. Seek funding opportunities to implement the prioritized schedule.*
- 2. Create a prioritized inventory of areas in need of a neighborhood plan or study and seek funding opportunities to implement the needs identified in the prioritized inventory.*
- 3. Clarify in Future Land Use Element Policy 4.1.9 that plan recommendations are to be specific and implementable rather than aspirational and that they need to include either a sunset date or update schedule in order to maintain an effective and reliable mechanism for community support.*
- 4. Amend the comprehensive plan to provide a clear statement of intent for infrastructure planning to include equal consideration of projects that support infill and redevelopment as well as fostering regional connections and growth patterns.*

5. *Acknowledge the Interagency Coordination Program and encourage participation in the JEA and JTA initiative to enhance efficiency and to eliminate duplication in infrastructure project planning and implementation.*
6. *The Comprehensive plan shall recognize and support existing transportation coordination efforts and encourage a commitment to continue participation and enhancement of these efforts.*
7. *Ensure that updates to the Mobility Plan address pedestrian and bicycle safety consideration in all transportation projects. Consider adding a project rating/scoring system for all transportation project prioritization to include safety as a criterion.*
8. *Require that the Zoning Code update and updates to all other relevant land development regulations are scheduled for initiation within one year after completion of the update of the comprehensive plan.*
9. *Revisions to the comprehensive plan shall include consideration of opportunities to simplify and make the comprehensive plan more concise.*
10. *The City should encourage and support JAA in development of its long-range vision for economic development of Cecil Airport.*
11. *The City should coordinate with JAA to develop appropriate policies and regulations to ensure that the Cecil Airport long-range vision is supported through appropriate and compatible development. One potential mechanism to consider is the creation of an overlay zone surrounding Cecil Airport in a manner similar to the Industrial Preservation Overlay.*
12. *The City should provide JAA with access to all pending comprehensive plan amendment and zoning applications so they have the opportunity to review and comment.*

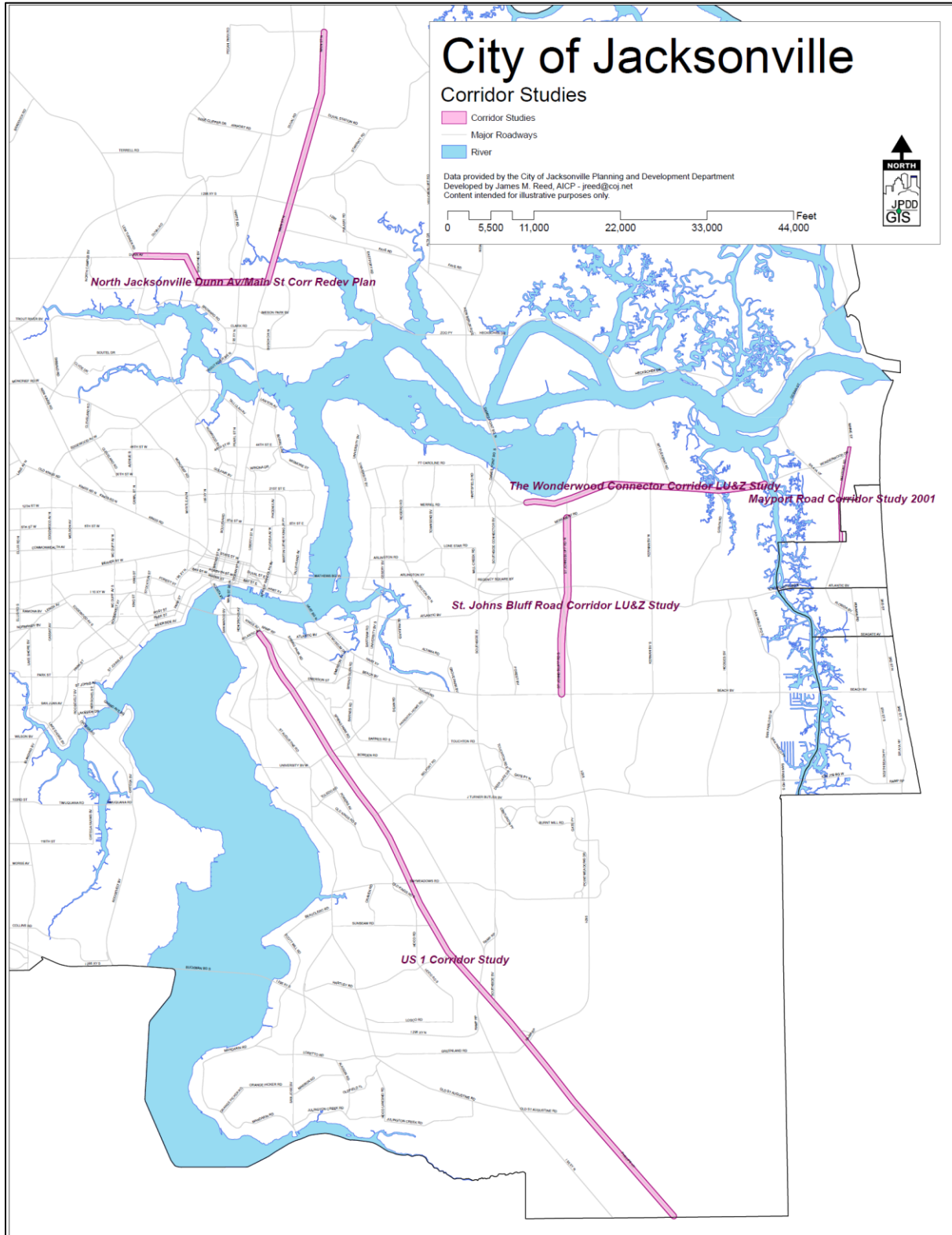
Map 7 - Neighborhood Plans – Pre 2000



Map 8 - Neighborhood Plans – 2000 to Present



Map 9 - Corridor Studies



Major Issue: Citizen Planning Advisory Committee (CPACs)

Recommendations

Jacksonville's more than 2000 neighborhoods are divided into six (6) planning districts and each has been designated with a corresponding CPAC. The primary purpose of the CPAC is to maintain open and effective communication between the community and city government.

Based on the overall charge of the CPACs, their input was solicited to help identify major growth and development issues that should be considered in updating the 2030 Comprehensive Plan.

Background

Feedback from each of the six (6) CPACs included the following recurring topics:

1. Maintenance and provision of community facilities (libraries, community centers, cultural venues, recreation and open space)
2. Outdated Zoning Code
3. Utility infrastructure updates to continue the phase out of septic tanks, eliminate ditches and place JEA lines underground
4. Increase and improve bike and pedestrian facilities network
5. Focus on economic development, especially within the Urban Core
6. Strengthen code compliance ordinances to ensure that all communities look well maintained and promote aesthetic improvement through landscape requirements
7. Facilitate re-use of vacant and blighted properties
8. Crime Prevention including Crime Prevention Through Environmental Design (CPTED) standards
9. Need for additional east/west transportation corridor

Specific recommendations provided by CPAC are listed below:

Greater Arlington/Beaches CPAC

1. COJ should increase the requirements for street sizes, for example, currently on a two way local street where parking is allowed and ONE vehicle is parked on the street, only one way traffic can get thru, however if TWO cars are parked directly across from one another one car barely can pass and large trucks or large vehicles cannot get thru at all. What will happen in an emergency? Will a firetruck be forced to drive on the lawn or wait for someone to move the vehicle or run over a (legally) parked car??

2. COJ should increase the requirements for street sizes for cul-de-sacs, for example currently in our community, the waste and recycling trucks CANNOT drive around the cul-de-sacs, instead they backup to the end of the street for pick-ups, this is a dangerous situation and not acceptable.
3. The size of the standard parking space should be increased, both in length and width, some parking spaces are so tight that if you are next to a large pick-up truck you can barely open your car door or the space is short and trucks extend way beyond the limit of the parking space.
4. Schools:
 1. Renovate city schools and eliminate the trailers.
 2. Expand the school parking lots to accommodate car traffic.
 3. Add school buses and eliminate the need to have 2 shifts with kids having to get picked up at dark, i.e., 6 AM in the morning.
5. Add additional east / west corridor to improve traffic flow and aid in hurricane evacuations. We only have one highway going EAST to West (JTB) along with Atlantic Blvd and Beach Blvd with many traffic lights -- need to look at easing the traffic with overpasses or something.
6. Museums; I would love to see an expansion to our culture centers, either by expanding our existing museums or creating new ones.
7. Beaches; JAX Beach needs to become an impressive destination, by improving the peer experience and offer incentives for shops to open, make it a charming place for walking with stunning landscape, etc.,
8. Downtown, I find it depressing and avoid going there for concerts or the art walk -- something needs to be done to attract more business downtown the rest will follow.

North CPAC

Development Issues:

1. Common areas for outside gathering and neighborhood events.
2. Storage areas for boats and campers or other items.
3. Minimum 60ft wide lot sizes / 10ft side yards / 20ft front yards
4. Hard Wood trees to canopy for shade. Landscaping with plants, fronting the development and each lot sold in the development.

5. Underground utilities fronting development. Contracted with JEA not being on development's property.
6. No open ditches in the development.
7. Sidewalks to be placed on developer's property, not on the city's right of way.

City Services:

1. Crime protection.
2. Code enforcement.
3. No parking in the city right of way
4. Construct library in the Oceanway area.

Background: The Oceanway area has seen a tremendous growth in population in the past five years. The construction of a library in the Oceanway area would greatly benefit students in the following public schools: First Coast High School - Oceanway Middle School - Oceanway Elementary School - New Berlin Elementary School - Biscayne Blvd. Elementary School - Louis Sheffield Elementary - and San Mateo Elementary School not to mention all the private schools located within this area. Unfortunately, there is no library in close proximity to these schools. We need to have a library centrally located for family participation. The current library located on Dunn Avenue is approximately 30 to 40 miles away from the new subdivisions being built in our area.

Frequently discussed Topics:

1. Intersections _ Traffic lights - Turning lanes - Street lighting.
2. Security Cameras - Sound equipment recording gun shots.
3. No Billboards

Northwest CPAC

Development Issues

1. We have a problem with ease of changing convenience stores to liquor stores; same zoning, different use. Maybe have limit of one per every four square miles?
2. We have a problem throughout the district with unusual businesses with equipment in yards and old trailers with no improvement or activity.

Service Issues

1. We like the JTA facility in the old shopping center on Soutel Drive but pedestrian safety is an issue in the surrounding area, especially on New Kings Road.
2. Upgrade or rebuild the libraries in the Northwest District to better serve the residents in the community.
3. Consider opportunities for building re-use for additional community libraries for this large district.

4. Upgrade the play equipment in the district parks.
5. Increase Neighborhood Pocket Parks within the district.
6. Improve and add street lights in all district neighborhoods.

Other district issues

1. Septic tanks – we encourage the continued phase out.
2. Promote more food services in the district, specifically to prevent food deserts in the district.
3. Encourage Duval County Schools to return to community collaborating. Many neighborhood schools put up gates and fences to keep children off their school playgrounds during afternoons and weekends (non-school hours) and many have ceased allowing neighborhood organizations access for afternoon and evening meetings.

Questions

1. What would happen if convenience stores were required to sell 50% of their gross receipts in food, like restaurants?
2. How do we attract recreational and educational businesses to Northwest Jacksonville?
3. How do we implement the 2003 Northwest Vision Plan? What was suggested and what has happened?
4. Eyesores are a problem. How do we prevent them?

References:

Northwest Vision Plan
Neighborhood Action Plans
Zoning Districts

Southeast CPAC

1. Improve water conservation measures and enforce developers to adhere to water conservation measures when developing raw land.
2. Implement improved coastal management practices to aid water issues after a hurricane.
3. Phase out all septic tanks.
4. Put all utilities underground (especially at intersections) to reduce power outages.
5. Implement and/or increase the moratorium on builders to ensure all city services (JSO, JFRD, Schools, and roads) will be in place and provided for the community.
6. Establish criteria for park land to be set aside for high growth areas
7. The city needs more control over long term planning.
8. Additional East/West corridors are needed (from the beach).

9. Need more bicycle and pedestrian lanes along all roadways.
10. Improve street lights
11. Increase incentives for developers to re-develop in Brownfield areas and/or in older areas of town.
12. Change the tax structure for vacant property/lots and abandoned structures.
13. Strengthen Code Compliance ordinances to ensure all communities look well maintained

Southwest CPAC

1. Community Center for both seniors and youth in the southwest area (Ricker Road, Argyle Forest Boulevard, Old Middleburg Rd S.

Background: There has been and continues to be high growth in residential housing in this area with little locations for activities for either seniors or youth without having to drive to Lane-Wiley on Lane Av or to the center in Maxville.

2. Comprehensive re-evaluation of zoning rules, procedures, notifications, etc.

Background: Many of these rules and policies are outdated and do not reflect the changing times and neighborhood demographics. Many of the problems are caused by lack of enforcement of current policies. An example is weight restrictions and vehicle size restrictions in many of our older neighborhoods. Another example is the approval of businesses and housing in areas before the infrastructure such as roads, utilities and drainage have been improved or even planned to handle the increased demand.

3. Completion of the Master Plan for the recreation area adjacent to the ball fields and aquatic center at the Taye Brown Regional Park.

Background: This would open up the west side as both a multi-sport recreational complex for use by all Jacksonville residents and a go-to location for our-of-town sports events such as traveling softball leagues looking for large locations to hold tournaments year-round. This could have a very large economic impact on the west side of Jacksonville and would bring other economic growth such as restaurants, hotels, and other businesses. With additional investment in the Equestrian Center and the Aquatic Center, this would create a regional park like no other.

Urban Core CPAC

1. Park Maintenance: Specifically, the Riverwalk needs increased monitoring for maintenance issues. The North bank Riverwalk fountain near the Plaza has been broken for months and it often takes weeks or months to get boards repaired. Playgrounds need updated equipment. Parks in the area need designated parking areas. Park rules need stronger enforcement. Increase neighborhood input in park planning and maintenance.
2. Libraries: The four community libraries in the district are all over 50 years old; Brentwood, Dallas Graham, Eastside and Westbrook. Students wait in line to use the computers and no more can be added because these libraries are built out to capacity. Each of these should be replaced with new buildings with the capacity to fully serve the neighborhood.
3. Sidewalks: All sidewalks should be ADA compliant. Build sidewalks in older neighborhoods without any sidewalks. Find a better way to repair the tripping hazards on sidewalks; often the repair doesn't fix the issue. Example: West 18th Street and Flanders Street.
4. Technology: Find a way to better incorporate technology into communications both to and from the city.
5. Environmental Design: Increase the Urban canopy while maintaining safety and security; Consider adopting Crime Prevention Through Environmental Design (CEPTED) standards.
6. Capital Improvement: Greater investment in the Urban Core. Encourage affordable residential development. Encourage adaptive reuse. Discourage urban sprawl.
7. Preservation: Follow the Comprehensive Plan directive 1.4.3. Discourage demolition, encourage strategic collaborations to and alternative solutions to keep properties intact and ON the tax rolls. When a structure is demolished, the property tax on that structure is also eliminated, reducing income for the City. Consider offering rehabilitation programs.
8. Housing: Expand Follow the Comprehensive Plan directive 1.4.3 to include non-historic structures. Develop rehabilitation programs specifically for owners with homes that have been deemed unsafe structures.

9. Policy: Create policy statements of re-use for empty residential, government and business structures.
10. Commercial: reduce the red-tape to encourage commercial re-use. Look to comparable cities that have revitalized their urban core.

Committee Analysis

Representatives of each of the City's six CPACs presented to the Comprehensive Plan Major Issues Committee regarding important growth and development issues that they would like considered in formulating recommendations for updating the Comprehensive Plan. Prior to the presentations, the CPACs also provided written comments. Some of these comments were addressed in other Committee discussions such as those regarding septic tanks, undergrounding JEA powerlines, updating the zoning code, focusing on economic development, increasing bike and pedestrian facilities, blight, and code enforcement. Some issues go beyond the scope of comprehensive plan related policies. Nine topics were common across all six CPAC lists even though each CPAC independently discussed and drafted these recommendations.

1. Maintenance and provision of community facilities (libraries, community centers, cultural venues, recreation and open space)
2. Outdated Zoning Code
3. Utility infrastructure updates to continue the phase out of septic tanks, eliminate ditches and place JEA lines underground
4. Increase and improve bike and pedestrian facilities network
5. Focus on economic development, especially within the Urban Core
6. Strengthen code compliance ordinances to ensure that all communities look well maintained and promote aesthetic improvement through landscape requirements
7. Facilitate re-use of vacant and blighted properties
8. Crime Prevention including Crime Prevention Through Environmental Design (CPTED) standards
9. Need for additional east/west transportation corridor

During Committee meetings the CPAC representatives provided additional clarification and examples that relate to many of the common themes as well as provided additional comments. A summary of the meeting discussion is provided in the following paragraphs.

Current zoning regulations are based on suburban, greenfield development patterns while the City of Jacksonville contains a diverse array of neighborhoods ranging from urban to rural. This approach to zoning code regulations results in challenges and

barriers to infill and redevelopment in older areas and economically depressed areas that developed prior to current standards. They are constrained based on the established physical limitations of a site and the surrounding area. In order to remedy these deficiencies, property owners must await the unknown outcomes of the rezoning process. These processes can be time consuming, costly and potentially prevent economic investment. Amending zoning code regulations to provide assurances for context appropriate relief can offer low cost opportunities that promote infill and redevelopment and revitalize economically depressed areas.

Many of the CPACs acknowledged that their boundaries, due to their large size, include areas with a variety of challenges. These challenges are not evenly distributed among the geographic areas within each CPAC and relate to issues such as the lack of sewer, water and road infrastructure, low property values, lack of community pride and engagement, prevalence of absentee landlords, safety concerns, and loss of key neighborhood serving businesses such as grocery stores. Neighborhoods of similar age and urban location experience great discrepancies in economic development and stability such as the successes experienced in Riverside, Springfield and San Marco as opposed to neighborhoods bordering these areas. There are also many adopted plans and studies that relied heavily on citizen engagement. These plans identify neighborhood specific issues and recommendations to address the issues. Implementation and updates to these plans should be initiated. The Committee discussed the plans and studies under the Streamlining Growth and Opportunity topic and recommendations related to this issue are included in the Streamlining Growth and Opportunity Statement.

While these issues address a broad spectrum of concerns, the underlying issues relate to identifying programs to increase homeownership and economic investment. Understanding key factors that form the foundation for economically stable residential neighborhoods and commercial corridors may be used to inform programs and policies to apply in economically depressed areas. Catalyst projects can also be initiated to tip the scale on neighborhood sustainability and revitalization. One example of a successful revitalization project sponsored by the City is the Springfield Auction that took place in 1998. Details of the auction are described in the following paragraph.

The Springfield Auction began as a method by which to jump start redevelopment in Springfield. Already a designated Historic District, there had been roughly 15 years of no real-estate transactions of any kind in the area. The basic approach was as follows:

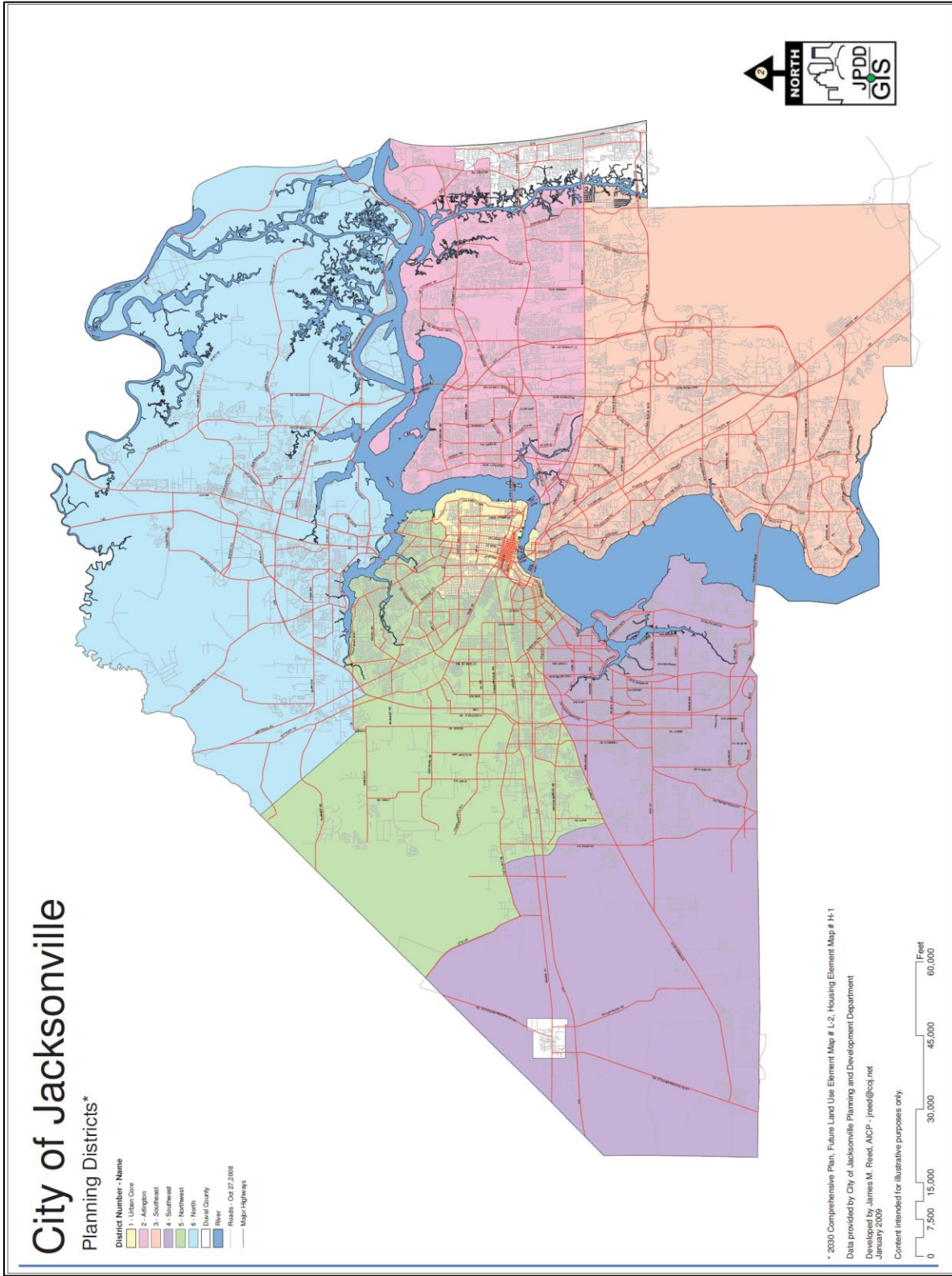
- Identify an area to concentrate the effort;
- Inventory all vacant and boarded homes in the subject area;

- Select homes with clear ownership and negotiate sale to the City of Jacksonville;
- Contractor evaluated each home for repair costs and provided estimate;
- Add sale price and contractor estimate for auction listing price along with city-negotiated financing from partner banks;
- Funding gaps covered by Community Development Block Grant; and
- Coordinated other City assistance programs such as down payment assistance.

Recommendations/Opportunities

- 1. Update zoning code regulations to address the differing development characteristics of the urban, suburban and rural areas of the City. Revised regulations should provide assurances for reasonable context appropriate regulatory relief that incentivizes infill and redevelopment and that fosters economic revitalization in economically depressed areas.*
- 2. Consider opportunities to incorporate Crime Prevention including Crime Prevention through Environmental Design (CPTED) standards in updates to the Zoning Code.*
- 3. Encourage development of targeted catalyst projects such as the 1998 Springfield Auction example to jump start revitalization efforts in economically depressed areas. Evaluate opportunities to expand such programs for commercial corridors and nodes.*

Map 10 - Planning Districts



1998 Historic Springfield Housing Auction Brochure

Special Thanks To:

Participating Banks

- Compass Bank
- First Union Bank
- NationsBank
- SunTrust Banks

Springfield Neighborhood Organizations & Nonprofits
The City of Jacksonville

AHS AMERICAN HOME SHIELD
APD ASSET PROPERTY DISPOSITION, INC.
HUDSON & MARSHALL AUCTION & MARKETING

Historic Springfield

HOUSING AUCTION

Saturday, June 27, 1998

**Radisson Riverwalk Hotel
Jacksonville, Florida**

Auction Information Office
Florida Theatre Building
128 East Forsyth Street • Suite 500
Jacksonville, Florida • (904) 630-2244

City of Jacksonville
Planning & Development Department
128 East Forsyth Street, Suite 500
Jacksonville, Florida 32202

Cover line drawings by A. Bridgman

A Message From The Mayor

Dear Friends:



I am pleased to announce that the City of Jacksonville will sponsor the Historic Springfield Auction, a new home ownership opportunity for eligible residents, on June 27, 1998, at the Radisson Riverwalk Hotel. This unique event is an exciting chance for prequalified families and individuals wishing to purchase, renovate and live in a home in this historically significant neighborhood.

The auction was designed to boost revitalization efforts in the Historic Springfield District and help restore the dignity that once graced the area. As part of the City's commitment, successful bidders will receive financial assistance based upon household income to assist with the purchase and renovation of the homes. Infrastructure improvements are also in the planning stages for Springfield which will include sidewalk repairs, water and sewer line repair or replacement and new street lighting.

In addition to more than twenty families becoming home owners, the neighborhood will benefit from the once vacant homes being occupied by caring home owners, thus eliminating opportunities for vagrants and illegal activities. Also, surrounding property values will be elevated by the newly renovated homes which will be put back on the tax rolls.

I encourage you to participate in this very special event. Purchase a Springfield home, one of those "they just don't build anymore." Restore it to its original beauty and join in the enthusiasm of residents who share a strong respect for historic architecture and believe that Springfield can again be the thriving neighborhood it once was.

Sincerely,

John A. Delaney
Mayor

Table of Contents

**Answers to Frequently Asked
Questions**
Page 1

Four Step Quick Review
Page 2

Auction Information & Terms
Pages 3

**Financing Information &
Property List**
Page 4

Property Descriptions
Pages 5, 6, 7, 8 & 9

ANSWERS to Frequently Asked QUESTIONS ...About Our Affordable Housing Auctions

- 1. Who can participate....**
Q. Who is eligible to participate in the auction?
 A. Any homebuyer who will occupy the house as their principle residence and meets the minimum income eligibility requirements as set forth by the City. Visit the Auction Information Office for more details.
- 2. Get prequalified...**
Q. Do I need to be prequalified for a mortgage to participate in the auction?
 A. Yes, every Bidder must be prequalified by the City of Jacksonville for a special private mortgage loan prior to the auction. Prequalification interviews are provided for a \$10 application fee and will be conducted at a time convenient for you. All successful bidders are required to attend a Home Buyer Workshop.
- 3. Determine your eligibility...**
Q. How will I know how much I can bid?
 A. Our loan counselors will work with you to determine how much cash you will need to buy a house, how much money you can afford to borrow and your corresponding monthly payment. In many cases, your mortgage payment will be less than the rent that you are currently paying. You will only need \$500 to register for the auction. This money will be used as an earnest money deposit in the event you are a successful bidder.
- 4. Repairs to property...**
Q. I have looked at some of the houses and they require extensive repairs to be habitable. Who is responsible for this work and how can I expect my home to look when it is completed?
 A. The City of Jacksonville, working in cooperation with a local licensed contractor, will complete all repairs to your home before you move in. A detailed work write-up for each property is available at the Auction Information Office which explains all repairs that will be completed on each property.
- 5. Type of properties....**
Q. What type of amenities will be included with my home?
 A. Each home will be repaired to exceed minimum housing quality standards. Repairs in many of the homes will include new kitchens, remodeled bathrooms, new windows, and a new central air and heat pump.
- 6. Financing is available...**
Q. What types of financing are available?
 A. The City of Jacksonville has arranged financing for the purchase of your home from one of several local banks which will offer special financing incentives for eligible purchasers.
- 7. Will repairs be made...**
Q. Are these homes being sold in their "as is" condition or should I bid on the homes based on all of the listed repairs being completed?
 A. You should bid on the homes based on all the listed repairs being completed prior to occupancy. Mortgage financing is available to include all required repairs in your purchase price. A list of repairs to be completed can be obtained at the Auction Information Office.
- 8. Public forums scheduled...**
Q. What if I have any other questions about the auction?
 A. The City of Jacksonville has arranged several Buyer Information Seminars where you can obtain auction program information and ask any questions you may have. Also, feel free to stop by the Auction Information Office and speak with the staff about any concerns you have regarding any aspect of the auction.

"Four Step Quick Review"

1. To Be Eligible For The Auction, Interested persons must meet the following criteria:

- You must have a minimum family income of \$18,787 per year.
- You must have acceptable credit and be able to be pre-qualified and pre-approved.
- You must be able to contribute a minimum of \$1000 (out of pocket) for use as a down payment.
- You must occupy the home as your principle residence.

Household Size	Minimum Income
1	\$18,787
2	21,480
3	24,150
4	26,812
5	28,950
6	31,125
7	33,262
8	35,400

For specifics of prequalification

Call the Auction Information Office at (904) 630-2244, Monday through Friday between the hours of 10:00 a.m. and 6:00 p.m. After hours, please call 1-800-424-1283. You can schedule a prequalification interview for a time convenient for you. At the conclusion of your interview you may receive information about the properties you are interested in purchasing.

2. Obtain Prequalification Certification & Attend The Auction

Every individual or family who wants to participate in the Historic Springfield Auction must obtain a prequalification Bid Letter in order to register at the auction. City of Jacksonville staff will conduct prequalification interviews at the Auction Information Office located at 128 East Forsyth Street, 5th floor, between 10:00 a.m. and 6:00 p.m., to determine if you are eligible.

Documentation needed at your prequalification interview:

- Last 2 years W-2s and pay stubs to cover previous 30 days
- Residence addresses/landlords addresses to cover past 2 years
- Names and addresses of each employer - past 2 years
- Names, addresses, account #'s and balances of all checking and savings accounts
- Names, addresses, account #'s, balances and monthly payments of all open loans
- Certification of eligibility and DD214s (VA only)
- Self employed: last 2 years tax returns, personal/business with all schedules, YTD P&L and balance sheets

- 2 months bank statements on all accounts (3 months for VA only)
- Check for credit report, appraisal, and flood certificate
- Picture ID and Social Security card (for FHA loans only)

Be sure to arrive at the Auction early on Saturday, June 27th. Registration will begin at 9 a.m. and the auction starts promptly at 11 a.m. at the Radisson Riverwalk Hotel, 1315 Prudential Drive, Jacksonville, Florida. You must bring with you your Bid Letter and \$500 in certified funds (cashiers check or money order) made payable to yourself. No cash will be accepted. This amount will be applied toward down payment and purchase price.

3. Visit Homes During Open House Visitation Hours

This auction brochure lists addresses for each property offered in this auction. It is very important that you visit all of the homes that you are interested in purchasing prior to the auction. Open house inspection schedules can be obtained from the Auction Information Office.

Many of the properties offered in the auction require repair work. It is the intention of the City of Jacksonville to identify needed repairs, provide a detailed list of the scheduled repairs for your information prior to the auction, and complete these repairs after closing and before occupancy occurs. A list of repairs will be provided by the City of Jacksonville for each property. You should bid on that property on the basis of the listed repairs being completed.

DO NOT BID ON ANY PROPERTY YOU HAVE NOT VISITED

The open house visitation is an excellent opportunity to visit a number of properties so that you have several choices to select from at the auction. The open house visitation is also an excellent time to make second and third property choices in case your original selection sells for more than your predetermined maximum amount. If a property is not available for viewing on the scheduled open house dates, related information will be available from the Auction Information Office.

4. Attend The Buyer Information Seminars

Although real estate auctions are prevalent in today's market, it is a good idea to attend the Buyer Information Seminars.

These forums are conducted for the convenience of the buyers who wish to familiarize themselves with how to prepare for home ownership and the Asset Property Disposition auction process. Representatives from the City of Jacksonville and Asset Property Disposition will be on hand to answer all of your questions. Although attendance at any of the Buyer Information Seminars is not mandatory, it is strongly recommended for all prospective purchasers.

Auction Information & Terms

TERMS OF SALE

Successful bidders will pay a \$500 deposit which must be in the form of locally drawn certified funds, cashier's check or money order made payable to yourself. A sales contract will be executed and a closing date will be scheduled at the auction. All properties must be closed within 90 days following the auction.

The successful bidder for each property shall execute an auction real estate sales contract for each property immediately after being declared the successful bidder by the auctioneer. Sample contracts may be obtained at the Auction Information Office. All sales are conditioned on purchasers ability to obtain mortgage financing.

The successful bidder will be required to sign an affidavit with respect to income eligibility on specially designated properties only and occupancy requirements on all properties.

*Whoever knowingly or willfully provides false or fraudulent information in connection with the income certification or otherwise intentionally misrepresents their eligibility under the guidelines established by the City of Jacksonville will forfeit their earnest money deposit and their opportunity to participate in the auction.

PREQUALIFICATION & FINANCING

The City of Jacksonville will work closely with winning bidders to determine the level of financial assistance, if any, that will be needed.

AUCTION INFORMATION OFFICE

Brochures, Real Estate Sales Contracts and property repair lists may be obtained at:

Florida Theatre Building
128 East Forsyth Street, 5th Floor
Jacksonville, Florida 32202
(904) 630-2244

*BUYERS NOTE

Seller reserves the right to add or delete any property from this auction. Personal on-site inspection of each property is recommended. All properties sell on the basis of predetermined repairs to be completed before occupancy. Property to be conveyed by warranty deed.

Information was gathered from reliable sources and is believed to be correct as of the date this brochure is published; however, this information has not been independently verified by City of Jacksonville or Asset Property Disposition and its accuracy is not warranted in any way including, but not limited to, information set forth herein, concerning zoning, acreage of parcel, and square footage of improvements. There is no obligation on the part of the City of Jacksonville or Asset Property Disposition to update this information. All announcements made at the auction take precedence over all other advertising. The City of Jacksonville does not have any liability whatsoever for any oral or written representations, warranties or agreements relating to the property (including information appearing in this brochure or announcements made at the time of the auction) except as expressly set forth in the Auction Real Estate Sales Contract.

There is no obligation on the part of the seller to accept any backup bids in the event the high bid fails through. Seller has the right to reject or accept all bid offers.

SALE DATE

The Auction will be held Saturday, June 27th

11:00 A.M. at the Radisson Riverwalk Hotel, Jacksonville, Florida

AUCTION REGISTRATION

Auction registration will begin two hours before the sale. Please come early to avoid delay. Cashier's or certified check in the amount of \$500 and a prequalification Bid Letter must be shown at the time of registration. See "To Be Eligible For the Auction" section and "Terms of Sale" for more details.

BUYER INFORMATION SEMINARS

The City of Jacksonville and Asset Property Disposition representatives will be available to conduct buyer information seminars for prospective buyers who wish to familiarize themselves with the auction process. Attendance is strongly recommended for bidders.

May 28, 7 p.m.

Florida Theatre Building
128 East Forsyth Street, 7th floor

June 4, 7 p.m.

Historic Springfield Community Council
210 West 7th Street

June 11, 7 p.m.

Florida Theatre Building
128 East Forsyth Street, 7th floor

June 18, 7 p.m.

Historic Springfield Community Council
210 West 7th Street

HOMEBUYER WORKSHOPS

All successful bidders will be required to attend a Homebuyers Workshop before closing. These workshops are designed for individuals and families to learn more about mortgage loans, the aspects of home purchase, home maintenance, rehabilitation, and homeowner's insurance. The workshops are conducted by Consumer Credit Counseling Service. For dates, location, and times, please contact the Auction Information Office.

OPEN HOUSE INSPECTIONS

All properties will be open for inspection 12 noon to 4 p.m. June 13 & 14 and June 20 & 21. Please contact the Auction Information Office for more details at (904) 630-2244 between the hours of 10:00 A.M. and 6:00 P.M., Monday through Friday.

Financing Information

Financing For Auction Properties

The City of Jacksonville has arranged for special financing to be made available to qualified families and individuals who will be participating in the auction, and purchasing a property as their primary residence. Loan counselors and loan underwriters are available at our Auction Information Office, please call (904) 630-8244 for detailed information.

Down payments as low as \$1000 or 2% of purchase price for qualified purchasers.

More About The Financing

The City of Jacksonville has agreed to provide the down payment and closing cost assistance to eligible families who are qualified by our staff at the Auction Information Office.

Financing is available for both purchase & rehabilitation through one mortgage.

As a special incentive for first-time homebuyers, the mortgage loan is reviewed with more flexible underwriting, higher debt to income ratios are taken into consideration and qualified purchasers will be eligible to receive a first mortgage up to 97% of the purchase price.

For eligible families there is a special "soft second" mortgage available to fund down payment, closing costs, and affordability gaps. Families who qualify for this mortgage will make no payments on this mortgage, and the loans will be forgiven if the property is occupied by the winning bidder for at least five years

Quick Reference Property List

#101	-	1624 PEARL STREET
#102	-	416 WEST 7TH STREET
#103	-	36 WEST 3RD STREET
#104	-	1539 SILVER STREET
#105	-	2112 SILVER STREET
#106	-	1514 SILVER STREET
#107	-	1721 SILVER STREET
#108	-	1744 SILVER STREET
#109	-	1349 PEARL STREET
#110	-	1615 PERRY STREET
#111	-	1748 SILVER STREET
#112	-	1552 SILVER STREET
#113	-	1527 SILVER STREET
#114	-	1437 LAURA STREET
#115	-	1453 LAURA STREET
#116	-	1445 LAURA STREET
#117	-	1632 PERRY STREET
#118	-	246 WEST 6TH STREET
#119	-	1255 LAURA STREET
#120	-	1727 SILVER STREET
#121	-	1640 SILVER STREET
#122	-	1756 SILVER STREET
#123	-	1521 SILVER STREET
#124	-	1545 SILVER STREET
#125	-	27 WEST 7TH STREET
#126	-	1431 SILVER STREET
#127	-	1243 LAURA STREET

Property Descriptions



#101 - 1624 Pearl Street

Why rent when you can own this three to four-bedroom home with a separate formal dining room? Your family will enjoy this Historic Springfield property.

Fritsche



#103 - 36 West 3rd Street

Don't miss your chance on this spacious two-story frame home with Queen Anne influence. This 3 bedroom, 2 bath home with porches embodies the historic and architectural qualities of the neighborhood.

Selzer



#105 - 2112 Silver Street

Wait till you see the rooms in this rectangular two-story frame home. It has porches on both levels and other design features of its historical period.



#102 - 416 West 7th Street

Come see this two-story frame home that has 4 bedrooms, 2 baths and a large formal dining room.



#104 - 1539 Silver Street

We'll restore this classic two-story, 3 bedroom, 2 bath. This home has the large dining and living area you want.



#106 - 1514 Silver Street

Here's a preferred two-story frame home with a Colonial Revival influence. Constructed in 1911, the house was built as a duplex and has 4 bedrooms and 2 baths.

Property Descriptions



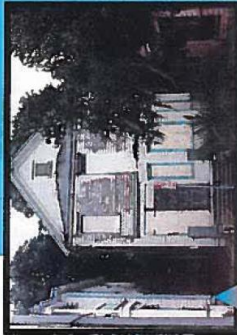
#107 - 1721 Silver Street

You'll be a STAR with your family, when you purchase this two-story home. It has four or more bedrooms and baths, significantly altered by addition to rear.



#108 - 1744 Silver Street

Here's a 4 bedroom, 3 bath, two-story frame home, with large living room, closets and much more.



#109 - 1349 Pearl Street

This property is for you and yours. Large 3 to 4 bedrooms, plenty of additional space for a growing family.



#110 - 1615 Perry Street

Attention families needing room! Large 3 to 4 bedrooms. Upon completion of renovations, prices will be opened.



#111 - 1748 Silver Street

Looking for something a little different in design? This two-story frame vernacular home has 4 bedrooms and 2 baths.



#112 - 1552 Silver Street

Feel right at home in this Historic Springfield 4 bedroom, 2 bath frame home. Constructed in 1914, it has many design features of the period.

Property Descriptions



#113 - 1527 Silver Street

Come see this 4 bedroom, 3 bath home with separate formal dining room and much more.



#114 - 1437 Laura Street

Don't miss your chance on this spacious two-story multi-family frame vernacular shingle-style home. The property has open porches and large spaces.



#115 - 1453 Laura Street

Classic Historic Springfield two-story design frame home. This 3 bedroom, 2 bath house is noteworthy for its porch details.



#116 - 1445 Laura Street

Try this 4 bedroom, 2 bath, two-story home. This house has the large rooms and other construction design features of its historical period.



#117 - 1632 Perry Street

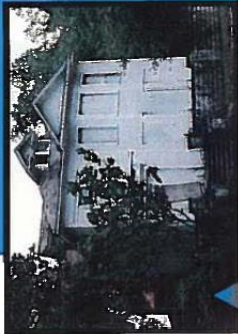
Come see this unique residential home. Feel right at home in this 3 to 4 bedroom, 1 or 2 bath property.



#118 - 246 West 6th Street

Here's a 3 to 4 bedroom home that will provide the right family the opportunity to live in this historically significant neighborhood.

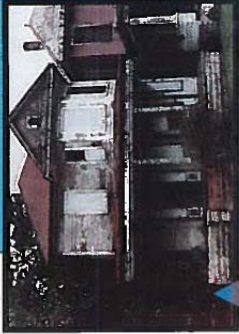
Property Descriptions



#119 - 1255 Laura Street
Need space? Don't miss this two-story frame home with Queen Anne influence. This property has 6 bedrooms and 3 baths.



#120 - 1727 Silver Street
If you need space see this two-story frame vernacular home. This home has 6 bedrooms and 2 baths. It is noteworthy for its unusual gable end treatment.



#121 - 1640 Silver Street
Two-story frame home with Queen Anne influence. When the work is complete, you'll have a classic 3 bedroom, 1 bath home.



#122 - 1756 Silver Street
Try this two-story masonry vernacular home. This property has 4 bedrooms and 2 baths. Constructed in 1913 it has great potential.



#123 - 1521 Silver Street
Spectacular two-story 9 bedroom, 4 bath frame home, significantly altered by addition to rear.



#124 - 1545 Silver Street
Here's another great two-story with a classic porch, 3 bedrooms and 2 baths. This is the Historic Springfield property you have been looking for.

Property Descriptions



#125 - 27 West 7th Street
Unique two-story vernacular home, has 4 bedrooms, 2 baths and great porches on both levels.



#126 - 1431 Silver Street
This property could be your ticket to live in Springfield. 4 bedrooms and 2 baths with an interesting porch over the entry porch that is repeated in the balcony. Book it!



#127 - 1243 Laura Street
The historic Springfield two-story frame home, 3-4 bedrooms, 1-2 baths with porch. Don't miss your chance to live in this unique neighborhood.

IMPORTANT DATES TO REMEMBER!

Historic Springfield Auction

Saturday, June 27, 1988
11:00 a.m.

Radisson Riverwalk Hotel
1515 Prudential Drive
(Registration begins at 9:00 a.m.)

Free Buyer Information

Seminars

Thursday, May 28 - 7:00 p.m.
Florida Theatre Building
128 East Forsyth Street, 7th floor

Thursday, June 4 - 7:00 p.m.
Historic Springfield Community Council
210 West 7th Street

Thursday, June 11 - 7:00 p.m.
Florida Theatre Building
128 East Forsyth Street, 7th floor

Thursday, June 18 - 7:00 p.m.
Historic Springfield Community Council
210 West 7th Street

Open House Previews

Saturday, June 13
Sunday, June 14
12:00 noon to 4:00 p.m.

Saturday, June 20
Sunday, June 21
12:00 noon to 4:00 p.m.

For more information, call:
(904) 630-2244

Major Issue: JTA Transit Oriented Development (TOD) Program

The Comprehensive Plan should proactively support and incentivize JTA programs for Transit Oriented Development (TOD).

Background

TOD is a special topic the Committee considered at the request of the JTA. This topic is not discussed in the Blueprint for Improvement II – Task Force on Consolidated Government or the Office of Mayor Lenny Curry Transition Teams Subcommittee Recommendations.

Committee Analysis

TOD is defined as a compact, walkable, pedestrian-oriented, multi-modal, mixed-use community that is centered around high quality transit. Successful TOD projects require development patterns that include medium to high density residential integrated with a broad mix of supporting nonresidential uses in a compact and connected geographic area. While ensuring pedestrian and bicyclist safety is paramount in TOD design, the foundation of TOD is convenient access to reliable, high frequency transit service that connects major destinations at both ends of the transit corridor.

TOD is comprised of three transects where development transitions from the dense, mixed-use development in the central core to the high density residential transit neighborhood and finally to the medium density residential transit supportive areas located up to one mile outside of the core.

There are many benefits associated with TOD developments. TOD projects revitalize older urban areas by promoting infill and redevelopment. They increase transit ridership and reduce reliance on the individual automobile; relieving congestion, lessening environmental impacts and reducing the financial burdens related to automobile ownership.

Density, by itself, does not create a TOD as demonstrated through analysis of the St. Johns Town Center development. The St. Johns Town Center, although providing for dense residential along with a wide mix of supporting uses, is designed as an auto-oriented development.



St. Johns Town Center Example



Myth: Density creates a TOD

- Need integration of uses
- Transit friendly design
- Destinations

Town Center TOD Constraints

- Uses separated
- Not pedestrian and cyclist friendly
- Auto-oriented design
 - Street configuration
 - Large surface parking lots
 - Big-box format retail
 - Gated employment campuses
- Lack of connectivity

7

*Source: JTA

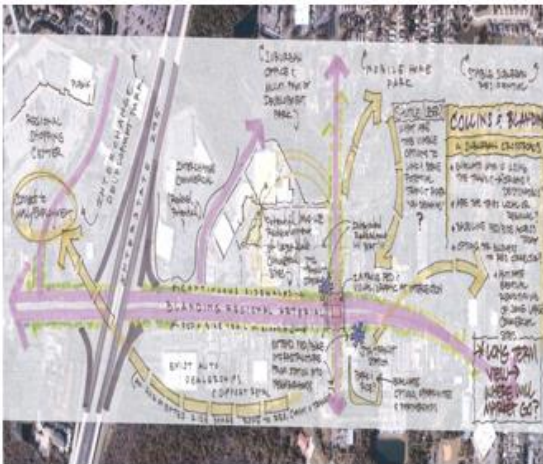
JTA has identified areas throughout the City to develop TODs and, with the support of the Urban Land Institute (ULI), is setting up technical assistance panels to create station specific strategies. Two of the targeted areas are the Collins Road Station and the San Juan Avenue Station. The slide on the following page depicts high-level strategies specific to each of those stations that resulted from earlier ULI technical assistance panel discussions. The unique characteristics of each area called for differing approaches. The Collins Road Station has multimodal challenges that need to be addressed and would be a good location for a park-and-ride site, accompanied by an Autonomous Vehicle shuttle. The first step for the San Juan Avenue Station is to focus on commercial redevelopment and then to increase density entitlements around a public multimodal activity center (Mobility Hub).



Urban Land Institute Technical Assistance Panel

ULI Collins Road Station

- Make base level improvements
- Address multimodal challenges
- A pilot park-and-ride near I-295 and Collins Road
- Potential site for Autonomous Vehicle (AV) shuttle pilot



San Juan Avenue Station

- Create transformative hub at San Juan Avenue and Roosevelt Boulevard
- Focus on commercial redevelopment first
- Create a public multimodal activity center (Mobility Hub)
- Allow higher density Land Use



8

*Source: JTA

The City's Zoning Code and comprehensive plan already address TOD. The Zoning Code includes a TOD ordinance with development standards, locational criteria and an approval procedure, and the comprehensive plan provides for TOD related density bonuses. However, JTA is interested in evaluating opportunities to improve the existing TOD regulatory framework through increased coordination in the form of a TOD joint development policy or framework. There is also a desire to consider streamlining the approval process, evaluating the Future Land Use Map for changes to better support transit, and updating the TOD ordinance.

The Committee discussed the need to have destinations at each end of the transit corridor in order to make a TOD functional and successful. The Committee was also concerned about addressing high frequency transit in the Riverside and Avondale neighborhoods and how the Urban Core needs a different strategy than the "big bus." The Committee noted that the City lacks development community experience in mixed-use projects and that we need to engage and learn from developers who have successfully completed such projects elsewhere. However, the Committee also

expressed concern about existing mandates for vertical integration of uses and for mixed-use percentages in the land use categories. These requirements have been a barrier to infill. Likewise, ground floor retail has also struggled in mixed-use projects like in the Brooklyn project at 220 Riverside Avenue.

Recommendations/Opportunities

- 1. The City and JTA should develop a joint development policy or framework related to TOD projects. The development policy or framework should identify the roles of the City and JTA and how they coordinate to promote TOD projects.*
- 2. Upon completion of a joint development policy or framework, the City and JTA should review the regulatory framework to ensure that the correct regulations and land use plans are in place to facilitate and streamline project implementation.*
- 3. The City and JTA should seek opportunities to engage and learn from developers with successful experience in mixed-use and infill projects to help inform revisions to the regulatory framework.*
- 4. Encourage JTA to evaluate alternatives to the “big bus” transit strategy in the Urban Core.*
- 5. The City should consider the implications of requirements for vertical integration of uses, mixed-use percentage requirements and requirements for ground floor retail and determine if there are instances where adjustments should be made to prevent these regulatory tools from becoming barriers to infill and redevelopment projects. Evaluation of these tools should take into account the primary goal of the land use categories in question (i.e. residential, commercial, or industrial). This evaluation should be coordinated with similar recommendations outlined in the CPAC recommendations and the economic development recommendations of the Committee.*

ELEMENT ASSESSMENTS

This section of the assessment report is an analysis of the successes and shortcomings of each of the ten elements of the 2030 Comprehensive Plan. It contains statements as to whether the plan objectives within each element have been achieved and sets out recommendations for revisions based on those findings. This analysis is based on feedback from the subject matter experts with jurisdiction over the programs, policies and regulations related to daily implementation of the various goals, objectives and policies listed throughout each element. The subject matter experts include members of each department and independent agency or authority of the City of Jacksonville. In cases where the subject matter expert provided specific text changes in addition to recommendations, the text changes are provided in strikethrough/underline format.

2030 Comprehensive Plan Elements

Historic Preservation Element

- To preserve the community's identified historic resources
- To identify, document, protect and preserve the city's archaeological, historical and cultural resources

Housing Element

- To develop stable neighborhoods which provide safe, sound, sanitary and energy efficient housing in various costs, sizes and types.

Infrastructure Element

- Natural Groundwater Aquifer Recharge Sub-Element
 - To ensure adequate quantity and quality of water in the city
 - To conserve and protect potable water resources
- Drainage Sub-Element
 - To ensure availability of stormwater management systems in order to improve water quality by reducing sources of pollution
- Sanitary Sewer Sub-Element
 - To provide wastewater collection and treatment systems
 - To encourage development and redevelopment in areas where the public wastewater system has adequate capacity
- Solid Waste Sub-Element
 - To reduce the volume of solid waste disposed in landfills
- Potable Water Sub-Element
 - To ensure an adequate supply of high quality water

Intergovernmental Coordination Element

- To coordinate planning and policy making of the city among local, regional, State and federal governmental entities in order to ensure consistency in development and in the provision of services

Public Schools Facilities Element

- To coordinate land use planning and school facility planning

Recreation and Open Space Element

- To provide recreational facilities to support residential development
- To enhance and conserve natural resources and provide greater access to the St. Johns River

Transportation Element

- To optimize the capacity of the existing roadway network and promote mobility

Future Land Use Element

- To balance growth that results in compact and compatible land use patterns that minimize urban sprawl and threats to health, safety and welfare
- To outline the long range vision of the city and how to get there

Conservation/Coastal Management Element

- To protect and preserve the natural resources of the city

Capital Improvements Element

- To maintain public services and facilities in the city to sustain current and future growth by establishing capital improvement projects

General Recommendations Applicable to All Elements

Several recommendations relate to the review and update of all the Comprehensive Plan elements. These recommendations include the following items:

- *Update maps to reflect current data, policies and programs*
- *Review all City department and independent agency or authority titles for accuracy*
- *Evaluate definitions for internal consistency within the Comprehensive Plan and for consistency with local, state and federal programs, policies and regulations*

- *Assess the flow and relationship of goals to the underlying objectives and policies for consistency, intent and for opportunities to consolidate existing and proposed text changes*
- *Consider opportunities to simplify and make the Comprehensive Plan more concise and to eliminate redundancy including consolidating definitions into a single listing*
- *Evaluate opportunities to reorganize the elements of the Comprehensive Plan around themes, topics or priorities to increase focus on key community-wide goals such as:*
 - *Mayoral priorities - public safety, economic development, neighborhoods, youth, health and wellness, leadership and accountability*
 - *Chapters - environment, economic development, quality of life, mobility, monitoring/implementation, utilities and land use*
 - *Core Themes – coordination, quality of life, growth and development*

Historic Preservation Element Assessment

GOAL 1

The City shall identify, document, protect, and preserve its archaeological, historic, architectural and cultural resources. Instilling public awareness of those resources shall be a part of the effort.

Objective 1.1

To improve the City's effectiveness in the administration of ordinances, codes, rules and other provisions of the Ordinance Code and practices which address historic preservation activity, assistance to residents and property owners in promoting historic preservation, and managing the historic resources under its jurisdiction.

Status: The objective is being met and the underlying policies implemented.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.3 should be revised to acknowledge the administrative review process completed by staff.*

Policy 1.1.3 The City shall continue to submit for review by the Jacksonville Historic Preservation Commission ~~all plans~~ relevant applications that will physically alter the appearance of a designated site, property, or historic district.

- *Policy 1.1.4 should be revised to remove language to specific funds and programs while simplifying the language to support the policy intent.*

Policy 1.1.4

~~The City's Department of Administration and Finance in association with the Jacksonville Historic Preservation Commission (JHPC) shall coordinate with the appropriate City departments, agencies, and authorities in determining the feasibility of developing a municipal archive for the purpose of identifying, preserving, and making publicly available significant historic documents and records under the jurisdiction of the City of Jacksonville.~~

The City shall continue to seek funding in the form of grants and other sources both internally and externally for the purpose of developing a municipal archive, in digital format, accessible to the public.

Objective 1.2

To identify, document, record and evaluate the historic resources within the City's jurisdiction by 2010.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to the objective and underlying policies:

- ***Objective 1.2 should be revised to remove the time horizon***

Objective 1.2 To identify, document, record and evaluate the historic resources within the City's jurisdiction ~~by 2010.~~

- ***Policy 1.2.1 should be revised to update references to time horizons and simplify the language.***

Policy 1.2.1 The Planning and Development Department shall continue its comprehensive survey program ~~scheduled to be completed by 2010.~~ The survey program will continue to follow and be compatible with the Florida Master Site File. This comprehensive survey program will be completed in increments, concentrating on those areas ~~of high site probability as identified by the U.S. Census Bureau for pre 1940 housing units.~~ that contain large concentrations of structures 50 years or older.

- ***Policy 1.2.2 was completed and should be revised with to reference the ongoing review of archaeologically sensitive sites.***

Policy 1.2.2 ~~Subsequent to the development of archaeological sensitivity maps of undeveloped property located in the coastal zone (the coastal waters and adjacent shorelands) the City will pursue the amendment of its land use development regulations. This amendment will require the documentation of sensitivity maps for subdivision and site plan review of undeveloped property located in the coastal zone.~~ 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 of artifact concentrations.

- ***Policy 1.2.3 should be revised to address the continued review of all City property.***

Policy 1.2.3 The Planning and Development Department will continue ~~to~~ the survey all publicly-owned and managed properties including lands, buildings and features, in order

~~to compile an inventory of historic resources under City supervision. The inventory is regarded as a management tool and shall be completed by 2010 as part of the City's comprehensive survey program as required in Policy 1.2.1.~~

- ***Policy 1.2.5 should be removed. This policy is redundant as it includes the same information as policy 1.2.1.***

~~Policy 1.2.5 The Planning and Development Department shall maintain and expand a system for recording buildings, sites and objects within the City that have been identified and recorded through standard professional surveys of historic resources conducted by qualified individuals and organizations. That base of information, to include a computer data base, site files and maps, shall be maintained for location, identification and evaluation purposes. It shall parallel the data maintained in the Florida Master Site File.~~

- ***Policy 1.2.6 should be combined with Policy 1.2.7 and address the current mapping system that utilizes GIS.***

~~Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps a series of GIS layers upon which recorded archaeological sites, historic districts and local landmarks are shown.~~

- ***Policy 1.2.7 should be removed and combined with 1.2.6.***

~~Policy 1.2.7 The Planning and Development Department shall continue to maintain a uniform historic district map series, using a standard of one inch equals 200 feet, to record designated landmarks and districts.~~

Objective 1.3

To continue to implement and revise as necessary the Historic Preservation Ordinances in order to implement the goal, objectives and policies contained in the Historic Preservation Element, as well as to maintain the City's status as a Certified Local Government (CLG).

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.3.2 should be revised to address current practices and the current mapping system which utilizes GIS.***

Policy 1.3.2 Designated sites, properties and district shall be recorded ~~on the Zoning Atlas located in the Building and Zoning Division,~~ in the Planning and Development Department's GIS Database, as well as placed on the City's Property Master File. ~~The property Appraiser's office will also continue to be notified of this these designations.~~

- ***Policy 1.3.3 should be revised to update the language with current practices.***

Policy 1.3.3 The City shall continue to utilize the provisions in the ~~Historic Preservation Ordinance~~ Local Ordinances to assist in the preservation of archaeological resources.

- ***Policy 1.3.4 should be revised to reflect the current public hearing process.***

Policy 1.3.4 Before recommending the designation of a Local Historic District the Jacksonville Historic Preservation Commission and the Planning and Development Department ~~shall inform the public about the provisions of the ordinance and its implications through at least one town meeting in the affected neighborhoods. Notice of the town meeting and Public Hearing is sent to all property owners of the proposed district.~~ shall follow all procedures outlined in Chapter 307 of the municipal code.

Objective 1.4

The City of Jacksonville shall establish and improve property values, and thus the tax base of local landmarks and local historic districts by encouraging property owners to maintain and improve buildings, grounds, streetscape and vistas and encouraging settlement and revitalization of established neighborhoods.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to the objective and underlying policies:

- ***Objective 1.4 should be revised to clarify the intent.***

Objective 1.4 The City of Jacksonville shall ~~establish and improve property values, and thus the tax base of local landmarks and local historic districts~~ the overall condition of historic districts and local landmarks by encouraging property owners to maintain and improve buildings, grounds, streetscape and vistas and encouraging settlement and revitalization of established neighborhoods.

- **Policy 1.4.2 should remove the neighborhood organization references. Changes to land development regulations are noticed and public participation is always encouraged.**

Policy 1.4.2 The Planning and Development Department shall continue to review and make specific recommendations to the City Council regarding changes or modifications to the Land Development Regulations that will protect the character of designated local historic districts, landmarks and sites. ~~The assistance and advise of historic preservation organizations in recognized historic areas of the City will be solicited for that purpose.~~

- **Policy 1.4.3 should be removed, as funding is not always available and dictated by market conditions. Additionally, these types of programs are generally addressed in the Housing Element.**

~~Policy 1.4.3 The Planning and Development Department, the Jacksonville Housing Authority, and the Duval County Housing Finance Authority shall continue to make available financial assistance, including low interest rehabilitation loans, to property owners seeking to improve designated historic buildings.~~

- **Policy 1.4.4 should be revised to better reflect the policy intent.**

Policy 1.4.4 Any project sponsored by or under the authority of the City, ~~either financially or administratively,~~ which involves rehabilitation or construction of new buildings within a local historic district, or affecting a local landmark or site, shall adhere to appropriate historic preservation standards for such activity.

- **Policy 1.4.5 should be removed, as it may conflict with the Transportation Element or the City's Complete Streets program.**

~~Policy 1.4.5 In consultation with the Florida Department of Transportation, the City shall evaluate traffic circulation patterns and plans in local historic districts in order to slow and limit damaging arterial and cut through traffic.~~

- **Policy 1.4.6 should be revised to remove overly specific references.**

Policy 1.4.6 To protect and preserve historic resources, the City shall continue to use and incorporate legal and financial measures and incentives, such as ad valorem property tax exemption, ~~Transfer of Development Rights, cluster developments, easements, loan pools, revolving funds and "conservation" areas or districts~~ or other incentives as available, for

archaeologically sensitive lands in its land development regulations.

- ***Policy 1.4.7 should be considered for removal because the policy mirrors language contained in the Recreation and Open Space Element and is redundant.***

Policy 1.4.7 The City shall continue to improve and develop parks in historic districts, and it shall also plan the creation of safe bicycle and jogging paths in such areas.

- ***Policy 1.4.8 should be revised for clarification.***

Policy 1.4.8 The Planning and Development Department shall develop ~~plans~~ guidelines for each newly created, locally designated historic district to identify, preserve, and where possible to regain the district's original historic character. Any such process from its inception shall include the participation of the neighborhood organizations in and residents and stakeholders of the designated district.

Objective 1.5

The City shall encourage the preservation of buildings in historic districts and local landmarks and sites by removing obstacles to the rehabilitation of qualified historic buildings and urging their continued use or adaptive reuse.

Status: The objective is being met and the underlying followed.

Additionally, the following specific recommendations were made to the objective and underlying policies:

- ***Objective 1.5 should be revised for clarification with more general language.***

Objective 1.5 ~~The City shall encourage the preservation of buildings in historic districts and local landmarks and sites by removing obstacles to the rehabilitation of qualified historic buildings and urging their continued use or adaptive reuse.~~ The City shall encourage the adaptive reuse of Local Landmarks and Contributing Structures in Historic Districts by continuing to encourage the removal of obstacles in local codes and ordinances.

- ***Policy 1.5.2 should be revised to remove overly specific references and redundancies to make the policy compatible with previous objectives.***

Policy 1.5.2 The City shall pursue alternatives that will lead to the preservation, as opposed to the destruction, of landmarks, landmark sites and buildings located in

~~designated historic districts. The plans for each designated historic district as recommended in Policy 1.4.8 should include specific strategies for preserving the historic building stock and fabric, as well as identify the City Department or agency responsible for implementing the strategy.~~

Objective 1.6

To continue to encourage and support the development and maintenance of present and future historic preservation organizations, especially those with specific neighborhood identities.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.6.1 should be revised to reflect more language that is more general.*

Policy 1.6.1 The Planning and Development Department will provide available technical information to historic preservation ~~such~~ organizations ~~and serve as a liaison between them and the State and federal historic preservation offices, if requested~~ and continue to support and coordinate with such organizations.

- *Policy 1.6.2 should be revised for clarification.*

Policy 1.6.2 The City shall cooperate with neighborhood preservation organizations in identifying existing and potential local historic preservation ~~problems~~ issues and in addressing solutions to those problems, when feasible.

- *Policy 1.6.3 should be revised to reflect current practices.*

Policy 1.6.3 The City will ~~assist~~ cooperate with the local historic preservation organizations in ~~attracting~~ identifying funding support from federal, State, and private grant sources ~~and shall award matching funds~~ and assist with applications, when feasible, if available for historic preservation projects.

Objective 1.7

To employ historic preservation as a means to strengthen the local economy through increased tourism and local visitation at historic sites.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.7.1 should be revised for clarification and with language that is more general.***

Policy 1.7.1 As part of its ~~comprehensive~~ ongoing survey program, the City should continue to document and designate ~~as~~ local landmarks and sites under its historic preservation ordinance, ~~and mark with plaques,~~ significant historic buildings, structures, and archaeological sites owned by the City, when feasible. ~~The design, wording, selection, schedule and funding of the plaques shall be provided through the Jacksonville Historic Preservation Commission. The Jacksonville Historic Preservation Commission should seek the cooperation of~~ encourage the Duval County School Board to provide the same treatment for significant historic properties under their jurisdiction.

- ***Policy 1.7.2 should be revised to remove overly specific references and to reflect current practices.***

Policy 1.7.2 The Jacksonville Historic Preservation Commission, ~~shall facilitate the marking with plaques of designated properties under private ownership, as well as~~ annually shall recognize outstanding preservation projects and service.

- ***Policy 1.7.3 should be revised to remove redundant language.***

Policy 1.7.3 ~~In addition to distributing information about local historic resources, The Jacksonville Historic Preservation Commission, and the Planning and Development Department shall assist any efforts to promote the City's history and architectural heritage by providing information and resources from its data base and site files.~~

Objective 1.8

To initiate a program of public education about historic preservation.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to the objective and underlying policies:

- ***Objective 1.8 should be revised for clarification.***

Objective 1.8 To ~~initiate~~ continue a program of public education about historic preservation.

- **Policy 1.8.1 should be removed as this policy outlines a program that is not funded or staffed, and is outside the scope of the charge for Jacksonville Historic Preservation Commission.**

~~Policy 1.8.1 Specific publications; such as brochures, pamphlets and books, shall continue to be issued or sponsored by the Jacksonville Historic Preservation Commission and the Jacksonville Planning and Development Department to inform residents, property owners and visitors about historic sites, the historic preservation process, the organizations in the City that are engaged in historic preservation activity and the City's own preservation program and ordinances.~~

- **Policy 1.8.2 should be removed. The Commission or PDD do not currently practice this policy. There is no funding or staff time for such outreach.**

~~Policy 1.8.2 In conjunction with educational and cultural institutions and historic organizations, the Jacksonville Historic Preservation Commission shall continue to sponsor at least one seminar or workshop per year, for the public on historic preservation topics, particularly on the economic advantages inherent in the rehabilitation of historic buildings.~~

- **Policy 1.8.3 should be revised for clarification.**

~~Policy 1.8.3 Clear guidelines specifying the types of building alterations that will be produced by the Existing Design Guidelines shall be reviewed and updated periodically by the Planning and Development Department and made available to people seeking approval for architectural changes under the Historic Preservation ordinance.~~

Housing Element Assessment

GOAL 1

The City shall develop stable, sustainable and definable neighborhoods which offer safe, sound, sanitary and energy efficient housing that is affordable to all its present and future residents.

Objective 1.1

The City shall assist the private sector in providing an adequate supply of new dwelling units of various types, sizes and costs. According to the Shimberg Center for Affordable Housing, the estimated total units by 2030 is 486,500 and the current number of units as of 2000 is 309,000. The estimated supply for additional dwelling units needed in 2030 is 177,500. This estimate will allow the City of Jacksonville to keep pace with population growth and/or fluctuations in market forces and migration patterns.

Status: The objective is being met and the underlying policies are being followed. However, the objective and related policies should be updated based on a 2045 timeline and the status of current housing units should be updated based on current numbers.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.1 should be evaluated to determine if the term “inclusionary zoning” should be added to the list of incentives included in the Land Development Regulations.*

Policy 1.1.1

The City in its Land Development Regulations, shall continue to provide incentives such as higher densities, inclusionary zoning or special design considerations, to encourage the building of a wide variety of housing types, designs, and price ranges; and promote an equitable distribution of housing choices throughout the City.

- *Policy 1.1.2 should be evaluated to clarify the type of technical assistance and market data the City provides and to identify other agencies, such as the Neighborhoods Department and the Office of Economic Development, that have the resources and expertise to provide such resources.*

Policy 1.1.2 The City's Planning and Development Department shall continue to provide technical assistance and market data to builders and developers interested in participating in the City's future growth, and continue to improve and enlarge a database of timely market information to assist City agencies and the general public with decision making and policy setting.

- ***Policy 1.1.5 should be provided to the Jacksonville Housing Authority for review and confirmation that the statements accurately reflect their activities and plans.***

Policy 1.1.5

The Jacksonville Housing Authority shall continue to implement a fair share housing plan that would distribute low and moderate income housing throughout the City, lessening the impacts of such housing in any one area, while giving low and moderate income residents a wider choice of housing opportunities.

Objective 1.2

The City shall increase the availability of affordable housing by assisting the private sector in reducing the cost of providing a diverse housing stock and in rehabilitating housing, which is affordable and available to all socioeconomic groups and special needs households, in order to ensure that approximately 19,000 additional dwelling units shall be added to the housing stock by 2030 to meet the needs of low and very low income households. The above needed dwelling units are based on the assumption that the ratio of low and very low income households remains constant at 37% of the total households. The number of affordable units provided will be higher if this ratio increases, and lower if the ratio decreases.

Status: The objective and underlying policies require review. Data sources and numbers need to be validated and updated, departmental and division references need to be revised to recognize the correct department and division names.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.2.1 should be reviewed to determine if the waiving of building permit fees conflicts with state law and the provision for expedited plan review timeline to seven (7) or fewer days is not a reasonable expectation.***

Policy 1.2.1

The City shall assist private and non-profit developers of affordable housing by implementing, appropriate provisions of its Affordable Housing Incentive Plan Ordinance (Ord. 93-2047-1194 as amended, City of Jacksonville Ordinance Code). These provisions in the Ordinance established a series of specific programs and actions to streamline the permitting process. These include:

- *Expedited permitting for affordable housing projects to include such actions as hand carrying of applications through the process and thus reducing plan reviews from approximately 14 days to approximately 7 days or less.*

- Extensions of concurrency reservations for longer timeframes enable owners to apply for and received financing (i.e. such as low income tax credits, Section 202, etc.)
 - The waiving of certain fees to minimize costs. These programs are available and can be used by developers as coordinated through the City's Housing Services and Community Development Division of the Neighborhoods Department of Housing and Neighborhoods. These programs also are a part of the incentives available to affordable housing developments.
- **Policy 1.2.8 should be revised to recognize the ongoing nature of leveraging funds and resources to create additional housing for very low, low and moderate-income households.**

Policy 1.2.8 The Jacksonville Housing Authority shall ~~immediately~~ continue to pursue means of leveraging funds and marshaling resources for the creation of additional affordable housing for very low, low, and moderate income households.

- **Policy 1.2.9 should be revised to remove the details and simplify the language while still supporting the policy intent.**

Policy 1.2.9 The Jacksonville Housing Authority and the Housing and Community Development Services Division of the ~~Housing and Neighborhoods~~ Department shall continue to seek funds and develop new programs to assist qualified families to rehabilitate existing housing units. ~~In order to increase the supply of affordable housing and preserve neighborhoods, self help "sweat equity" and volunteer programs to foster pride and participation in rehabilitation efforts will be continued.~~ The Housing Services and Community Development Division will continue to provide various forms of assistance to eligible participating families who are unable to make their own repairs.

- **Policy 1.2.10 should be revised to reflect the ongoing nature of the Jacksonville Housing Authority's efforts in seeking out funding for low-income housing.**

Policy 1.2.10 The Jacksonville Housing Authority shall ~~aggressively~~ continue to seek local, state, and federal funding for the provision of additional low income subsidized housing units to increase the existing supply.

- **Policy 1.2.13 should be revised to remove specific references to the Home Investment Partnerships Program (HOME) or to offer the HOME program as one funding source option. The intent is to not limit or tie the City to a specific funding source to implement these programs.**

Policy 1.2.13 The Neighborhoods Department, Housing Services and Community Development Division, ~~using the HOME Investment Partnerships Program (HOME)~~, shall continue to implement a locally funded rental rehabilitation program for low and moderate income rental housing.

- ***Policy 1.2.16 should be revised to recognize the ongoing efforts related to creating new funding sources to assist with the provision of affordable housing.***

Policy 1.2.16 The City shall continue to pursue ~~at~~ existing resources provided by federal and State agencies, nonprofit, or private organizations, and continue to pursue the creation of ~~create~~ new funding sources to assist with the provision of affordable housing.

- ***Policy 1.2.17 should be revised to clarify the role of the Neighborhoods Department in coordination efforts with affordable housing stakeholders.***

Policy 1.2.17 The ~~Housing and~~ Neighborhoods Department and the Housing Services and Community Development Division shall ~~coordinate~~ assist in the coordination of the various providers engaged in providing affordable housing for home-ownership and rental units in order to strengthen the City's efforts in this area.

- ***Policy 1.2.19 should be revised to provide clarity and recognize ongoing efforts to preserve extremely low-income housing units.***

Policy 1.2.19 The ~~Housing and~~ Neighborhoods Department shall continue efforts to preserve the existing housing stock supporting extremely low-income housing units by continuing to inform the public about the available housing and rehabilitation programs and by promoting plans for capital long range funding.

Objective 1.3

The City shall ensure that Land Development Regulations allow for the provision of sites for low and moderate income housing, manufactured homes, elderly housing, and group homes, in an amount equal to the needs indicated in Objective 1.2, utilizing both new locations and in-fill sites.

Status: The objective and underlying policies should be revised to support the provision of sites for low and moderate-income housing without specifying a type of housing construction, such as manufactured homes. These recommendations are specific to the terms manufactured homes, parks or subdivisions.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.3.2 should be revised to include a reference to the Foreclosure Registry as a funding source.***

Policy 1.3.2 The City shall facilitate the availability of housing for low and moderate income families by:

- a) Increasing home ownership for low and moderate income families;*
- b) Renovating existing dwelling units for affordable rental units; and*
- c) Building new affordable rental units.*

Such funding sources as HOME, Community Development Block Grants (CDBG), State Housing Initiatives Partnership Program (SHIP), Foreclosure Registry and private funding will be employed.

- ***Policy 1.3.3 should be re-evaluated. The City does not encourage one form of housing over another for the purposes of creating affordable housing units. While manufactured housing is one form of affordable housing found within the City, efforts are not focused on the creation of additional manufactured homes as a standard option.***

Policy 1.3.3 The City's Planning and Development Department shall continue to review and update the Land Development Regulations that pertain to sites for manufactured housing, mobile home parks, and manufactured home subdivisions ~~to enhance their flexibility and desirability for affordable housing, and determine where cost savings could be obtained without sacrificing safety in order to encourage the development of sites for affordable housing, including manufactured housing.~~

- ***Policy 1.3.4 should be revised to recognize continued pursuit of programs that provide sites for affordable housing.***

Policy 1.3.4 The City shall ~~ensure that~~ continue the pursuit of all available programs provided by the state and federal government which provide sites for affordable housing are being utilized.

- ***Policy 1.3.6 should be re-evaluated or deleted. The policy statement is unclear and the intent may not be consistent established affordable housing objectives of the City.***

Policy 1.3.6 The Jacksonville Housing Authority will locate new public housing units in 50 percent or more of households earning less than 80 percent of the city-wide median income according to the most recent census data.

- ***Policy 1.3.7 should be revised to remove the specific reference to the Hope 6 Program. The Hope 6 Program was previously funded through HUD and HUD is no longer providing ongoing or new funding for this program.***

Policy 1.3.7 The Jacksonville Housing Authority will encourage the use of mixed income housing in developments—such as funded through the ~~HOPE 6 Program~~ and/or public/private joint ventures.

Objective 1.4

The City shall preserve, protect, and stabilize residential neighborhoods keeping the maximum possible number of dwelling units in the housing supply, as measured by the implementation of the following policies.

Status: The objective and underlying policies are generally being met and should be maintained. However, policies referring to the neighborhood action plans should be re-evaluated and updated as identified in the specific recommendations listed below and in coordination with related recommendations provided under the Major Issues section of this report.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.4.5 should either be removed or amended to provide an action item related to identifying incompatible, non-residential land uses within established neighborhoods.***

Policy 1.4.5 The City's Planning and Development Department shall continue to identify those incompatible, non-residential land uses within recognized, established neighborhoods which degrade the residential character of the neighborhood, and that are not in conformance with the 2030 Comprehensive Plan.

- ***Policy 1.4.7 should be reviewed by the DIA for possible inclusion of references to the Northbank and Southbank Community Redevelopment Areas (CRA).***

Policy 1.4.7 The Downtown Investment Authority (DIA) shall continue to develop, market, redefine and solidify a sense of neighborhood for Downtown Jacksonville. The DIA, in its planning program, shall identify boundaries of viable existing or proposed residential neighborhoods in the downtown area.

- *Policies 1.4.12 and 1.4.13 should be revised or re-evaluated to reflect that Neighborhood Actions Plans (NAP) are out-of-date and need revision. While the NAPs are used as an aid to evaluate certain aspects of redevelopment opportunities, they are not being given priority due to the need to review and/or update these plans.*

Policy 1.4.12 Neighborhood Action Plan (NAP) areas shall be given priority for redevelopment programming and funding in an accelerated manner in order to provide additional affordable and/or workforce housing units. The City of Jacksonville shall facilitate and encourage qualified non-profit organizations that propose to redevelop Neighborhood Action Plan (NAP) areas. Existing residential rehabilitation programs and/or community development efforts shall be supported.

Policy 1.4.13 Encourage the conservation and preservation of neighborhoods by enforcing the adopted Neighborhood Action Plans. Facilitate the implementation of NAP policies and projects by coordinating with the Housing and Neighborhoods Department.

Objective 1.5

The City shall assist the private sector and use public resources to improve the structural and aesthetic condition of existing housing; and to eliminate substandard housing conditions in all areas of the City, stressing rehabilitation over demolition wherever possible. ~~As a result of all current and future public efforts, the City shall continue to reduce the estimated 13,000 existing substandard units by an average of 1 percent each year while assisting with reclaiming the estimated .23 percent of housing that becomes substandard annually. The City shall continue to promote, through code enforcement and other means, private endeavors to reduce the existing number of substandard units by an average of 1.5 percent each year.~~

Status: The objective should be revised to either update or eliminate the second sentence. It is uncertain how and who is monitoring implementation of the metrics and the underlying policies do not provide specific courses of action or rules of conduct in order to achieve the objective. However, the underlying policies should be maintained and are being successfully implemented.

Objective 1.6

To foster preservation and rehabilitation of historically significant houses, as well as to mitigate unsafe historic structures, the City shall continue and expand the ongoing program of assisting the private sector in identifying, preserving, and maintaining historically or architecturally significant housing by implementing the following policies.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 1.6.6 should be updated to reflect the Springfield Zoning Overlay that was adopted in in 2000 and is being successfully implemented.*

Policy 1.6.6 The Planning and Development Department shall continue to implement the Springfield Zoning Overlay to address the unique needs and characteristics of the Springfield Historic Area. ~~review the compatibility of existing lots and buildings in the Springfield Historic Area with Zoning Code requirements and recommend a special overlay zone for the area with suitable land use, building and parking requirements.~~

Objective 1.7

The City shall continue to assist the private sector and non-profit providers of housing and related services for individuals with special needs; such as ~~frail~~ elderly, victims of domestic violence, and physically or mentally disabled, ~~to assure provisions of adequate supply to meet population increase and/or fluctuations in the number of special needs individuals.~~

Status: The objective and underlying policies should be revised to more accurately describe the actual policies and clients of the Neighborhoods Department services.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.7.2 should be revised to reflect the policies of the Housing and Community Development Division.*

Policy 1.7.2 The Housing ~~Services~~ and Community Development Division, and supported non-profit agencies shall continue to explore and provide opportunities to assist elderly residents age in place and allow them to remain in their homes. ~~assistance for homes owned by elderly residents so they can remain in their homes.~~

- *Policy 1.7.3 should be revised to replace the ambiguous term “substantially increase” with the term “continue.”*

Policy 1.7.3 The City of Jacksonville and the Fire Marshall shall ~~substantially increase~~ continue local monitoring of Assisted Living Facilities for the mentally and

physically disabled, and the elderly. Monitoring will include living conditions, management, and the availability of ancillary services.

- **Policy 1.7.5 should be revised to accurately reflect the policies of the City of Jacksonville. The policy should not name specific non-City agencies.**

Policy 1.7.5 The City of Jacksonville shall support ~~the I.M. Sulzbacher Homeless Center as a multi-service, inter-agency facility in the core city of Jacksonville. The Center shall serve as an~~ nonprofit agencies providing off-the-street gathering place where the homeless may take showers, be given clothing, obtain emergency food supplies, and receive mail. ~~The Center~~ Additional services shall include the following services: referrals for shelter and housing, job training and placement, alcohol, drug and mental health counseling, financial aid with a general referral service for other specific needs such as physical needs, self-sufficiency training, child care, referrals for victims of domestic violence, and disability/rehabilitation information and referrals for the physically handicapped and disabled.

- **Policy 1.7.6 should be revised to clarify the ongoing status of the funding activities provided by the City.**

Policy 1.7.6 ~~The Community Development Division and Housing Services Division~~ Housing and Community Development Division shall continue to ~~implement~~ provide funding for programs to help meet ~~the~~ housing requirements for special needs groups.

- **Policy 1.7.7 should be revised to accurately reflect the fact that the definition of special needs includes all groups that are individually listed.**

Policy 1.7.7 The non-profit organizations, assisted by the ~~Community Development Division,~~ Housing and Community Development Services Division and other appropriate agencies shall continue to provide social services that will help enable those low income families who wish to do so to become responsible homeowners, and provide services to ~~the frail, elderly, and handicapped persons~~ with special needs to ~~maintain them in~~ remain in their homes.

Objective 1.8

Homelessness. Assist the private sector and concerned public agencies to find shelter for homeless families and individuals through the implementation of the following policies.

Status: Some of the underlying policies of this objective should be revised to reflect the actual policies for the homeless of the City of Jacksonville and to remove specific non-City agency names.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 1.8.2, 1.8.3 and 1.8.4 should be revised to remove specific non-City agency names.*

Policy 1.8.2 The City ~~and the Homeless Coalition~~ in partnership with the designated Continuum of Care agency shall continue to pursue funding for additional single-room occupancy housing in the downtown area and other areas where support services exist.

Policy 1.8.3 The City shall continue to assist nonprofit providers addressing homelessness and emergency services ~~the Jacksonville Emergency Services Council~~ in finding funds for shelter which can bridge the gap between short-term emergency beds and longer-term transitional housing.

Policy 1.8.4 The City of Jacksonville shall address issues of homelessness from a holistic approach through its partnership with ~~the Emergency Services and Homeless Coalition of Jacksonville, Inc.,~~ a Continuum of Care agencies leader.

Objective 1.9

Relocation Housing. Provide uniform and equitable treatment for persons and businesses displaced by local government programs in a manner consistent with Section 421.55, Florida Statutes.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 1.9.3 should be revised to clarify the term “displaced persons.”*

Policy 1.9.3 The Jacksonville Housing Authority and the City shall make available a sufficient number of new units of low income housing to meet the needs of displaced persons who have lost their homes as a result of eminent domain.

Objective 1.10

Sites for Group homes and foster care facilities shall be provided through with the assistance of State agencies, religious groups, non-profit, joint ventures for profit or any other group.

Status: The underlying policies are being successfully implemented. However, the objective should be revised to correlate with the underlying policies that direct the regulatory functions implemented through the Land Development Regulations rather than relationships with non-City agencies.

Objective 1.11

The City will develop and implement a plan of action by which the City will continue to focus on the Northwest Jacksonville Area by addressing infrastructure and other deficiencies, thereby attracting growth and development opportunities, and making it a more attractive place to live and work.

Status: The objective and underlying policies should be re-evaluated to determine if focusing on Northwest Jacksonville is still the desired approach or if some other geographic area or boundary is more relevant.

Objective 1.12

The City of Jacksonville shall promote require energy efficiency and the use of renewable energy resources in the design, new construction, and rehabilitation of affordable housing initiated by the Housing and Neighborhoods Department.

Status: The objective and underlying policies were added to the Housing Element during the last full update to the comprehensive plan in accordance with requirements set forth in Section 163.3177(6)(f). Section 163.3177(6)(f) was amended in 2008 to require that the Housing Element include standards, plans and principles to be followed in energy efficiency in the design and construction of new housing and in the use of renewable energy resources. However, these same requirements were subsequently removed in 2011. Since these requirements no longer apply, the City should consider removing Objective 1.12 and the underlying policies.

If it is determined that these policies should be maintained, the following specific recommendations were made to the underlying policies:

- *Policy 1.12.3 should be revised to accurately reflect the policies of the Community and Development Division.*

Policy 1.12.3 The Housing ~~and Neighborhoods~~ Department and Community Development Division shall ~~require~~ encourage and incentivize compliance with the Florida Green Home Standards for all new affordable housing construction, as defined in the Definition Section, funded by the City.

- ***Policy 1.12.5 should be revised to promote sustainability in all areas of Jacksonville, not just the urban area.***

Policy 1.12.5 As a means to implement sustainability in the design, construction, and rehabilitation of workforce and affordable housing units, and /or market rate units ~~within the urban area~~, the City of Jacksonville shall encourage Leadership in Energy and Environmental Design (LEED) for homes (defined in the Definition Section within this element). LEED standards yield energy efficient and ecologically responsible housing that better supports long term affordability.

Infrastructure Element Assessment

General Recommendations: References to “District Water Supply Plan” should be changed to, “Regional Water Supply Plan.”

Natural Groundwater Aquifer Recharge Sub-Element

Overall Sub-Element Status: JEA is in full compliance with the 20-year Consumptive Use Permit (CUP) issued in 2011 that assures management of groundwater resources. Consideration should be given to opportunities to remove as many policies from this sub-element as possible while still maintaining compliance with the requirements of Chapter 163, F. S. The entire issue of groundwater comes under the purview of the water management district and their water use permitting and water supply planning missions.

GOAL 1

Manage the fresh groundwater resources in the City to assure an adequate quantity and quality of water for potable, commercial, industrial, utility and agricultural uses. Such City management shall be in compliance with all State, regional and federal rules, regulations, laws and mandates as applicable.

Objective 1.1

The City shall quantify at least once every five years the existing uses and project the future uses of fresh groundwater resources.

Status: The objective is being met, and most of the underlying policies are being followed. JEA water use is reported to the SJRWMD pursuant to the CUP and JEA demand projections are prepared by planning.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.2 should be amended. The policy simply states the term “reserved” so the subsequent policies should be moved up in sequence.*

Policy 1.1.2 Reserved

- *Policies 1.1.4 and 1.1.6 require additional review. Although JEA indicates that they comply with these policies, the Environmental Quality Division (EQD) and JEA should discuss implementation of these policies. Policy 1.1.6 is not currently being implemented and JEA recommends it be deleted based on Section 163.3177(1)(e),*

F.S. that states that comprehensive plans must not duplicate or exceed a federal, state or regional regulatory program. JEA complies with all 50 conditions in its CUP permit from the SJRWMD

Policy 1.1.4 The Environmental Quality Division (EQD), and JEA shall annually review processes to coordinate City regulations regarding water use to ensure consistency with all applicable laws and regulations including Chapter 366 of the City of Jacksonville Municipal Code.

Policy 1.1.6 The Air and Water Quality Division (EQD) shall coordinate with JEA in order to compare projected water demand with best current groundwater resource assessments to determine if adequate capacity is available and shall update this analysis every five (5) years.

- ***Policy 1.1.5 should be reviewed by JEA. JEA prepares the referenced plans and updates them as necessary but may revise the Annual Water Resource Master Plan every two to five years.***

Policy 1.1.5 JEA shall maintain, as a component of the City's water master plan, a Total Water Management Plan and an Annual Water Resource Master Plan, which ensures adequate available City-wide resources and that water withdrawals comply with City standards.

Objective 1.2

The City will rely on the St. Johns River Water Management District's (SJRWMD) most current water supply management and GIS coverages for hydrologic and geologic data.

Status: While the objective is being met and the underlying policies generally followed, EQD suggests more coordination with the JEA and the SJRWMD to implement Objective 1.2, Policies 1.2.2, 1.2.4, 1.2.5, 1.2.8, 1.2.11 and 1.2.12. EQD does not implement Policy 1.2.4 at this time and indicated that the agencies should meet to clarify the policy intent.

JEA recommends deleting this objective or at a minimum reducing the scope in recognition that the SJRWMD is required by statute to produce a regional water supply plan that addresses all of these issues. JEA was an active participant in the development of the most recent plan approved in 2017.

Policy 1.2.2 The EQD and the JEA shall follow the SJRWMD and the Total Water Management Plan delineation of site specific areas in the groundwater basin deemed prone to contamination or overdraft resulting from current or projected development, and

establish the best management practices for implementation to mitigate or avoid resource degradation within two years of the SJRWMD determination.

Policy 1.2.4 Within one year of receipt, the EQD shall adopt the criteria and inventory developed by the SJRWMD and the Water Resources Management Plan establishing minimum seasonal surface and groundwater levels within the City.

Policy 1.2.5 In accordance with the District Water Supply Plan and related policies under CCME Goal 6, EQD and JEA should implement water resources projects to protect resources and meet future needs.

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

Policy 1.2.11 The Environmental Quality Division (EQD) shall utilize the SJRWMD Water Supply Assessment, SJ2006 F.S. to establish a guideline water use budget for the City in light of existing and future needs in comparison with resource condition assessments.

Policy 1.2.12 Upon identification by the SJRWMD, the City shall give high priority status to prime aquifer recharge areas identified by SJRWMD as of importance, by giving extra matrix ranking points to sites located in such areas in comparison with other sites being considered in local land acquisition programs and request the SJRWMD to do this or mandate this for areas outside the City.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.2.5 should be revised per text changes adopting/implementing the City's Water Supply Facilities Work Plan (pending). Further, as part of the recent SJRWMD water supply planning process, JEA provided the SJRWMD with a list of 49 alternative water supply projects that are being planned for the future. JEA is implementing the projects as the need arises and funding is available.***

Policy 1.2.5

In accordance with the ~~District~~ Regional Water Supply Plan and related policies under CCME Goal 6, EQD and JEA should select and implement ~~water resources projects to~~

~~protect resources and meet future needs~~ water resource project options from the Regional Water Supply Plan.

- **Policy 1.2.6 should be revised as shown per JEA's recommendation. This is part of the routine water and wastewater planning processes at JEA.**

Policy 1.2.6

JEA shall continue to study existing sources of wastewater discharge suitable for reuse, sources of potable water, conservation, and other integrated water management strategies to meet future demand, conserve water, and ~~remove~~ reduce nitrogen loading to the Lower St. Johns River.

- **Policies 1.2.7 and 1.2.8 should be removed or revised to recognize that water availability is the responsibility of the SJRWMD.**

Policy 1.2.7 JEA shall continue to determine potential quantities of water available for consumptive use by the City to assure that adequate resources are developed. The City shall utilize water conservation and water reuse practices to supplement and increase the effective life of its groundwater resources.

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

- **Policy 1.2.9 should be revised to call for careful consideration of available reuse prior to issuance of irrigation well permits.**

The City, in coordination with JEA, shall support the development of reuse water and other alternative supplies. Pursuant to requirements imposed by JEA's water supply consumptive use permits, the City shall require the use of reclaimed water where economically feasible pursuant to the City of Jacksonville's Chapter 752. In addition, the City shall require the following reuse practices, where economically feasible:

- A. Installation of reuse supply lines;*
- B. Connection of new development or substantial redevelopment to a reuse system to supply uses that do not require potable water, unless the use of a lower quality source is otherwise authorized by SJRWMD;*
- C. Installation of dual water distribution lines that will initially use the existing water source or stormwater until the reclaimed water source is available;*

- D. Installation of meters for individual connections to the reclaimed water system; or*
- E. Reuse water to be used for irrigation and other non-potable needs in public areas owned by the City.*

- ***Policy 1.2.10 should be amended. The policy simply states the term “reserved” so the subsequent policies should be moved up in sequence.***

Policy 1.2.10 Reserved

- ***Policy 1.2.11 should be updated as the SJRWMD Water Supply Assessment has been replaced by the 2016 North Florida Regional Water Supply Plan (NFRWSP)***

Policy 1.2.11 The Environmental Quality Division (EQD) shall utilize the SJRWMD Water Supply Assessment, SJ2006 F.S. to establish a guideline water use budget for the City in light of existing and future needs in comparison with resource condition assessments.

Objective 1.3

Maintain a City well head protection and regulation program.

Status: While the objective is being met, EQD recommends more coordination with SJRWMD to implement Policies 1.3.4, 1.3.7, 1.3.10A, 1.3.11, 1.3.12, and 1.3.15 - 1.3.17. While some implementation is occurring in relation to Policies 1.3.7 and 1.3.18, Policies 1.3.11, 1.3.12, 1.3.15, 1.3.16, and 1.3.20 - 1.3.22 are not being implemented and should be re-evaluated.

Policy 1.3.4 The EQD shall develop and maintain a groundwater resource management program which is designed to protect the Floridian Aquifer such that the fresh water quality is not degraded beyond acceptable raw water characteristics for associated treatment facilities required to meet Chapter 366 City of Jacksonville Municipal Code, Chapter 17-550, F.A.C. as amended, Chapter 62, F.A.C. as amended, and/or the Federal Safe Drinking Water Act requirements.

Policy 1.3.7 The City of Jacksonville, JEA, EQD and the JEA shall continue to work with the SJRWMD, Northeast Florida Regional Council (RC), and JPDD (including PUD and DRI processes) to ensure that water for nonpotable uses be obtained from the lowest quality water source, in proximity to the demand, consistent with the intended use in compliance with the State Water Policy, Chapter 17-40, F.A.C. and Chapter 62, F.A.C.

Policy 1.3.10A The City shall ensure that its Ordinance Code implements the landscape irrigation provisions in SJRWMD Rule 40C-2.042(2), F.A.C. and does, in any other

manner, regulate the consumptive use of water.

Policy 1.3.11 The EQD shall develop a Groundwater Recharge Area Protection Program to achieve protection of the City's groundwater aquifer recharge areas as identified by the SJRWMD.

Policy 1.3.12 The EQD shall establish legal descriptions and mapping for SJRWMD delineated prime aquifer recharge areas within two (2) years of SJRWMD determination of such areas in the City.

Policy 1.3.15 The EQD shall develop and implement an aquifer recharge plan for principal aquifers which protects and/or enhances the contributory water quality and maintains or increases the volume of freshwater available for recharge.

Policy 1.3.16 Within 2 years after the determination by the SJRWMD of Floridian Aquifer Prime Recharge Areas the EQD shall submit revisions to City's Ordinance Code which protect and conserve the recharge areas of the Floridian Aquifer deemed to be sensitive within the City's jurisdiction as the City's primary source of potable water.

Policy 1.3.17 The City will prohibit, in areas determined to be prime Floridian Aquifer Recharge Lands, industrial activities, septic tank use in subdivisions, and commercial activities utilizing or producing hazardous materials as identified by the Florida Department of Environmental Protection and pursuant to Chapters 470 & 366 (Septic Ordinance/Fertilizer Ordinance) City of Jacksonville Municipal Code.

Policy 1.3.20 The City shall request the SJRWMD to investigate the feasibility and/or desirability of such practices as recharge enhancement through water detention, retention ponds, flow diversion, swale systems, effluent reuse and other techniques.

Policy 1.3.21 The EQD shall implement a system of incentives and deterrents for the development of potential prime recharge areas, buffer areas, well head protection areas and non-protected areas.

Policy 1.3.22 The EQD shall request the SJRWMD to study the potential of the development of salinity barriers with storm water and/or reclaimed water to effect a repressurization of the aquifers and increase the thickness of the freshwater lens.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policies 1.3.2 and 1.3.19 should be amended. The policies simply state the term***

“reserved” so the subsequent policies should be moved up in sequence.

Policy 1.3.2 Reserved

Policy 1.3.19 Reserved

- ***Policy 1.3.7 should be revised per text changes adopting/implementing the City’s Water Supply Facilities Work Plan (pending). This is a requirement of JEA’s consumptive use permit.***

Policy 1.3.7 The City of Jacksonville, ~~JEA~~, EQD and the JEA shall continue to work with the SJRWMD, Northeast Florida Regional Council (RC), and JPDD (including PUD and DRI processes) to ensure that water for nonpotable uses be obtained from the lowest quality water source, in proximity to the demand, consistent with the intended use in compliance with the State Water Policy, ~~Chapter 17-40, F.A.C.~~ Chapter 373, F.S. and Chapter 62-40, F.A.C.

- ***Policy 1.3.17 should be considered for removal as EQD does not directly regulate and does not permit septic tank systems.***

Policy 1.3.17 The City will prohibit, in areas determined to be prime Floridian Aquifer Recharge Lands, industrial activities, septic tank use in subdivisions, and commercial activities utilizing or producing hazardous materials as identified by the Florida Department of Environmental Protection and pursuant to Chapters 470 & 366 (Septic Ordinance/Fertilizer Ordinance) City of Jacksonville Municipal Code.

GOAL 2

Manage and conserve potable water resources in the City through conservation and water reuse programs.

Objective 2.1

JEA shall, implement the water reuse ordinance (Chapter 752 733, City of Jacksonville Ordinance Code) in compliance with the City's consumptive use permit requirements issued by the SJRWMD.

Status: The objective is being met and the underlying policies followed. However, Objective 2.1 should be revised to clarify that it is JEA’s consumptive use permit, not the City’s. Additionally, water reuse is a requirement of JEA’s consumptive use permit.

Additionally, the following specific recommendation was made to the underlying policies:

- ***Policy 1.2.1 should be amended to reflect the results of the MSMP.***

Policy 1.2.1 The City shall revise the 2030 Comprehensive Plan to implement the results of the MSMP.

Objective 2.2

JEA shall continue and expand the City's water conservation and demand reduction program in order to reduce per capita consumption of potable water by up to 10% by 2013.

Status: The objective is being met and the underlying policies followed. JEA's consumptive use permits requires active water conservation and JEA is consistently providing outreach and media spots regarding water conservation. However, the 10% reduction goal by 2013 is outdated and should be re-evaluated.

Drainage Sub-Element

GOAL 1

The Public Works Department shall provide a stormwater management system which will increase the efficiency of the existing systems, create regional facilities where appropriate and improve water quality by reducing non-point sources of pollution.

Objective 1.1

The City shall develop a Geographic Information System (GIS) with the capability to include data regarding the existing drainage system, land use, soil types, and topographic information.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.2

The City has completed a Master Stormwater Management Plan (MSMP). The information in the plan will be utilized in the development of operational criteria for the drainage system. Through this process, the Public Works Department will analyze its existing stormwater management system and correct existing deficiencies by coordinating the increase in the capacity of the system, thereby encouraging infill development in the Urban Area. With completion of each phase of the MSMP, the City shall amend the 2030 Comprehensive

Plan to include changes recommended in design standards and revise the Capital Improvements Element as necessary.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.3

Stormwater runoff from new development shall be treated in accordance with all applicable federal, State, regional and local standards. Stormwater from existing systems, which are retrofitted, shall be treated to the best available technology.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.4

The City shall maximize the efficiency of operations of its stormwater facilities through scheduled and proper maintenance.

Status: The objective is being met, and the underlying policies are being followed.

Objective 1.5

The City shall continue to protect existing streams, rivers, and floodways through its development review process to ensure that no harm is done to the natural drainage system.

Status: The objective is being met and the underlying policies followed.

Additionally, the following specific recommendation was made to the underlying policies:

- *Policies 1.5.1 and 1.5.2 should be revised to remove the reference to the Public Works Department and instead assign these functions to the Development Services Division of the Planning and Development Department.*

Policy 1.5.1 The Public Works Department shall continue to review each proposed new development and determine if it may do harm to the natural drainage system.

Policy 1.5.2 The Public Works Department shall continue to deny permits to any new development that fills a flood plain without compensation for the fill by excavating an equal volume or improvement to the drainage system or a combination of both.

Objective 1.6

The City shall coordinate extension of its drainage facilities through new developments as part of its current permitting process.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendation was made to the underlying policies:

- *Policies 1.6.1 and 1.6.2 should be revised to remove the reference to the Public Works Department and instead assign these functions to the Development Services Division of the Planning and Development Department.*

Policy 1.6.1 The Public Works Department shall require that proposed development drainage facilities are adequate in capacity to serve the proposed development along with any contributing off-site drainage.

Policy 1.6.2 The Public Works Department shall continue to require that the drainage systems downstream of a proposed development have the capacity or hydraulic gradient to accept the proposed development's discharge, or that the proposed development improves the downstream drainage system.

Sanitary Sewer Sub-Element

GOAL 1

JEA shall provide for economically and environmentally sound regional wastewater collection and treatment systems which protect the public health and investment in existing facilities, promote beneficial land use and growth patterns, and discourage urban sprawl.

Status: JEA recommends the entire sub-element be reviewed for opportunities to be both shortened and simplified. Goal 1 should clarify that JEA does not regulate land use and growth patterns but can collaborate with the City in order to ensure coordination between wastewater systems planning and growth management planning.

JEA will continue to operate under DEP and DOH rules and regulations regarding collection, treatment and discharge of wastewater. New development infrastructure to be dedicated to JEA for maintenance must meet current JEA standards (main sizing and construction standards). JEA forecasts growth within the service area to plan future major collection system and treatment facility capacities and said facilities are updated and/or expanded in conjunction with the forecasts. Existing infrastructure is maintained, rehabilitated and replaced as needed.

Objective 1.1

In order to discourage urban sprawl, and correct existing deficiencies, JEA shall provide regional wastewater facilities in concert and conformance with the Public Facilities Development Areas Map as adopted in the Capital Improvements Element.

Status: The objective is being met and the underlying policies are being followed. However, the reference to the Public Facilities Map should be updated to the Development Areas Map.

Additionally, the following specific recommendation was made to the underlying policies:

- ***Policies 1.1.1 and 1.1.2 should be accompanied by or include the definition for regional wastewater facilities. Do regional wastewater facilities include treatment plants or pipes?***

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

Policy 1.1.2 JEA shall provide regional wastewater facilities associated with development within the Suburban Area as defined in the Capital Improvements Element excluding improvements within the service area of an investor-owned public utility company of regional status.

- ***Policy 1.1.3 requires better coordination between the City and JEA.***

Policy 1.1.3 The JEA shall not invest in sanitary sewer facilities in the Rural Area as defined in the Future Land Use and Capital Improvements Element, except where necessary to protect the public health or safety, or encourage mixed use or regional economic development. The JEA and the Department of Planning and Development shall coordinate on the placement of these lines to ensure compliance with the City's Comprehensive Plan and its urban and suburban boundaries.

- ***Policy 1.1.5 should be evaluated in coordination with the Land Development Regulations to ensure that there are implementation strategies in place.***

Policy 1.1.5 The City shall, through its Land Development Regulations, preserve utility corridors so that future development can be served in a cost effective manner.

- ***Policy 1.1.6 should be evaluated to determine if there are in fact City owned wastewater facilities where such regulations would be applicable. If not, the policy should be amended or deleted.***

Policy 1.1.6 All City owned wastewater facilities shall be constructed in accordance with the City's Utility Standards and Specifications, Land Development Procedures Manual, FDEP regulations and other applicable requirements.

Objective 1.2

In order to discourage urban sprawl and prevent adverse impacts to groundwater, surface water, and quality of life, the City will require that all nonregional wastewater treatment facilities identified pursuant to Environmental Protection Board (EPB) Rule 3 discontinue operation by 2010. Additionally, the City shall continue to regulate the use of on-site disposal facilities to assure compliance with federal, State, regional, and local regulations, and install regional facilities in accordance with the Capital Improvements Element in order to reduce the number of septic tanks in new developments.

Status: The objective is close to being met and the underlying policies are being followed. There are still several non-regional facilities permitted by the Florida Department of Environmental Protection that are being monitored. This objective should be updated to reflect the existence and continued efforts to phase out these facilities.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.2.1 should be removed. JEA is no longer acquiring nonregional investor or community owned public utility companies.*

Policy 1.2.1 JEA shall continue its efforts toward the acquisition of nonregional investor or community owned public utility companies where analysis of the acquisition indicates that the costs of acquiring, integrating, and upgrading the facilities to City standards will be offset by the existing and projected rate base of the utility.

- *Policy 1.2.3 should be revised to reflect provisions established in Section 381.0065(4)(i), F.S. that regulate onsite sewage treatment and disposal systems in areas zoned or used for industrial or manufacturing purposes.*

Policy 1.2.3

The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

- *Policy 1.2.6 should be revised to change the minimum of 1 acre to a ½ of an acre of un-submerged property in accordance with Section 381.0065(4)(a), F.S. and Section 654.132(a)(3), Municipal Code. The policy should also be revised to clarify that all Development Areas inward of the Suburban Development Area are subject to the provision of Policy 1.2.6.*

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

Single family/commercial (estimated flows of 600 gpd or less):

- Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.*
- 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.*

Commercial (above 600 gpd)

- Requirements of Chapter 64E-6, F.A.C. are accommodated.*
- The collection system of a regional utility company is not within 50 feet of the property.*

Subdivision (commercial or single family):

- Requirements of Chapter 64E-6, F.A.C. are accommodated.*
- The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.*
- Each lot is a minimum of $\frac{1}{2}$ acre unsubmerged property.*
- Alternative (mounded) systems are not required.*

- ***Policy 1.2.7 should be evaluated to ensure that the Land Development Regulations or Land Development Procedures Manual address these requirements.***

Subdivisions permitted under the criteria of Policy 1.2.6 above shall be required to install dryline sewer systems when programmed improvements are identified in the Capital Improvements Element which will make connection to the JEA Collection System available within a five (5) year period.

- ***Policy 1.2.10 should be amended or accompanied by a clear definition of what is considered a nonregional wastewater facility.***

Policy 1.2.10 Nonregional wastewater facilities may be permitted as interim facilities, provided all of the following requirements are satisfied:

- *The facility meets all federal, state, regional, and local environmental regulations.*
- *The developer shall operate and maintain the facilities*

- *The developer provides for phase out costs where appropriate.*
- *The developer enters into an agreement with the City, specifying the date and manner of phase out.*
- *The facility operator will reimburse the City for costs of enforcement of violations of water quality standards and effluent limitations.*
- *Wastewater facilities must provide at least 1.0 MGD of capacity.*
- ***Policy 1.2.11 should be removed, as it contains no meaningful policy language.***

Policy 1.2.11 Testing

Objective 1.3

JEA shall provide adequate wastewater facility capacity to meet future needs.

Status: The objective is being met and the underlying policies are being followed. However, the term wastewater facility needs to be defined. It should also be noted the JEA does not build or extend mains for development.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policies 1.3.1 should be revised to reference industry standards, published water demands or JEA standards to allow more flexibility and avoid conflicting regulations. Wastewater effluent must meet permits conditions.***

Policy 1.3.1 To assure an adequate Level of Service, wastewater facilities within the City shall meet the following standards:

1. *Effluent discharge from wastewater treatment plants shall meet all federal, State, and local standards.*
2. *Existing and proposed wastewater collection, transmission, treatment, and disposal facilities shall be designed and constructed to maintain the capacity associated with reasonably expected wastewater generation rates consistent with all federal, State, and local standards.*

Residential - 100 Gallons per capita per day (GPCD) (includes an Infiltration/Inflow factor of 25 GPCD)

Non-Residential - flows to be evaluated on a site-specific basis using Section 10D-6 48(1), F.A.C.

Peak Flows will be determined in accordance with "Recommended Standards for Sewage Works", latest edition (Ten State Standards) and the Water Environment Federation Manual of Practice #9.

- ***Policy 1.3.2 should be revised to recognize the repeal of Chapter 9J-5 F.A.C.***

Policy 1.3.2 No development order authorizing new development or a significant expansion of an existing user shall be issued for any area of the City served by a wastewater facility which does not meet the standards in Chapter 9J-5.0055(2)a 1.-3., F.A.C. Specifically, the necessary facilities are in place, the necessary facilities will be in place when the development impacts occur, the necessary facilities are under construction or the necessary facilities are guaranteed by an enforceable development agreement.

- ***Policy 1.3.3 should be evaluated to ensure consistency in implementation between the City and JEA.***

Policy 1.3.3 JEA shall monitor the Levels of Service of each facility and determine the impact of a proposed development or redevelopment on the adopted Level of Service (LOS) for use by agencies which issue development orders or permits

Objective 1.4

JEA and the City shall coordinate, plan and provide for regional facilities to accommodate the ultimate needs of the community through creation of a water supply plan covering at least a 10-year planning period for building water supply facilities necessary to serve existing and new development and through implementation of JEA related projects listed in the Capital Improvements Element.

Status: The objective is being met and the underlying policies followed. However, JEA recommends that the objective be revised with additional language as shown and in accordance with text amendments adopting/implementing the City's pending Water Supply Facilities Work Plan. Additionally, the term regional facilities needs to be clearly defined.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.4.1 should be reworded with the assistance of JEA.***

Policy 1.4.1 Wastewater system improvements will be evaluated for funding in accordance with the following general criteria:

1. *Improvements which are necessary to protect the health, safety and environmental integrity of the community, consistent with the policies of this Comprehensive Plan and applicable federal, state, regional and local regulatory requirements.*
2. *Improvements which are necessary to meet existing deficiencies in capacity or in performance. These include the retrofit of deteriorating facilities which fail or threaten to fail to meet health, safety or environmental standards.*
3. *Improvements which extend regional service to previously unserved developed areas within the Urban and Suburban Areas as identified in the Capital Improvements Element.*
4. *Improvements which have been identified in adopted functional plans and which address system details beyond the scope of this Subelement, but which are consistent with the goals, objectives and policies of this Comprehensive Plan.*
5. *Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.*

Objective 1.5

JEA shall provide regional wastewater treatment facilities to accommodate the adopted Level of Service standards.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.6

The JEA shall maintain existing collection systems, and inspect new construction in order to ensure compliance with the adopted Level of Service standards and maximize the use of existing facilities.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.6.1 should be reworded with the assistance of JEA.***

Policy 1.6.1 JEA shall maintain an inventory of all facilities which identify location, physical characteristics, age, service condition and structural condition.

- ***Policy 1.6.3 Should be evaluated. JEA does not ensure that all permits are in place for developer projects.***

Policy 1.6.3 All required federal, State, regional and local permits shall be obtained before JEA undertakes or authorizes a contractor to undertake construction and/or operation of facilities.

- ***Policy 1.6.6 should be removed. JEA has design standards in place and they should not be duplicated in the Comprehensive Plan.***

Policy 1.6.6 JEA will not allow connections directly into its major force main system, as defined in the Wastewater Master Plan, in a manifolding manner except as designated in the plan.

- ***Policy 1.6.7 should be evaluated in coordination with JEA. Capabilities of the current system need to be taken into consideration to ensure that they comply with the requirement.***

Policy 1.6.7 JEA shall maintain an automated wastewater management information system for facility records, mapping, Geographical Information System, preventive maintenance, stock and inventory control and other related functions.

Objective 1.7

JEA shall provide adequate sludge utilization/disposal facilities capable of handling all sludge generated at JEA wastewater treatment facilities.

Status: The objective is being met and the underlying policies are being followed. However, JEA does not provide the disposal facility so the objective should be evaluated in coordination with JEA.

Definitions Sanitary Sewer Sub-Element

Status: The following definitions should be updated as explained below.

Lift station definition should be revised. A lift station can discharge to another force main.

Regional wastewater facilities definition should be revised or reconsidered after review of the WSBU Wastewater Master Plan.

Solid Waste Sub-Element

GOAL 1

The City of Jacksonville shall provide for an integrated solid waste management system which protects the public health, sanitation, and environment and provides for operational efficiency and beneficial land use and growth patterns.

Objective 1.1

The Solid Waste Division shall plan and implement an integrated solid waste management system to reduce the volume of solid waste disposed in landfills in Jacksonville. An integrated solid waste management system consists of a combination of solid waste management and disposal options which work together to meet the community's needs for safe and effective solid waste disposal.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.2

Solid Waste Division shall meet and exceed the state recycling goal. The Solid Waste and Resource Management Department shall maintain a recycling, reuse and reduction programs for the residential, commercial, and industrial sectors.

Status: The Solid Waste Division (SWD) will not meet or exceed the state recycling goal identified in this objective. The objective and Policy 1.2.1 should be revised to focus on the following:

- *Develop a strong partnership with a pro-active recycling center (bid);*
- *Increase waste to energy efforts;*
- *Identify and determine target materials (what will be recycled) and provide educational materials;*
- *Design a program to include collection, storage, and services.*
- *Monitor the program for specific measurements.*
- *Potentially consider multifamily and commercial recycling.*

Policy 1.2.1 The Solid Waste Division shall maintain the residential recycling program to include all residences within the City.

- *Policy 1.2.2 should be revised to require development of ordinances that regulate commercial/multifamily and make them mandatory; enforcement efforts would also be required.*

Policy 1.2.2 Recycling programs designed to separate newspaper, glass, plastics, and metal products; office papers, paperboard, corrugated papers and organic materials from the solid waste generated by commercial and industrial businesses shall be implemented by the private sector.

Objective 1.3

The Solid Waste Division shall continue to operate solid waste management facilities in compliance with applicable air, groundwater, and surface water pollution standards established by federal, State, and local laws, regulations and guidelines.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.4

The Solid Waste Division shall plan solid waste management facility additions, expansions, and improvements to meet the present needs and support the anticipated future growth.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.5

The City shall continue to implement programs to address the problems of illegal dumping of both hazardous and non-hazardous waste materials.

Status: The objective is being met and the underlying policies are being followed.

Potable Water Sub-Element

Overall Sub-Element Status: Consideration should be given to opportunities to remove as many policies from this sub-element as possible and to organizing it around two to three major areas while still maintaining compliance with the requirements of Chapter 163, F. S.

JEA will continue to operate under DEP and DOH rules and regulations regarding the treatment, transmission, and delivery of potable water to its customers. This includes permitting for new or modified components of the JEA potable water system. JEA complies with all US EPA and DEP rules and regulations regarding treatment and disinfectant of potable water to customers. This includes monitoring and reporting to DEP and DOH.

JEA complies with its 20-year consumptive use permits issued by the SJRWMD in 2011. This includes many monitoring and reporting requirements such as water withdrawals, water quality, water conservation, metering and other permit conditions.

JEA is an active participant in the SJRWMD water supply planning process. JEA provided the SJRWMD a list of 49 alternative water projects to ensure the sustainability of the water resources of the regional. JEA is implementing the projects as they are needed and as funding is available.

GOAL 1

JEA shall regionalize water facilities in a manner which adequately corrects existing deficiencies, accommodates future growth, increases system capacity, acquires investor owned systems and incorporates private package plants into the regional system, and interconnects water systems where required while complying with all federal, State, regional and local regulations.

Status: The goal should be revised to recognize that JEA is no longer acquiring private systems.

Objective 1.1

In order to discourage urban sprawl, to maximize the use of existing facilities, and to coordinate the increase in the capacity of facilities to meet future needs of the City, the JEA shall provide regional water facilities in concert and conformance with the Development Areas Map (Map CI-1) as adopted in the Capital Improvements Element.

Status: The objective is being met and the underlying policies are being followed. JEA recommends providing a definition for “Regional Water Facilities.”

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 1.1.1 and 1.1.2 should be revised to recognize that JEA does not provide the mains for new developments, to include a definition for the term regional water facilities and to include all Development Areas from the Suburban Development Area inward.*

Policy 1.1.1 JEA shall provide for regional water facilities associated with development within the Urban Area as defined in the Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility.

Policy 1.1.2 JEA shall provide for regional water facilities associated with development within the Suburban Area, as defined in the Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility. The Suburban Areas should be reviewed in the development of the 2030 Comprehensive Plan.

- *Policy 1.1.3 should be revised to recognize JEA’s authority to review and determine acceptance of private water systems.*

Policy 1.1.3 When requested by the Duval County Health Department and where the public water system is available to provide service, the JEA shall inter-tie with private water systems whose water treatment facilities are not in compliance with federal, State,

or local regulations.

- **Policy 1.1.4 and the associated provisions of the ordinance code should be reviewed to determine the applicability of this policy.**

Policy 1.1.4 Investor-owned public utilities, and all parties connecting to them, shall be required to install facilities in compliance with Chapters 654 and 750, Ordinance Code.

- **Policy 1.1.6 should be removed. JEA is no longer acquiring these systems.**

Policy 1.1.6 JEA shall continue to acquire community and/or investor-owned public utility companies and integrate the systems into the regional network, where analysis of the acquisition indicates that the costs of acquiring, interconnecting and upgrading the facilities to current standards will be offset by the existing and projected rate base of the utility.

- **Policies 1.1.9 and 1.1.15 should be revised per text changes adopting/implementing the City's pending Water Supply Facilities Work Plan.**

Policy 1.1.9 JEA shall prepare an annual report which summarizes existing capacity and demand information for the water system and incorporates and identifies the alternative water supply projects selected or proposed.

Policy 1.1.15 The City shall continue to amend the 2030-2045 Comprehensive Plan as needed to continue implementation of the City's Water Supply Facilities Work Plan 2018-2028 (Jacksonville Planning and Development Department, June 2018), adopted by reference. Supporting data and analysis may be attached as appendices to the Water Supply Facilities Work Plan, and updated from time to time, without the necessity of an amendment to the Comprehensive Plan. The City and JEA shall continue to identify and implement traditional and alternative water supply projects and programs, including conservation and water reuse, that are consistent with the SJRWMD's District Regional Water Supply Plan to meet the that City's water supply needs.

Objective 1.2

JEA shall develop and maintain a comprehensive water resources management plan for the City's present and future service areas, with the primary objective being the provision of an adequate supply of high-quality water, carefully planned and properly managed with due regard for the environment.

Status: JEA recommends revising Objective 1.2 as shown in accordance with pending text changes adopting/implementing the City's Water Supply Facilities Work Plan.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.2.1 should be evaluated to determine if the policy is necessary. JEA complies with permitting requirements.*

Policy 1.2.1 JEA shall analyze the water quality of its existing water supply wells and implement improvements, modifications, and/or operational strategies to improve the developed raw water quality.

- *Policy 1.2.5 should be revised in accordance with pending text changes adopting/implementing the City's Water Supply Facilities Work Plan as JEA is not required to work with SJRWMD on evaluating cost effective items.*

Policy 1.2.5 JEA shall identify, evaluate, and select the most cost-effective means of ensuring an adequate water supply including groundwater supply, reuse of treated wastewater, surface water supply, demand reduction, conservation, and peak ~~saving~~ shaving through system integration. This evaluation shall be conducted as a part of their ~~Water System Master Plan Update~~ water supply plan. ~~and in conjunction with the SJRWMD.~~

- *Policy 1.2.9 is being proposed as a result of pending text amendments for adoption/implementation of the City's Water Supply Facilities Work Plan.*

Policy 1.2.9 JEA may enter into agreements with public and private water resource and/or reclaimed water providers as needed to ensure an adequate, high-quality water supply. Agreements shall be identified in the City's Water Supply Facilities Work Plan.

Objective 1.3

JEA shall provide adequate ~~water facility~~ capacity at water treatment plants to meet future needs.

Status: Objective 1.3 should be revised as shown to address water facility capacity at the water treatment plant. According to JEA, the term water facility is a catch all that applies to wells, plants, and distribution mains. JEA expands plants and transmission mains as needed for future capacity needs. JEA does not extend distribution mains for development areas.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.3.2 should be revised to remove the reference to Chapter 9J-5, which was repealed in 2011, and replace it with a reference to Section 163.3180, F.S.***

Policy 1.3.2 No development order authorizing new development or a significant expansion of an existing user shall be issued for any area of the City served by a water facility which does not meet ~~the~~ regulatory standards in Section 163.3180, F.S. ~~in Chapter 9J-5.0055 (3)(a) 1, 2., F.A.C.~~ Specifically, the necessary facilities, including adequate water supplies, will be in place and available to serve the new development when the development impacts occur, or the necessary facilities are guaranteed by an enforceable development agreement, issued pursuant to Chapter 163.3220, F.S.; or Chapter 380, F.S. Prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

- ***Policy 1.3.3 should be evaluated in coordination with JEA to ensure the policy and current procedures are consistent.***

Policy 1.3.3 The City shall establish procedures and programs to monitor Levels of Service (LOS) of each facility for use by agencies which issue development orders or permits within the time required by Section 163.3202, F.S.

- ***Policy 1.3.5 needs to be updated to reflect the fact that JEA does not review or permit private water systems.***
- ***Policy 1.3.5 Through permit review and enforcement of State and local laws, JEA shall ensure the continued distribution of potable water through both public and private water systems in compliance with the above specified Level of Service (LOS) standards.***

Objective 1.4

JEA shall plan and provide regional facilities to accommodate the ultimate needs of the community through implementation of JEA related ~~the~~ projects listed in the Capital Improvements Element.

Status: The objective is being met and the underlying polices are being followed. However, the term regional facilities needs to be clearly defined.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.4.1 should be reworded. However, the revised language will provide similar criteria.***

Policy 1.4.1 Water system improvements will be evaluated for funding in accordance with the following general criteria:

- 1. Improvements which are necessary to protect the health, safety and environmental integrity of the community which are consistent with the policies of the 2030 Comprehensive Plan and the applicable federal, State, regional and local regulatory requirements.*
- 2. Improvements which are necessary to meet existing deficiencies in capacity or performance or reliability. These include the rehabilitation or replacement of deteriorating facilities which fail or threaten to fail to meet health, safety or environmental standards.*
- 3. Improvements which extend regional service to previously unserved areas within the Urban and Suburban Areas as defined in the Future Land Use Element.*
- 4. Improvements which have been identified in adopted functional plans and address system details which are beyond the scope of the comprehensive plan for water facilities and are consistent with the goals, objectives and policies of the 2030 Comprehensive Plan.*
- 5. Cost-effective improvements to expand capacity, maximize operational efficiency and increase productivity.*
- 6. JEA shall attempt to optimize use of existing facilities through improvements, expansion and modification of process control system and improvements to operational procedures before spending additional public funds for new facilities.*

Objective 1.5

JEA shall provide regional water supply and treatment capacity to maintain the adopted Level of Service standards.

Status: The objective is being met and the underlying policies are being followed. However, the language in this objective needs to be amended as not all mains meet all Level of Service standards, in particular the fire flow for industrial.

Objective 1.6

JEA shall maintain the existing transmission and distribution system, and provide inspection on new construction so as to ensure the maintenance of the adopted Level of Service standards.

Status: The objective is being met and the underlying policies are being followed. However, JEA recommends amending the language.

Additionally, the following specific recommendations were made to the underlying policies:

- **Policy 1.6.1 should be reworded in coordination with JEA.**

Policy 1.6.1 JEA shall maintain an inventory of all water treatment facilities which identifies location, physical characteristics, age, service condition and structural condition.

- **Policy 1.6.2 should be reworded to remove the term aggressive, as there is no definition of what this is intended to infer.**
- *Policy 1.6.2 JEA shall continue an aggressive rehabilitation and replacement program directed at the older portions of the utility's existing system.*
- **Policy 1.6.3 should be evaluated in coordination with JEA. The reference to all permits is unclear and JEA complies with this policy for all JEA projects. However, JEA does not require copies of all permits (COJ, SMRWMD, ACOE, etc.) for construction to commence on water and sewer portions of private projects as that is the responsibility of the contractor/developer.**

Policy 1.6.3 All required federal, State, regional and local permits shall be obtained before JEA undertakes, or authorizes contractors to undertake, construction and/or operation of new facilities.

- **Policy 1.6.4 should be reworded. JEA inspects for JEA/DEP standards.**

Policy 1.6.4 JEA shall provide for the inspection of new water facilities construction to insure that the City standards are enforced.

- **Policy 1.6.5 should be removed, as there are no water demand corridors.**

Policy 1.6.5 JEA shall install utility transmission mains of a size adequate for projected future needs along the major water demand corridors.

- **Policy 1.6.8 should be reworded or removed. The model is calibrated as needed.**

Policy 1.6.8 JEA shall continue to utilize a system-wide, computer-based hydraulic analysis program for the determination of facility and growth needs and shall recalibrate the model every five years as part of the update of the water system master plan.

- *Policy 1.6.12 should be considered for removal if it is not a required policy.*
- *Policy 1.6.12 JEA shall develop and maintain an automated water system management information system for its water facility records, mapping, preventive maintenance, stock and inventory control and other related functions.*

Objective 1.7

JEA and the City shall continue to enforce the City's reuse ordinance in compliance with the City's consumptive use permit requirements as issued by the SJRWMD.

Status: The objective is being met and most of the underlying policies are being followed. However, the consumptive use permits is issued to the JEA, not the City and as such, the objective should be revised.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.7.2 implementation should be discussed between JEA and the Environmental Quality Division to ensure implementation*

Policy 1.7.2 The City shall request that SJRWMD amend all non-potable consumptive use permits in Jacksonville issued by the SJRWMD to require that the permit holder accept and utilize reuse water when made available by the City.

- *Policy 1.7.3 should be evaluated in coordination with JEA.*

Policy 1.7.3 In order to conserve fresh water, JEA, subject to permitting requirements of state law, shall have first priority of reclaimed municipal water use for electrical power production-related purposes, such as cooling water for generating units, because they constitute essential public infrastructure; provided, however, that following such use the remainder of such water, if any, shall be returned to the JEA reclaimed water system for further reuse so long as all water quality requirements are met.

Objective 1.8

JEA shall continue and expand the Citywide water conservation and demand reduction programs in order to reduce per capita consumption of potable water by up to ten percent (10%) by 2013, through implementation of effective water conservation measures and demand reduction program as reflected in Aquifer Recharge Sub-Element - Objective 2.1 and 2.2

Status: The objective is being met and most of the underlying policies are being followed. However, the objective should be re-evaluated base on the goal to reach a 10% increase by 2013. JEA and EQD should coordinate evaluation of this objective.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 1.8.1 should be revised to replace the term City with JEA.***

Policy 1.8.1 JEA shall continue to establish and utilize potable water conservation strategies and techniques in the operation of City potable water facilities.

- ***Policy 1.8.2 should be revised to reflect the fact that JEA does not have regulatory authority over building code compliance.***
- ***Policy 1.8.2 The approval of new water system connections shall be conditioned upon compliance with the Building Code requirements to assure the use of water conservation practices and techniques.***

- ***Policy 1.8.5 should be evaluated between JEA and EQD to ensure that public education is being implemented by both JEA and the City.***

Policy 1.8.5 JEA in cooperation with other departments shall establish and maintain a water conservation public education program.

- ***Policy 1.8.6 implementation should be discussed between JEA and the Environmental Quality Division to ensure implementation. Likewise, this policy is repetitive of Policy 1.7.2 above and should be considered for removal.***

Policy 1.8.6 The City shall request that SJRWMD amend all non-potable consumptive use permits in Jacksonville issued by the SJRWMD to require that the permit holder accept and utilize reuse water when made available by the City.

Intergovernmental Coordination Element Assessment

GOAL 1

Coordinate the planning and policy making of the City with that of the surrounding municipalities, county, regional, State, federal and special authority governments to ensure consistency in development and in the provision of services and to implement the goals, objectives and policies of the 2030 Comprehensive Plan

Objective 1.1

Coordinate with relevant state or regional agencies, local governments, or other entities with operational and maintenance responsibility for such facilities in establishing levels of service standards and guidelines.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.2

The City shall coordinate the 2030 Comprehensive Plan with the plans of the Duval County Public Schools, other units of local government, the comprehensive plans of adjacent municipalities and counties, the region and the State, by maintaining and improving working relationships with all entities involved in order to maintain full participation in the planning process by all such entities.

Status: Objective is being met and the underlying policies followed. References to the “amendment period” in Policy 1.2.2 should be revised to reflect legislative changes to the amendment processing procedures established in Florida Statutes Chapter 163.

Policy 1.2.2 Continue to monitor the plans of adjacent counties and municipalities during each amendment period, and the plans of the Northeast Florida Regional Council, and the St. Johns River Water Management District when they are amended to ensure consistency and participate in proceedings to reduce conflicts between these plans and the 2030 Comprehensive Plan.

Additionally, the following specific recommendation was made to one of the underlying policies:

- *Policy 1.2.4 should be revised to reflect changes to Florida Statutes Chapter 163 that eliminated the requirement for consistency with the State Comprehensive Plan.*

Policy 1.2.4 Establish comprehensive plan goals, objectives, and policies which are compatible with and further the Northeast Florida Strategic Regional Policy Plan ~~and the State Comprehensive Plan~~, and which are coordinated with State agency plans.

Objective 1.3

Initiate cooperative inter-jurisdictional planning and management of major natural resources which fall under the jurisdiction of more than one entity.

Status: The objective is being met but the underlying policies should be re-evaluated for consistency with current programs. Policy 1.3.1 should be re-evaluated for consistency with and reference to current programs implemented by the City such as the Preservation Project. Policies 1.3.3 and 1.3.4 should be re-evaluated and updated to reflect the current status of the Surface Water Improvement and Management (SWIM) Plan. Policy 1.3.8 should be reviewed to ensure that references are being made to the correct Departments.

Policy 1.3.1 The City shall continue to participate in the Northeast Florida Regional Mitigation Land Bank and other similar programs such as the Preservation Project with appropriate surrounding counties for the protection of areas of environmental concern, such as upland habitats.

Policy 1.3.3 Through the Duval County Water Quality Coordinating Committee the City shall encourage the St. Johns River Water Management District to build upon and coordinate its Surface Water Improvement and Management (SWIM) Plan with the 2030 Comprehensive Plan and meet with the District staff for the specific purpose of identifying mutual goals and programs to achieve these goals.

Policy 1.3.4 The City shall coordinate with Nassau and St. Johns Counties in the management of marine resources by participating in existing cooperative programs established by the St. Johns River Water Management District and the Northeast Florida Regional Council such as the SWIM Plan.

Policy 1.3.8 The Office of Economic Development (OED) and the Jacksonville Airport Authority shall serve as the local points of contact for federal and state agencies and continue to coordinate the redevelopment of Cecil Field at Cecil Commerce Center demonstrating a more sustainable pattern of long-term commercial, retail, institutional, and aviation development that will stimulate economic growth and job creation for the region.

Objective 1.4

Encourage and enhance interagency coordination efforts at the federal, state, and local levels and continue to work cooperatively to achieve the comprehensive restoration for the St. Johns River.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendation was made to one of the underlying policies:

- *Policy 1.4.2 should be revised because the River Accord no longer exists.*

Policy 1.4.2 The City shall continue to participate in ~~the~~ multi-agency ~~River Accord~~ partnerships ~~and~~ to promote restoration of the Lower St. Johns River Basin.

GOAL 2

The City shall foster and encourage intergovernmental coordination for schools among the City, DCPS, and other municipalities, and other adjacent local governments, and regional, state and federal governmental agencies.

Objective 2.1

The City of shall maintain and enhance joint planning processes and procedures for coordination of public education facilities to facilitate coordination of DCPS plans with the plans of the City. On an ongoing basis, the City, in cooperation with the DCPS and the other municipalities, shall review existing mechanisms, each city's comprehensive plan, the Interlocal Agreement, and the other City and DCPS programs and their effects on the plans developed for providing public schools. Assistance for this effort shall be requested from the regional and state agencies by the City as needed.

Status: The objective is being met and the underlying policies followed. Changes to these policies will be needed if changes to the Public Schools Interlocal Agreement or the Public Schools and Facilities Element are made. The Joint Planning Committee issued a resolution regarding the current state of school concurrency and requested direction from the Duval County School Board, the City of Jacksonville and the participating municipalities in Duval County regarding how to address school capacity. The resolution is included in the review of the Public Schools and Facilities Element section of this report.

GOAL 3

To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans with local land use plans.

Objective 3.1

To coordinate the redevelopment of major corridors and enhance the relationship between transportation, land use and future mobility in Jacksonville.

Status: The objective is being met and the intent of the underlying policies are being followed. However, Policy 3.1.1 should remove reference to the LUUTRAN Committee, as this committee has never been implemented.

Policy 3.1.1 The Planning and Development Department shall work with the Jacksonville Transportation Authority (JTA), FDOT, and the North Florida Transportation Planning Organization (TPO) to coordinate their transportation planning activities through the LUUTRAN Committee, to ensure planned transportation investment and support land use objectives reflected in the Future Land Use and Growth Management Policies of the City of Jacksonville Comprehensive Plan.

Public Schools and Facilities Element Assessment

General Status: On June 20, 2018, the Joint Planning Committee (JPC) issued a resolution respectfully asking that parties to the Public Schools Interlocal Agreement (ILA), at their next joint meeting, consider and provide direction as to how to address the impacts of development proposals on the school system. The majority of the language of this element is based on the adopted ILA and as such, changes to these goals, objectives and policies are dependent on the outcome of the resolution. A full copy of the resolution is attached at the end of the Public Schools and Facilities Element (PSFE) assessment.

GOAL 1

Coordinate and Maintain High Quality Education

The City shall collaborate and coordinate with the Duval County Public Schools (DCPS) and other municipalities to ensure that the public school system offers a high quality educational environment, provide accessibility for all its students, and ensure adequate school capacity to accommodate existing and future population.

Objective 1.1

Coordination and Consistency

The City shall establish coordination review procedures to ensure consistency of its Comprehensive Plan with the plans of the DCPS, County and the other municipalities.

Status: The objective is being met and the underlying policies are being followed.

GOAL 2

Public School Facility Siting and Development

It is the goal of the City to maintain and enhance joint planning processes and procedures for coordination with the DCPS and the other municipalities of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with the residential development and other services.

Objective 2.1

Public School Facility and Availability

The City shall coordinate with DCPS and the other municipalities to establish a process of coordination and collaboration between the City and the DCPS in the planning, siting and construction of educational facilities, so that timing is proper and the site location is

compatible with the surrounding area, concurrent with necessary service and infrastructure, and consistent with the comprehensive plan.

Status: The objective is being met and the underlying policies are being followed.

Objective 2.2

Enhance Community/School Design

The City shall coordinate with DCPS to enhance community and neighborhood design through establishing effective school facility design and siting standards thereby encouraging the siting of school facilities to serve as community focal points and to be compatible with surrounding land uses.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.2.4 should be revised to address safety and ADA compliance. Reference to required connections to the neighborhood's existing pedestrian network is unnecessary, as residential developments are already required to provide sidewalks that connect to nearby collector and arterial roadways, regardless of school proximity.*

Policy 2.2.4 New residential developments ~~adjacent to schools which~~ that do not prohibit school aged residents shall be required to provide a direct, safe, and ADA-compliant pedestrian access that is safe for pedestrian travel to existing and planned school sites, both existing and planned, and shall connect to the neighborhood's existing pedestrian network.

- *Policy 2.2.5 should be revised or a new policy should be added to address opportunities to create pedestrian and bicycle facility connections from school sites to adjacent neighborhoods in addition to providing facilities adjacent to the school site.*

Policy 2.2.5 The City shall coordinate with the DCPS to ensure that pedestrian and bicycle facilities are provided adjacent to school sites located in the City to allow for the safety of pedestrians and bicyclists.

Objective 2.3

Coordinate Land Use with School Capacity

The City will coordinate proposed changes to future land use, rezoning, and developments of regional impact for residential development with adequate school

capacity. This objective will be accomplished recognizing the DCPS statutory and constitutional responsibility to provide a uniform system of free and adequate schools.

Status: The objective is being met and the underlying policies are being followed.

GOAL 3

Implement Public School Concurrency

The City shall ensure the future availability of public school facilities to serve development consistent with the adopted level of service standards. This goal will be accomplished recognizing the DCPS statutory and constitutional responsibility to provide uniform system of free and adequate public schools, and the City' authority for land use control and management, and their joint responsibility to maintain the adopted level of service standards.

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.

Status: The objective is being met and the underlying policies are being followed. Objective 3.1 is currently mislabeled as Objective 3.2; this should be corrected, as noted below.

Objective 3.2 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.

Objective 3.2

School Concurrency Service Areas (CSAs)

The City shall coordinate with DCPS to establish Concurrency Service Areas (CSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.

Status: The objective is being met and the underlying policies are being followed.

Objective 3.3

Process for School Concurrency Implementation

In coordination with the DCPS, the City will establish a process for implementation of school concurrency which includes applicability and capacity determination and availability standards, and school capacity methods. The City shall manage the timing of new residential development approvals to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

Except as provided in policies below, school concurrency applies only to residential uses that generate demands for public school facilities and are proposed or established after the effective date of the School Concurrency Ordinances.

Status: The objective is being met and the underlying policies are being followed.

Objective 3.4

Proportionate Share Mitigation

The City shall establish a procedure for coordinating with the DCPS and applicants to provide for proportionate share mitigation in appropriate circumstances.

Status: The objective and underlying policies would be followed in the event that there is not sufficient capacity in the affected or adjacent Concurrency Service Area to address the impacts of a proposed development. However, to date no development has exceeded the adopted Level of Service standards for school capacity.

Objective 3.5

School Capital Facilities Planning

The City shall cooperate with the DCPS to ensure existing deficiencies and future needs are addressed with the adopted level of service standards for public schools.

Status: The objective is being met and the underlying policies are being followed.

Joint Planning Committee Resolution

JOINT PLANNING COMMITTEE RESOLUTION

A RESOLUTION BY THE JOINT PLANNING COMMITTEE (“JPC”) REQUESTING THE JACKSONVILLE CITY COUNCIL, THE COMMISSIONS AND COUNCILS OF THE OTHER PARTICIPATING CITIES (ATLANTIC BEACH, BALDWIN, JACKSONVILLE BEACH, AND NEPTUNE BEACH) TO MEET WITH DUVAL COUNTY SCHOOL BOARD TO PROVIDE DIRECTION TO THE JPC ON HOW IT DESIRES TO HANDLE DEVELOPMENTAL IMPACTS ON THE PUBLIC SCHOOL SYSTEM.

WHEREAS, the Jacksonville City Council, the commissions and councils of other participating cities (Atlantic Beach, Baldwin, Jacksonville Beach, and Neptune Beach), and Duval County School Board and staff (Duval County Public Schools or “DCPS”) are parties to an Interlocal Agreement (“ILA”), most recently amended in 2008, which addresses a variety of issues, including land use planning and school facilities planning; and

WHEREAS, pursuant to the ILA, the Joint Planning Committee (“JPC”) has been meeting since late 2016 to update the ILA; and

WHEREAS, in November, 2017, upon the recommendation of DCPS staff, the JPC voted unanimously to recommend the discontinuance of school concurrency in the review of local development proposals; and

WHEREAS, the JPC has continued to meet to consider alternative processes in the review of local development proposals to address impacts upon the school system; and

WHEREAS, these alternative processes involve fundamental policy choices, such as whether to adopt a system of paying fees or exactions to address any impacts on schools; and

WHEREAS, the JPC is ready and willing to assist in developing and implementing a system of fees or exactions for school impacts but, at this point, desires to seek policy direction from the parties to the ILA regarding how best to assess and mitigate for the impacts of proposed development on the school system; and,

WHEREAS, the ILA contemplates regular joint meetings among the Jacksonville City Council, representatives from other participating cities, and the Duval County School Board; and

NOW, THEREFORE, the JPC respectfully asks that the parties to the ILA, at their next joint meeting, consider and provide direction to the JPC regarding the following questions:

1. In their review of local development proposals, do the Jacksonville City Council, other participating cities, and DCPS desire (i) to solicit information from DCPS regarding any impact of development proposals on the school system, and/or (ii) to adopt a fee or exaction system which mitigates for any development impacts on schools not otherwise addressed?

2. If the Jacksonville City Council, other participating cities, and DCPS desire to adopt a fee or exaction system, do they prefer (i) a proportionate or “fair” share system, based upon legislatively adopted standards (for student generation, school capacity, service areas, portable classrooms, and similar issues) and a case-by-case review and contract

between the development applicant, the applicable city, and DCPS, or (ii) a fee system, based upon a formula uniformly applied to all development applicants?

DONE AND ORDERED at the June 20, 2018 meeting of the Joint Planning Committee.



T.R. Hairline, Chairman

Recreation and Open Space Element Assessment

Goal 1

To provide a variety of recreational facilities, both active and passive, in order to achieve and maintain adopted standards for levels of service.

Objective 1.1

The City shall provide a variety of recreational facilities in the recreation and park system in order to achieve and maintain adopted levels of service standards.

Status: The objective is being met and the underlying policies are being followed. However, Level of Service standards are no longer required in F.S. 163.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.3 states that the Planning and Development Department is responsible for tracking participation/use data. This responsibility has been transferred to the Parks, Recreation and Community Services Department and as such, the policy should be amended to reflect the appropriate responsible party.*

Policy 1.1.3 On a on-going basis the ~~Planning and Development~~ Parks, Recreation and Community Services Department shall track the participation/use data collected ~~by the Recreation and Community Services~~ in order to track recreational participation trends based on demand and further define recreation facility needs

Objective 1.2

The City shall ensure that recreation facilities are added to keep up with new growth and development.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 1.2.3 and 1.2.7 should be revised to remove references to the FOCUS Plan and to replace it with ranking criteria and a matrix.*

Policy 1.2.3 The City shall accept or purchase parcels of land for park purposes that are of sufficient size, location and configuration to handle their intended purpose(s). The Recreation and Community Services Department shall maintain objective standards for

considering any parcel. The standards are based on the matrix criteria of the FOCUS Plan.

Policy 1.2.7 The City shall update the Future Opportunity Continuous Upgrade Strategy (FOCUS) Plan every five years in order to prioritize capital improvements.

Objective 1.3

The City shall increase its pedestrian path and greenway and trail systems and develop strategies to ensure that these systems are included in new park development.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.4

The City shall consider the needs and abilities of special groups, including the elderly and disabled, when designing and locating recreation facilities.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.5

~~As new schools are opened, the~~ Parks, Recreation and Community Services Department shall seek to develop jointly with the Duval County School Board sites which will meet both the educational and recreational needs of the community, as well as programs which will provide for the dual use of existing school sites.

Status: The objective is being met and the underlying policies are being followed. The phrase "As new schools are opened" should be removed from Objective 1.5 since this is a continuing process for all school sites and park sites.

GOAL 2

To establish an active/passive park system in the ~~suburban and rural areas of the~~ City which assist in providing identity, form and a visual framework to the City and its communities.

Status: The goal is being met and the underlying objectives and policies are being followed. However, in 2018 the City Council established the Special Committee on Parks with the purpose of evaluating the park system for access, maintenance and youth development. The Committee recommended that Goal 2 be amended to address the creation of an active/passive park system in all areas of the City as opposed to only in the suburban and rural areas. It is anticipated that changes to these policies will be addressed prior to implementation of the recommendations included in this report.

Objective 2.1

The City of Jacksonville shall improve, expand and enhance its natural areas such as waterfronts, park lands, and open spaces to preserve the identity of these areas and encourage sectional recognition.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.1.5 needs to be amended to reflect the removal of Ordinance Code Section 110.349.*

Policy 2.1.5 Funds from all City sales of surplus real property shall be designated for new park development and maintenance in accordance with Sections ~~110.349 and~~ 122.429, Ordinance Code, City of Jacksonville.

Objective 2.2

The City's Land Development Regulations, through the Subdivision Ordinances or other Ordinances, shall ensure the provision of active recreation and open space by private enterprise.

Status: The objective is being met and the underlying policies are being followed. However, in 2018 the City Council established the Special Committee on Parks with the purpose of evaluating the park system for access, maintenance and youth development. One of the Committee recommendations calls for revising policies under Objective 2.2 to require all residential development to contribute to the provision of active recreation. All new single-family subdivisions (3 lots or more) and all multi-family residential developments should provide active recreation parks, a monetary contribution to park facilities or dedicate land to the City. The method selected for providing active recreation in a development shall be subject to review and approval by the Parks Department. In addition, the Parks Department should re-evaluate the monetary contribution fee associated with these policies and recommend modification based on current costs to develop and maintain park facilities. The terms open space and active recreation should be clearly defined and should be consistent among all elements of the Comprehensive Plan and the Land Development Regulations. It is the intent of the Special Committee that these changes be made prior to implementation of this report.

GOAL 3

To use open space and recreational facilities as a key element in the City's planning strategy to enhance the natural environment and to conserve important natural resources.

Objective 3.1

The City shall establish and maintain a comprehensive resource management program for the protection of natural areas having special characteristics.

Status: The objective is being met and the underlying policies are being followed.

Objective 3.2

The City shall utilize the significant natural assets within the County for advancing eco-tourism.

Status: The objective is being met and the underlying policies are being followed.

GOAL 4

Capitalize on the scenic and recreational quality of the St. Johns River and its tributaries, the Atlantic Ocean, the Intracoastal Waterway and other significant bodies of water in Duval County.

Objective 4.1

The City shall provide greater public accessibility to the St. Johns River and develop appropriate recreational uses of its shorelines.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 4.1.5 needs to be updated by replacing the reference to OED with the Department of Sports and Entertainment.*

Policy 4.1.5 The City shall promote public use and enjoyment of the St. Johns River through the coordination of the Recreation and Community Services, Downtown Vision Inc., ~~the Office of Economic Development (OED)~~ Department of Sports and Entertainment, the Downtown Investment Authority (DIA) and other public and private agencies to provide special events focusing on the river.

Objective 4.2

The City shall increase the number of public boating, kayaking and fishing facilities along the St. Johns River and its tributaries.

Status: The objective is being met and the underlying policies are being followed. However, Objective 4.2 and the underlying policies should also target increasing kayaking facilities along the river.

GOAL 5

The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.

Objective 5.1

The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.

Status: The objective is being met and the underlying policies are being followed.

GOAL 6

To promote economic prosperity within the City through increased recreational facility development.

Objective 6.1

A needs assessment analysis, based upon the population's needs and desires and in concert with the City's efforts and policies for future economic development, will be used to provide direction in the further development and operation of the park system.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 6.1.3 needs to be updated to reflect the correct department names.*

Policy 6.1.3 The Parks, Recreation and Community Services Department shall coordinate with the ~~Office of Economic Development (OED)~~, Tourist Development Council and other public or private organizations that has an interest in developing and redeveloping the City's recreational facilities and programs. Development and redevelopment of

recreational facilities and programs within the downtown area shall be coordinated with the Downtown Investment Authority (DIA).

GOAL 7

The City shall protect and utilize its cultural and historical resources.

Objective 7.1

The City shall protect historic and cultural resources from various types of incompatible development by preservation, conservation, restoration and inclusion in the City's recreational/open space inventory.

Status: The objective is being met and the underlying policies are being followed.

GOAL 8

The City shall improve citizens' perception, involvement and participation in local recreational activities and provide services and programs for all residents of the City, including children, adults, seniors and visitors.

Objective 8.1

The City shall provide full public information about new and existing facilities, activities and development plans and programs.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 8.1.1 should be amended to remove the word quarterly and to add the term social media.*

Policy 8.1.1 The Parks, Recreation and Community Services Department with the evolution of social media, shall continue to provide ~~quarterly~~ informational publications and intensify its use of the media to inform the public of recreational projects and programs.

- *Policy 8.1.2 should be amended to add language regarding town hall meetings in place of public meetings.*

Policy 8.1.2 The Recreation and Community Services Department shall attend open Community Planning Advisory Council (CPAC) and Council members town hall meetings

~~public meetings~~ regularly for the purpose of soliciting citizen input concerning recreational issues.

Objective 8.2

The Recreation and Community Services Department shall continue to expand the number of park advocate groups that work with the City.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 8.2.1 should be amendment to change advisory committee to committees since there is no formal advisory board and the Parks Department works with many athletic and recreational activity groups.*

Policy 8.2.1 The Parks, Recreation and Community Services Department shall maintain ~~an~~ various advisory committees consisting of representatives from the public and private sectors to stimulate and promote vision, leadership, and public/private cooperation.

Objective 8.3

The City shall improve its visual attractiveness, both through positive measures of orderly development and beautification and through consistent efforts to avoid, remove, or diminish the impact of unsightly features.

Status: The objective is being met and the underlying policies are being followed.

Objective 8.4

The City shall protect the naturally beautiful environment and prevent unwarranted abuse of its resources.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 8.4.2 should be amended to recognize the **FIGHT BLIGHT** campaign.*

*Policy 8.4.2 The Parks, Recreation and Community Services Department shall ~~maintain an ongoing public relations campaign~~ work with the **FIGHT BLIGHT** campaign to reduce vandalism in parks and open spaces and promote a sense of pride in public facilities.*

GOAL 9

The Recreation and Community Services Department shall establish minimum standards for park maintenance and equipment repair and bring all parks up to this standard within five years.

Objective 9.1

The Recreation and Community Services Department shall consider for the future the allocation of funding maintenance and equipment repair equally with capital outlay for existing and new facility developments.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 9.1.2 should be revised to encourage rating park facilities every year and at a minimum every five years.*

Policy 9.1.2 The Recreation and Community Services Department shall strive to rate all of its parks on an annual basis, but in no event less often than once every five years. Each park will be identified by the type of rating received.

Transportation Element Assessment

General Recommendations: All references to “non-motorized” transportation should be changed to “active” transportation to better reflect current industry terminology.

GOAL 1

The City shall utilize Quality/Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines as described in the 2013 QLOS Handbook and reflect the driving transportation habits and tolerance levels of the City’s driving traveling population shall be established.

Status: The Goal should be revised to update the handbook reference and to include multi-modal travel, per the pending 2018 Mobility System Update.

Objective 1.1

The City shall utilize the Florida Department of Transportation standards as they relate to guidelines for determining the multi-modal operating conditions of its urban and rural transportation networks ~~roadways and intersections.~~

Status: The objective is being met and the underlying policies followed; however, the objective should be revised as shown above to address multi-modal travel.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.1 should be revised to update document references.*

Policy 1.1.1 The City shall utilize the 2013 FDOT QLOS Handbook and the Transportation Research Board, Highway Capacity Manual Special Report 209 (1997), definitions for of level of service (LOS) and quality level of service (QLOS).

- *Policy 1.1.2 should be revised as shown, per the pending 2018 Mobility System Update.*

Policy 1.1.2 ~~The City shall adopt a city wide multi modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map T-12, so as to arrive at a Mobility Score for each Zone. The Mobility Score provides a measurement to determine the average quality of service of the Mobility Plan within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless~~

of mode choice.

Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.

Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:

- Auto/Truck Mode*
- Transit Mode*
- Bicycle Mode*
- Pedestrian Mode*

Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).

Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.

In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:

Q/LOS B = 4 (4.00)

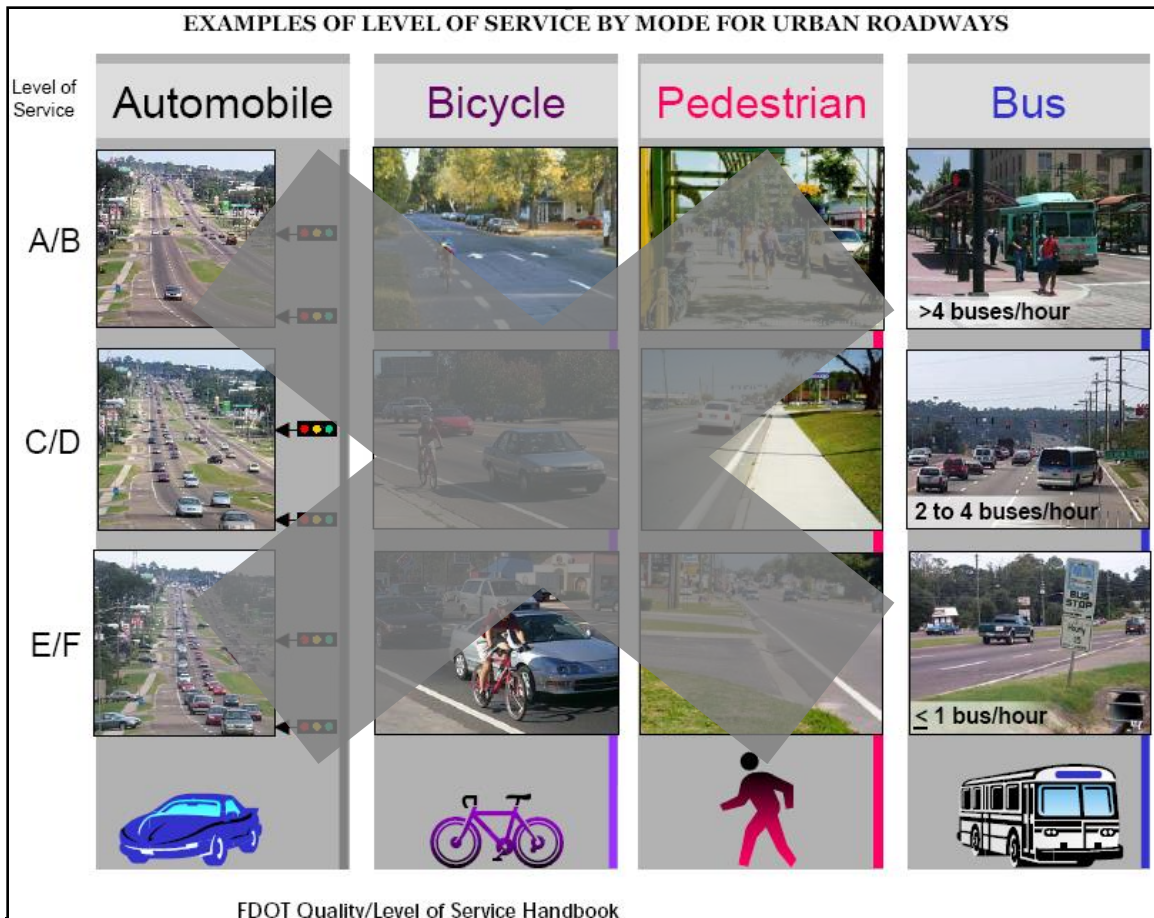
Q/LOS C = 3 (3.00 to 3.99)

Q/LOS D = 2 (2.00 to 2.99)

Q/LOS E = 1 (1.00 to 1.99)

Q/LOS F = 0 (0.00 to 0.99)

The figure below provides a visual interpretation of Q/LOS by mode choice.



Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.

The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).

The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop, their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes. Table 1.1.2 provides the 2030 projection of weights and scores.

Table 1.1.2 provides the 2030 projection of weights and scores.

**TABLE 1.1.2
2030 PROJECTED MOBILITY SCORES**

**2030 Mobility Score by Mobility Zone
With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in Zones 7, 8, 9 & 10**

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted Score	Weighted Q/LOS "Grade"
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight		
1	1.68	60%	0.72	10%	2.41	15%	1.71	15%	1.70	E
2	1.78	60%	1.17	10%	2.69	15%	1.76	15%	1.85	E
3	2.56	80%	0.23	5%	2.40	10%	1.23	5%	2.36	D
4	2.29	80%	0.51	5%	2.43	10%	1.24	5%	2.16	D
5	2.13	80%	0.06	5%	2.12	10%	1.18	5%	1.98	E
6	2.36	80%	0.06	5%	2.62	10%	1.40	5%	2.22	D
7	1.39	25%	1.44	25%	1.73	25%	1.93	25%	1.62	E
8	2.09	25%	2.34	25%	1.92	25%	2.05	25%	2.10	D
9	1.99	25%	1.95	25%	1.91	25%	1.85	25%	1.93	E
10	2.02	20%	2.65	30%	1.96	20%	2.52	30%	2.35	D
Average	2.03		1.11		2.22		1.69		2.03	D

LEGEND:

Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT 2009 Quality/Level of Service Handbook)

Q/LOS "C" = 3 (3.00 to 3.99)

Q/LOS "D" = 2 (2.00 to 2.99)

Q/LOS "E" = 1 (1.00 to 1.99)

Q/LOS "F" = 0 (0.00 to 0.99)

NOTES:

1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.
2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.
3. City of Jacksonville CIE Prioritized Roadway Projects (\$218,000,000) Included in Auto/Truck Mode Scores.
4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).

- ***Policy 1.1.3 should be removed as it pertains to the fair share system and is no longer relevant.***

~~*Policy 1.1.3 The City will maintain operating conditions on State and City roads classified as constrained, backlogged, or deficient in accordance with the requirements of the Florida*~~

Objective 1.2

The City shall utilize uniform criteria to determine ~~which of~~ if the City's roadway links ~~transportation network is~~ are approaching a capacity-deficient condition, to evaluate the need for new or improved multimodal transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.

Status: The objective is being met and the underlying policies followed. However, it should be revised as shown to include multimodal trips.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.2.1 should include the acronym as shown.*

Policy 1.2.1 The City shall use the Institute of Transportation Engineers (ITE) 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 1.2.2 contains an outdated reference and should be revised to reflect the current practice of using the travel demand forecasting model from the North Florida Transportation Planning Organization.*

Policy 1.2.2 The City shall require the use of the ~~transportation~~ travel demand forecasting model adopted by the North Florida Transportation Planning Organization (NFTPO) developed for Duval County for computer based trip generation and distribution for analysis of traffic impacts.

- *Policy 1.2.3 should be updated to include multimodal transportation and to include the current practice of funding programs through the City's Capital Improvement program.*

Policy 1.2.3 The City, through its Mobility Fee System and other Capital Improvement programs, shall determine the need for, timing of, and funding of transportation improvements to correct multi-modal transportation ~~the capacity~~ deficiencies.

Objective 1.3

The City maintains the Transportation Management Area (TMA) within the geographic area depicted in Map T-1, the "9A/Butler/Baymeadows TMA". The TMA was established through amendments to the Currency Management System and local development agreements with the affected landowners and is used to determine and account for traffic

development impacts and maintain and monitor the TMA.

Status: The objective is being met and the underlying policies followed; however, Transportation Management Area Map T-1, should be revised to show the location of sectors A-1, A-2, A-3, A-4, B-1, B-2, C-1 and C-2 within the TMA.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.3.7 should be revised to remove the reference to the NFTPO Congestion Management system, as that is no longer current practice.*

Policy 1.3.7 Any development proposed within the TMA shall contribute (i) a proportionate share of the cost of constructing the TMA roadway network, and (ii) a proportionate share of the cost of transportation network improvement outside the TMA as specified in the Local Development Agreements. In projecting these costs, inflation and other appropriate cost adjustment factors will be taken into consideration. Such contributions shall be determined as set forth in the development agreements and shall be calculated uniformly throughout the TMA based upon total projected external vehicle trips within the TMA. Such contributions may be made through the design and construction of a portion of the TMA roadway network and/or a contribution of funds prior to the issuance of final development orders or permits. Any such funds accumulated may be used by the City or, with the approval of the City, by a landowner or a developer, for the construction of the TMA roadway network or for transportation network improvement outside the TMA. Within each sector, until the portion of the TMA roadway network within the sector is constructed in its entirety, funds contributed by development within the sector may be used only for the portion of the TMA roadway network within the sector. When the portion of the TMA roadway network within the sector has been completed, funds contributed by development within the sector may be used by the City for transportation network improvements outside the sector or outside the TMA and within a five (5) mile radius of the TMA. Such use shall be coordinated with the Florida Department of Transportation (FDOT) ~~and shall be consistent with the North Florida Transportation Planning Organization's Congestion Management System,~~ as it may be amended. There shall be a rational nexus between the use of such funds for transportation network improvements outside the TMA and the impacts of development with the TMA.

Objective 1.4

Through implementation of the Mobility Plan System and ~~Multi-modal Transportation Study (Ghyabi & Associates, 2010),~~ the City shall strive to reduce its per capita ~~Vehicle Miles Traveled (VMT)~~ the number of crashes with fatalities and incapacitating injuries by

100% by 2030. A baseline for the City's average VMT shall be developed in order to measure the progress of this goal over the course of the plan.

The Study Mobility System shall be evaluated and revised as necessary pursuant to a schedule established by local ordinance. The Study Updates to the Mobility System shall produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.

Status: The objective is being met and the underlying policies followed. However, they should be revised, per the pending 2018 Mobility System Update.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policies 1.4.1 – 1.4.6 should be revised per the pending 2018 Mobility System Update.***

Policy 1.4.1 The land use and transportation strategies that support and fund the ~~mobility~~ Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, ~~May 2011~~ July 2018), adopted by reference, ~~and~~ on file with the Planning and Development Department, and provided on the Department's website.

Policy 1.4.2 The City shall continue to amend the ~~Local~~ Local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility Plan System.

Policy 1.4.3 The ~~CIE~~ shall be based upon the transportation modes improvement Mobility System project lists set forth in the Mobility Plan shall be provided within the CIE.

Policy 1.4.4 ~~Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a 1/2 mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a 1/2 mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City. The City shall implement a fee credit and trip reduction system that maximizes multi-modal transportation safety and incentivizes infill development.~~

Policy 1.4.5 ~~At the time of the first~~ each evaluation of the ~~Multi-modal Transportation Study (appendix to the Mobility Plan),~~ Mobility System, areas will be identified in which the greatest reduction in ~~average VMT~~ the number of annual crashes with fatalities or incapacitating injuries has occurred. ~~The land use pattern of types of projects implemented in~~ these areas shall be studied so as to determine the effectiveness and feasibility of ~~duplicating the land use pattern in other appropriate~~ implementing these improvements in additional areas of the City.

Policy 1.4.6 The City shall increase ~~the~~ data collection with regards to pedestrian and bicycle ~~facilities~~ counts and types of facilities on ~~existing~~ local roadways. The subsequent ~~Multi-modal Transportation Study~~ analysis will base the bicycle and pedestrian transportation ~~modes~~ improvement projects on this data collection.

- ***Policy 1.4.7 should be revised to emphasize transportation network connectivity.***

Policy 1.4.7 The City shall require new development or redevelopment to support alternative modes of transportation and multi-modal connectivity. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities, bicycle parking and roadway connections to existing facilities.

- ***Policies 1.4.10 – 1.4.12 should be revised per the pending 2018 Mobility System Update.***

Policy 1.4.10 ~~Approximately 11 percent (11%)~~ Percentages of the mobility fee collected per development shall be allocated ~~for~~ by motorized and non-motorized modes based upon projects identified ~~on the bicycle and pedestrian prioritized transportation mode improvement list within the applicable for each Mobility Zone~~ mobility zone, as found within the Mobility Plan. ~~This~~ These percentages, per Section 111.546 (Mobility Fee Zone Special Revenue Fund), Ordinance Code, shall be revised as necessary at ~~the time of each evaluation of the Multi-modal Transportation Study~~ update of the Mobility System. The percentages allocated do not impact mobility fee credit calculations.

Policy 1.4.11 Although the Development Area boundaries may change, the weighted VMT value for each Development Area shall only be re-assessed at the next scheduled update of the ~~Mobility Plan~~ System.

Policy 1.4.12 No more than twenty percent (20%) of the remaining mobility fee collected per development shall be allocated to improvements at or near the intersection of a city right-of-way or proposed city right-of-way and an identified ~~prioritized~~ project on the ~~Automobile/Truck and Transit prioritized transportation list~~ Motorized Mode Mobility

System Projects (MSP) list, provided however such improvement is located on the intersecting city right-of-way, proposed city right-of-way ~~or the identified prioritized project of the MSP,~~ and can be demonstrated to improve capacity of the identified ~~prioritized transportation project~~ MSP. Funds shall not go towards improvements required as part of a development order.

Objective 1.5

The City shall maintain the Central Business District (CBD) within the geographic area depicted on Map L-21, the Development Areas, of the Future Land Use Element for the purposes of downtown revitalization. This area includes all of the downtown revitalization area under the jurisdiction of the Downtown Investment Authority (DIA). Transportation and mobility needs within the CBD shall be met through implementation of the following policies.

Status: Objectives 1.5. – 1.7, adopted by Ordinance 2005-1242-E, are the results of a proposal to develop a Transportation Concurrency Exception Area (TCEA) in lieu of applying the transportation concurrency system to Downtown. Transportation concurrency is no longer required and the City of Jacksonville has adopted the mobility system in place of concurrency.

While specific recommendations to these objectives and underlying policies are made within this report, the overall intent of these objectives and their applicability under the mobility system and the DRI should be re-evaluated.

In addition to text in this element, Future Land Use Element Policies 2.3.1 – 2.3.19 were amended under Ordinance 2005-1242-E to support creation of the Downtown TCEA and should also be reviewed under the same context.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.5.2 should be revised to reflect the current practice.*

Policy 1.5.2 The City shall coordinate with the Jacksonville Transportation Authority (JTA) and the North Florida TPO ~~{through the Congestion Management System (CMS)}~~ to ~~steadily~~ encourage an increase in the number of riders using JTA bus routes within the City by ~~2020~~ 2045.

- *Policy 1.5.3 revised to reflect current transit programs.*

Policy 1.5.3 The City shall coordinate with JTA to include transit service strategies for enhancing mobility within and adjacent to the CBD, such as, ~~continued~~ development of

the Skyway U2C autonomous transit vehicle service, mobility hubs and ~~or~~ other mass transportation systems.

- **Policy 1.5.5 should be removed, as it is no longer the current practice.**

~~Policy 1.5.5—The City will continue the use of a Trolley system to serve the Central Business District. This system provides intermodal connections to other systems such as Skyway or other mass transportation systems, buses, bicycling, pedestrians, parking garages, and major attractions.~~

- **Policy 1.5.10 should be removed, as it is no longer the current practice.**

~~Policy 1.5.10—In cooperation with the Florida Department of Transportation and the Regional Commuter Assistance Program (FCAP), North Florida TPO's Commuter Services, the City shall participate in annual transportation surveys to determine the status, issues and needs for employer-based Transportation Demand Management (TDM) activities, including but not limited to ride sharing, van pooling, bicycling, walking, transit and flexible work hours. These activities shall be ongoing.~~

- **Policy 1.5.11 should be revised to reflect current JTA programs and goals.**

~~Policy 1.5.11 The City will continue its support of an enhanced transit system. The Rapid Transit System (RTS) is in the planning stage. While this system will be developed in phases, it will eventually provide major corridor transit service with a high level of frequency and speed of travel. This will be accomplished by using a mix of dedicated lanes within the street system and exclusive transitway facilities, combined with the use of Intelligent Transportation System (ITS) technology solutions to move transit vehicles faster between destinations. The ITS solutions includes signal priority for transit vehicles, new fare collections systems, and real time travel information for riders. Other fixed route buses and feeder buses will be able to access the transitway to allow faster travel times and increased mobility for travelers. This system will allow higher capacities, improved travel time and performance characteristics, significantly better frequency of service with comfortable, safe stations and vehicles. The City will continue its support of an enhanced transit system including the Bus Rapid Transit system, the U2C program and new alternative transit service delivery methods. New technology solutions including transit signal priority, smart city features and smart phone applications are supported to improve transit services.~~

Objective 1.6

The transportation system profiled in The Downtown Master Plan Transportation Element was assessed to identify suitable strategies to implement the transportation improvements within the Central Business District (CBD). This section summarizes the results of the assessments and the transportation strategies to be used in the CBD. DRI development rights available through the Consolidated Downtown DRI Development Order are granted to projects that are consistent with the Downtown Master Plan, in addition to the conditions of the Consolidated Downtown DRI Development Order.

Status: Objectives 1.5. – 1.7, adopted by Ordinance 2005-1242-E, are the results of a proposal to develop a Transportation Concurrency Exception Area (TCEA) in lieu of applying the transportation concurrency system to Downtown. Transportation concurrency is no longer required and the City of Jacksonville has adopted the mobility system in place of concurrency.

While specific recommendations to these objectives and underlying policies are made within this report, the overall intent of these objectives and their applicability under the mobility system and the DRI should be re-evaluated.

In addition to text in this element, Future Land Use Element Policies 2.3.1 – 2.3.19 were amended under Ordinance 2005-1242-E to support creation of the Downtown TCEA and should also be reviewed under the same context.

Additionally, the objective and the underlying policies need should be revised to remove references to the Downtown Master Plan and updated to reflect the Business Investment Development Strategy (BID) / Community Redevelopment Area Plan (CRA) Plan. The Downtown Master Plan has been incorporated into the CRA plan.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.6.1 should be amended based on standards developed by the Context Sensitive Streets Committee.*

Policy 1.6.1 Pedestrian Circulation - Streetscape design standards are appropriate based on street classification for business, gateway, inter-district, and intra-districts. The DIA, the City of Jacksonville and the Planning and Development Department shall implement the following uniform sidewalk standards for both layout and design. These standards will be used when sidewalks are programmed for reconstruction or part of a new development project:

- *All sidewalks should be 12-feet minimum in width, with at least four feet designated as a furniture zone, where feasible. For commercial streets and arterial roadways, a minimum width of 16 feet is recommended to allow for an eight-foot furniture zone, where feasible.*
- *Roadway intersections should be clear of all furniture a minimum distance from the edge or “nose” of the intersection to ensure clear visibility and safety for pedestrians. A minimal distance of 20 feet from the nose of the intersection is recommended.*
- *Handicapped ramps should be placed at or on both sides of the “nose” of each corner of the intersection with special paving material used to highlight the ramp and pedestrian crossing zone.*
- ***Policy 1.6.2 should be revised to update references. All references to one-way streets should be removed per DIA’s recommendation because they are pursuing two-way streets. Cross sections for the different streets (e.g. intra-district, inter-district) are identified in the Downtown Streetscape Design Guidelines, which are referenced and enforced through Section 656.361.20 of the Ordinance Code. The Downtown Streetscape Design Guidelines are silent on one-way streets; however, the cross section illustrations show two-way street layouts.***

Policy 1.6.2 Roadway Circulation - The City of Jacksonville has designated a system of downtown streets using a classification of roadways based both on traffic circulation and land use. ~~Downtown Master Plan Transportation Element summarizes the~~ The street classification system by street for downtown shall be as described below.

- *Business Streets would center around the areas of commercial and retail activity. Such streets would be designated to provide a design layout to accommodate pedestrians with wide sidewalks, slow traffic, promote on-street parking, and create a pleasant shopping environment. Two-way traffic is encouraged to improve visitor access and promote on-street activity.*
- *Gateway Streets generally connect with the major interstate highway and handle comparatively high volumes of traffic. These roadways should be defined to permit slower travel speeds, frequent pedestrian crossings which are clearly delineated or signed with different pavement treatments. Consistent with this type of street classification are wide sidewalks to separate pedestrians from high-volume, high-speed traffic, and the use of special paving treatments at crosswalks to improve pedestrian safety when crossing the street. Gateway streets are typically one way and provide three to four travel lanes without on-street parking.*

- *Inter-District Streets are connector streets linking different areas and districts of the downtown. They are designed to carry low to moderate levels of traffic yet compatible to bicycle (lanes) and pedestrian traffic. ~~Inter-district streets are typically one-way streets and provide two travel lanes with on-street parking allowed at least on one side of the roadway.~~*
- *Intra-District Streets handle local traffic. Most streets in downtown are intra-district streets. Their characteristics include narrow travel lanes with on-street parking encouraged to slowdown traffic. Sidewalks would be wider for promoting such amenities as tree plantings. Local streets should be designed to serve low volumes of traffic at slow speeds. Bicycles are encouraged on the street, generally not in bikeways. Intra-district streets are typically two-way, except when the right-of-way is too narrow to allow for one travel lane and parking along the curb in each direction.*

The City will use the Downtown Zoning Overlay, adopted in 2003, as part of the City's Land Development Regulations, which has specific design guidelines modeled after the Downtown Master Plan for development/redevelopment projects within the CBD. These guidelines include consideration of building placement, location of parking, transit oriented parking standards, parking lot design standards, building wall articulation, transparency associated with first floors of buildings, maintaining the street grid system, streetscape design standards, sidewalk utility design standards, building entrances, river views and height of buildings and structures, rooftop design, building encroachment into public areas, and view corridors along the riverfront. The major gateway roadways with other notable connections, warrant additional design, landscaping and lighting beautification to serve as positive entryways in downtown. As part of the Mitigation Plan, the Downtown Zoning Overlay will be assessed as necessary or at a minimum every five years to determine its success. Revisions shall be proposed if necessary to ensure its continuing effectiveness.

- ***Policy 1.6.4 should be removed as this is not the current practice and is no longer relevant.***

~~Policy 1.6.4—Signage—Traffic entering the downtown from Interstate 95 (I-95) and I-10 should be channeled along several key streets including Forsyth Street and Bay Street, and the Main Street and the Acosta Bridges. The approaches to this will include the following:~~

- *~~Signage for Union and State Streets should advertise local destinations such as the LaVilla and the Central Civic Core.~~*

- ~~Guidance signage within downtown should be utilized on the gateway streets. These signs should focus on and facilitate access to the major visitor parking garages, commuter park and ride transfer facilities, and surrounding neighborhoods.~~
 - ~~Signs should be made consistent with the proposed plan included in the FDOT Interstate 95 Master Plan, as well as for the improvements to Riverside Avenue, Park Street, and Forest Street. All public parking facilities (notably garages offering short term parking rates) should continue to include standard and attractive signage for designating these visitor parking facilities, such as the Park Smart Program currently in operation.~~
 - ~~All street direction and guidance signage will be upgraded where necessary to read in both directions for the convenience of pedestrians. Letter size should conform to current FDOT standards.~~
- **Policy 1.6.6 should be revised both for clarity and to remove redundant details that are described in other DIA plans and the Downtown Zoning Overlay.**

~~Policy 1.6.6 Parking Standards— The City shall use the parking standards of the Downtown Zoning Overlay, as a part of the City’s Land Development Regulations, for development/redevelopment projects within the CBD. The impact of parking and service areas shall be minimized by locating parking lots and garages away from sidewalks and pedestrian connections and within projects or off service alleys; locating loading and service docks away from sidewalks and pedestrian connections; ensuring that design of parking lots minimally affect the pedestrian environment; providing active uses such as shops and restaurants on the ground floor of garages to engage the pedestrian; requiring landscaping and architectural treatments to soften the appearance of surface parking lots and parking garages; promoting development of structured parking, particularly within the Central Civic Core; The City shall discouraging surface parking lots throughout downtown and the demolition of existing buildings or structures to create parking lots. The design of individual sites will add to the quality of downtown by providing clear and separate access for vehicles and pedestrians, defining the street and sidewalk space, providing outdoor space that will be used by the public or the occupants of the building or structure, screening and buffering service and docks from the public right of way, and by encouraging the service function of alleys. Within the CBD, parking in excess of the maximum required by the Downtown Zoning Overlay shall not be allowed. Development within the CBD may apply for parking increases based on criteria in the Downtown Zoning Overlay.~~

Pursuant to the Downtown Zoning Overlay, new construction and conversion of buildings to residential use shall meet the following criteria regarding parking:

- Rehabilitation of existing buildings into residential units shall not be required to provide any off-street parking spaces in the Central Civic Core and a portion of the Riverfront District.*
- Rehabilitation of existing buildings into residential units in all other downtown districts shall be required to provide 50 percent of the minimum off-street parking spaces required by the underlying residential zoning category, which shall be the maximum allowed.*
- Where a residential use is located within 700 feet of a Skyway or other mass transportation systems station entrance, the minimum and maximum allowable number of off-street parking spaces shall be reduced by 25 percent, except for new residential uses.*

New residential construction shall be required to provide the minimum off-street parking spaces required by the underlying applicable residential zoning category, which shall be the maximum allowed in all downtown districts.

- Policy 1.6.7 should be revised as the language is outdated and no longer relevant. Revised language should reflect JTA's U2C plans and development of the JRTC.*

Policy 1.6.7 Commuter Parking—Another component of the parking plan is intended to help facilitate the management of parking especially in the commercial core area by constructing high capacity parking facilities at several peripheral sites. This would serve two purposes. First, high capacity parking would help to reduce the need for the city and private developers to meet all parking needs “on-site” and especially in the commercial core area where land values and development is most expensive. Second, consolidated facilities served by transit would help to promote the use of transit and reduce the market for the many small surface lots that proliferate in the downtown. In no event will public or private parking garages create the need for queuing onto the Strategic Intermodal System. This will be prevented by innovative technologies such as ramp metering and other signalization improvements.

Three to four high capacity parking facilities located at peripheral sites of the downtown are either under construction or are planned to be constructed to reduce the need to supply all commuter parking “on-site” and to discourage the proliferation of small, primarily poorly designed, surface lots. Garage facilities will be integrated with Skyway or other mass transportation systems. The Skyway or other mass transportation systems would then serve as the primary transit distributor of commuter trips in the downtown. The parking analysis indicates that about 6,000 commuters to the commercial core area park in surface lots located outside the area and walk to their final destination. This

~~population provides a benchmark for demand that could potentially be attracted to the peripheral parking facilities. The analysis further indicated several potential sites for consideration, some of which have been constructed and are currently operational. (see Figure 3.5 in next section):~~

~~The Skyway DuPont Station in Southbank: The station's proximity to Interstate 95 south of downtown is well suited to attract large numbers of commuters. Recently the Jacksonville Transportation Authority (JTA) Board approved the construction of a 1,640 space garage facility to encourage downtown (northbank) commuters to use the Skyway or other mass transportation systems. This facility has been constructed and is operational today.~~

~~The Convention Center Site Skyway currently provides 900 surface park and ride spaces at the Terminal Station site near the Convention Center. This lot is highly utilized and could be the site for an expanded (garage) facility. Because the site is heavily used additional garage parking will be evaluated to serve commuters arriving from the west and southwest. JTA recently completed the Prime Osborn Convention Center Multi-Modal Facility Plan and is seeking local, state and federal funding to integrate bus, rail, and Skyway or other mass transportation systems together at this site.~~

~~A proposed Skyway or other mass transportation systems station in the Stadium District east of downtown. Skyway or other mass transportation systems would be extended possibly in the Bay Street corridor as development occurs the river. A major parking facility linked to Skyway or other mass transportation systems in the Stadium District would serve commuters entering downtown from the east.~~

~~A proposed Skyway or other mass transportation systems in the Brooklyn District west of downtown. Skyway or other mass transportation systems would be extended possibly down May Street fronting Riverside Avenue corridor as development occurs along the river and north of the river in the Brooklyn area. A transit station would be constructed adjacent to Blue Cross Blue Shield and Jackson Street and would provide transit service for them and offices fronting the river such as Fidelity and would also service proposed neighborhoods in the Brooklyn area. The City shall encourage the provision of parking near commuter transit stations.~~

- ***Policy 1.6.8 should be revised as the types of JTA bus service is not within the City's purview.***

Policy 1.6.8 Develop Park and Ride Facilities at Regional Transit Centers—High-speed, high-frequency transit service originating in the suburbs can attract motorists and

further reduce the demand for parking in downtown. The City of Jacksonville will design JTA bus service around a system of regional transit centers or hubs. The transit centers would be sited in high growth activity centers, and would become the framework for transit travel throughout the area, a concept similar to the spoke and hub system of the airline industry. Local, fixed bus routes would serve each center and connect with high-frequency express trunk service to downtown. Each center would also provide high-capacity parking facilities for motorists who prefer to access the center by automobile. The City shall develop park and ride facilities at regional transit centers.

- **Policy 1.6.11 should be revised to reflect current goals and programs.**

Policy 1.6.11 State of the Art for Transit - The OED, DIA, Public Works, Planning and Development Department and the JTA should assess and implement suitable new and emerging technologies to improve smart city technology including technologies that will improve the delivery and quality of transit service. The development and demonstration of intelligent transportation systems smart city technologies suitable for roadway and transit applications are occurring rapidly in the industry.

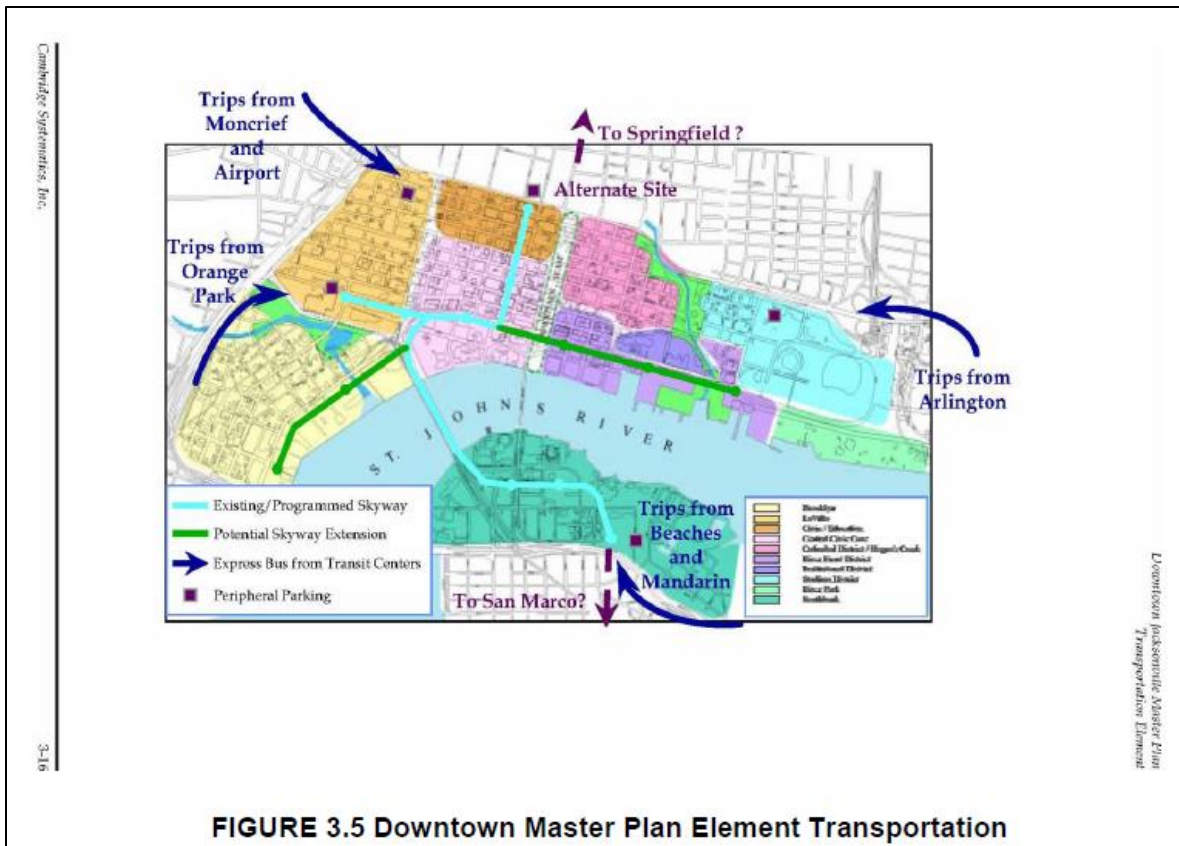


FIGURE 3.5 Downtown Master Plan Element Transportation

Objective 1.7

Transportation Strategies in the Downtown Districts

~~Downtown Jacksonville is spread out, stretching to the St. Johns River on the east and Interstate 95 on the south and west. With the possible exception of the commercial core area, much of the downtown previously lacked clear distinctive qualities in terms of land use and urban design. The many surface parking lots contributed heavily to the areas lack of definition or urban form. Providing a logical and coherent transportation system under these circumstances was difficult. As part of the public participation program for the Master Plan study, stakeholders often cited the lack of specific land use policies as a contributing factor to the dispersed character of the downtown.~~

~~Working in close cooperation with city staff and interested stakeholders, the Master Plan consultant team identified several downtown districts. Each district would provide its own distinct land use theme or set of characteristics to be used to encourage and focus development and growth. It was in conjunction with the identification of the downtown districts that the street classification system was developed (see Policy 1.6.2). The districts were approved as a component of the Downtown Master Plan and the Downtown Zoning Overlay, which is a component of the City's Land Development Regulations.~~

~~Each district is described below with a brief summary of its land uses and transportation support system needs.~~

Status: Objectives 1.5. – 1.7, adopted by Ordinance 2005-1242-E, are the results of a proposal to develop a Transportation Concurrency Exception Area (TCEA) in lieu of applying the transportation concurrency system to Downtown. Transportation concurrency is no longer required and the City of Jacksonville has adopted the mobility system in place of concurrency.

The overall intent of these objectives and their applicability under the mobility system and the DRI should be re-evaluated.

In addition to text in this element, Future Land Use Element Polices 2.3.1 – 2.3.19 were amended under Ordinance 2005-1242-E to support creation of the Downtown TCEA and should also be reviewed under the same context.

Policy 1.7.1 The Central Civic Core (Commercial Core) generally includes the area bounded by Main Street, Duval Street, Jefferson Street and the River. The District is the financial and retail center of downtown Jacksonville and contains almost one half of the total employment in the downtown. It is consistent with the commercial core area discussed in earlier sections of the report. The district will continue as the financial and retail center of the downtown and

additional office density and retail are encouraged along Laura and Hogan Streets. Representative projects would include connecting cultural venues with art galleries and jazz clubs, and locating the Jacksonville Museum of Contemporary Art in this district.

Transportation Support System:

- *Parking in the district shall be restricted to garage facilities.*
- *Additional visitor parking would be provided in multiple purpose garages facilities, i.e., facilities to be used by commuters and visitors by day and supporting entertainment at night, with street level retail to be encouraged.*
- *Skyway or other mass transportation systems would continue to offer the primary transit service along Bay Street and Hogan Street, providing transit access to the district from existing and proposed service expansions throughout the downtown.*
- *The Downtown Trolley System will continue to provide transit service to peripheral parking lots not serviced by the Skyway or other mass transportation systems*

Policy 1.7.2 Civic/Educational District - This District is located north of the Central Civic Core and is bounded generally by Main Street, State Street, Jefferson Street, and Duval Street. It is envisioned that this district will continue several trends already in progress including:

- *The relocation of public facilities such as City Hall Annex and the Courthouse away from the river.*
- *Expanded residential and educational uses which are consistent with the community college.*

Transportation Support System:

- *The district is served by several bordering streets including State and Union Streets to the north and Main and Ocean Streets to the east. The district is also served by several intra-district streets including Duval Street, Monroe Street, Pearl Street and Jefferson Street which connect the district to other districts of the downtown.*
- *If development warrants, a potential future extension of the Skyway or other mass transportation systems would provide transit to a proposed station at Jefferson Street and Union Street from Hogan Street.*

Policy 1.7.3 The Brooklyn District is a mixed-use community that extends along the north side of the river west of the Acosta Bridge to Interstate 95 on the south and west. Along the river, commercial office space will continue to be developed and tied to parks extending to Riverside Avenue allowing extensive pedestrian access to the river. The vacant riverside parcels provide prime areas for highly visible architecture. Residential development will be promoted west of Riverside Avenue promoting a transit-oriented community. High-rise residential with landscaped set backs from Skyway or other mass transportation system extensions will be

developed. Mixed use development would be encouraged along Park Street and single-family housing encouraged along McCoy's Creek. Other development consistent with the district would include the reuse of the public school as a community cultural center.

Transportation Support System:

- *Riverside Avenue is the major high volume traffic linking the district to the downtown Central Civic Core. Park Street serves as a mid-volume traffic street connecting Brooklyn with LaVilla. Virtually all remaining streets in the district are two-way low-volume streets designed as a grid west of Riverside Avenue.*
- *A potential extension of Skyway or other mass transportation systems along the Riverside Avenue corridor is recommended should development continue and demand justifies the expansion. Likely stations would include sites at Jackson Street and the Blue Cross/Blue Shield Building. As discussed earlier, development would be integrated with transit to provide a higher density, transit-oriented community.*

Policy 1.7.4 LaVilla is located west of Jefferson Street, south of State Street, north of Bay Street and east of Interstate 95. The District can support a variety of activities such as commercial, light industrial, and residential in alternate parcels.

Transportation Support System:

- *Several Interstate 95 ramps provide direct access to LaVilla connecting such streets as State Street, Union Street, Bay Street Forsyth Street, Monroe Street and Duval Street.*
- *I-95 ramps at Ashley Street and Church Street have been closed to channel interstate traffic to the high-volume and mid-volume streets.*
- *Skyway transit service is provided at the existing Terminal station on Bay Street. A potential extension from the FCCJ Station to the Union Street and Jefferson Street area, or other enhancements to transit, may be warranted should development demonstrate a demand for such an expansion.*
- *Major peripheral parking facilities are proposed at both Skyway stations.*

Policy 1.7.5 The River Front District extends along the river east of Ocean Street and south of Duval Street. The district includes the Hyatt hotel and Berkman Plaza Condominium development. Additional commercial residential development is envisioned. Also proposed is an extension of the riverwalk to River Park which could incorporate an outdoor amphitheater.

Transportation Support System:

- *Major streets serving the district include Main Street, Ocean Street, Bay Street and Forsyth Street. Connections with Interstate 95 are provided by such streets as Duval Street and Monroe Street. Liberty Street is proposed as a business street corridor.*

- *A Skyway or other mass transportation systems extension along Bay Street and through the District is proposed east along the river should development and demand warrant such strategy.*

Policy 1.7.6 The Institutional District is comparatively small, bordering with the River Front District to the south and the Cathedral District/Hogan's Creek District to the north. The district would provide a mixture of land uses which transition from the residential uses to the north and the commercial and open spaces to the south along the river.

Transportation Support System:

- *Bay Street and the Hart Bridge entrance provide the major connection to the district with linkages to Interstate 95 to the west and the Hart Bridge and Matthew's Bridge to the east.*
- *A Skyway or other mass transportation systems extension along Bay Street bordering the District may be warranted should development and demand justify the extension.*

Policy 1.7.7 The Cathedral District/Hogan's Creek includes the area bounded by Ocean Street, Duval Street, State Street and Hogan's Creek. The district is proposed generally as a residential community with development oriented to Hogan's Creek on both sides. In-fill housing would be constructed and sensitive to scale of the existing churches. The district would be connected with pedestrian links to the Hogan's Creek trail system. Commercial uses along Liberty Street would serve the local residential community and buffer the community against abutting industrial and institutional uses.

Transportation Support System:

- *The street system would primarily be comprised of intra-district streets well served by several nearby gateway roadways.*
- *Traffic calming techniques including on-street parking would be implemented on business streets and intra-district streets.*

Policy 1.7.8 The Stadium District is located east of the Cathedral District/Hogan's Creek and north of the River Front District. The Stadium District is generally bounded by Hogan's Creek on the west, State Street on the north, Bay Street on the south and Haines Expressway on the east. Recreation and entertainment would continue to dominate land use activity in the District. Wolfson Park would be expanded to increase its seating capacity. Existing industrial structures should be retained for entertainment use.

Transportation Support System:

- *The area is well served by both gateway streets and limited access highways such as State Street, Bay Street and the Haines Expressway.*
- *Long-term, garage parking facilities are currently being constructed to replace the surface lots located throughout the District. This is highly desirable for both recreational purposes at Everbank Field and commuter parking currently being serviced by the Downtown Trolley and potentially serviced by Skyway or other mass transportation systems.*

Policy 1.7.9 The River Park District is located along the river east of the River Front District and south of the Stadium District. Plans envisioned for this district would include expanding Metropolitan Park to the west, connecting with the Marina District, and providing direct access and visibility to the Park.

Transportation Support System:

- *Park access would be improved with additional connections with the surrounding roadway system such as Gator Bowl Boulevard and Bay Street.*

Policy 1.7.10 The South Bank District is located south of the river and north of Interstate 95. The District has the second highest concentration of employment, exceeded only by the Central Civic Core District. Additional commercial and residential development of the District is planned in addition to other types of new development. Several new residential mixed-use projects are proposed for the South Bank. This includes continuing office construction south of Prudential Drive and building around Treaty Oak Park with mixed uses. This would also include continuing the development of waterfront entertainment and hotels, developing a new residential neighborhood on the JEA station site and other residential units along the waterfront, and developing new riverfront parks that connect with the neighborhoods located south of Interstate 95.

Transportation Support System:

- *New parking should be provided by garage facilities to integrate the districts land uses better. As development continues, sites for the parking facilities will be identified so that they are consistent with plans for the overall development of the area and conveniently located to meet the demand for parking. The Kings Avenue site will provide access to several new residential mixed-use projects for the South Bank.*
- *Skyway offers the primary transit service in the South Bank District. Three Skyway stations are completed and are located at 1) San Marco Boulevard and Mary Avenue, 2) Riverplace Boulevard, and 3) Prudential Drive and Kings Avenue.*

- *Skyway provides some limited amount of parking at the San Marco Station. A major garage facility of 1,200 spaces for the Dupont Station was recently constructed and is operational.*
- *A roadway grid system consisting of small blocks should be implemented, where feasible, throughout the District to increase density and improve the urban form. Streets should be extended closer to the river to improve access to the river.*

Objective 1.8

Nothing contained in Objectives 1.5 - 1.7 shall be construed to abrogate vested rights or obligations which may be applicable to any development within the Downtown DRI, under common law, the City of Jacksonville Comprehensive Plan or Chapter 163, Florida Statutes, which vested rights have accrued prior to adoption of Objectives 1.5 - 1.7 and related policies. Specifically, the provisions of Objectives 1.5 - 1.7 shall not be applicable to any development for which development rights have been assigned or allocated by the City, and/or the DIA from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City, and/or the DIA and such developer prior to the adoption of Objectives 1.5 - 1.7 which vested allocation shall inure to the benefit of such developer, its successors and assigns. In addition, the provisions of Objectives 1.5 - 1.7 shall not abrogate any obligations incurred by the City, developers, or any third party in conjunction with any development for which development rights have been assigned or allocated by the City, and/or the DIA from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City and/or the DIA and such developer prior to the adoption of Objectives 1.5 - 1.7.

Status: Objective 1.8 should be reviewed in comparison to changes associated with Objectives 1.5 – 1.7 and Future Land Use Element Objective 2.3.

Objectives are intended to provide direction to achieve a goal and are supported by underlying policies that provide for specific courses of action or rules of conduct to achieve the objective. Objective 1.8 is not accompanied by policies and should be either revised in the form of a policy under another objective or revised to include underlying policies.

GOAL 2

Increase Existing Transportation Network Capacity - The traffic-carrying ability of the existing roadway network shall be optimized, and the traffic-carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles. Provide the City's residents and businesses with reliable and safe mobility for people and goods by all modes, in the most cost effective manner.

Status: Goal 2 should be revised per the pending 2018 Mobility System Update. The above changes were made in an effort to de-emphasize increasing capacity and emphasize optimizing mobility and safety.

Objective 2.1

The City shall optimize the use multi-modal mobility of the existing roadway facilities network by employing the most effective operation, maintenance, and electronic system upgrading procedures. Any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency, without compromising safety, before considering the addition of through-lanes for motor vehicles.

Status: The objective should be revised per the pending 2018 Mobility System Update.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.1.3 should be revised to include bicycle lanes.*

Policy 2.1.3 The City shall strive to bring each roadway segment into design conformity (shoulder widths, clear zone, turning lanes, bicycle lanes, etc.) concurrent with the implementation of its road resurfacing and reconstruction programs except where the roadway or roadway segment is constrained.

- *Policy 2.1.8 should be revised to reflect current practice.*

Policy 2.1.8 The City shall continue to require warrants for installation of all new traffic control devices ~~and shall strive to eliminate unwarranted traffic signals on a regular basis.~~

- *Policy 2.1.11 should be revised to maintain normal traffic flow, instead of minimizing effects to normal traffic flow.*

Policy 2.1.11 ~~The City shall minimize, to the extent possible, the effects to normal traffic flow of construction work occurring within roadway rights-of-way.~~ The City shall maintain normal traffic flow, to the extent possible, during construction work within roadway rights-of-way.

- *Policy 2.1.12 should be revised to include all modes and to specifically address the needs of bicyclists and pedestrians.*

Policy 2.1.12 The City shall minimize the impacts to the ~~motoring~~ traveling public of construction work occurring within roadway rights-of-way by notifying the public of necessary lane closures and traffic pattern changes in sufficient time to enable ~~motorists~~ road users to plan for use of alternate routes ~~and travel modes~~. This includes creating a safe bicycle or pedestrian path, or directing bicyclists or pedestrians to alternate route, when an existing route is blocked.

- ***Policy 2.1.14 should be revised per the pending 2018 Mobility System Update.***

Policy 2.1.14 ~~The City shall add b~~Bicycle facilities on roadway corridors that are being milled, resurfaces, or otherwise reconstructed so long as sufficient width exists.~~shall be provided in accordance with Policy 4.1.1.~~

Objective 2.2

~~The City shall eliminate traffic-carrying constraints and maximize the operational efficiency of a roadway before expending roadway construction funds to add new through-lanes to an existing facility. consider carefully the necessity of the need for new through-lanes for motor vehicles to the existing roadway network, based on the need for safe and efficient movement of persons. The additional through-lane capacity for motor vehicles will be accomplished without compromising safety of other modes and where possible, contained within the limits of the existing roadway rights-of-way.~~

Status: Objective 2.2 should be revised per the pending 2018 Mobility System Update.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 2.2.1 should be revised to reflect current terminology.***

Policy 2.2.1 Prior to scheduling a roadway segment for construction of additional through-lanes, the agency implementing the project shall ensure that all reasonable Intelligent Transportation System Management measures have been considered and implemented and that the facility is operating at the greatest degree of efficiency possible. Such roadway improvements shall be required to be reviewed and approved by the Public Works Department in conjunction with the Planning and Development Department.

- ***Policy 2.2.2 should be revised to reflect current terminology.***

Policy 2.2.2 The City shall, through its Land Development Regulations, continue to require developers of new sites to implement Intelligent Transportation System Management (ITS) improvements to the existing transportation network which do not

entail the addition of through-lanes when ITSM improvements will be necessary and adequate to maintain an acceptable quality/level of service. Additional through-lanes will be required if it is determined, through the development review process, that ITSM improvements are not adequate to maintain an acceptable quality/level of service.

- **Policy 2.2.5 should be revised to require the completion of parking studies to determine the utilization of on-street parking outside of the CBD.**

Policy 2.2.5 The City shall reduce the amount of on-street parking permitted on City-maintained streets, the only available on-street parking shall be in the Central Business District, on local streets, or in areas where it is restricted to a two-hour duration and prohibited during the morning and afternoon peak periods of the roadway facility, unless otherwise authorized by the Traffic Engineering Division. Areas with on-street parking that are outside of the CBD are subject to parking studies to determine their utilization and to ascertain whether on-street parking is justified. The City shall notify the Florida Department of Transportation of this policy and request compliance.

Objective 2.3

The City shall revise its Land Development Regulations to ensure they support the operating functional classification of adjacent roadway facilities and enhance the performance of the City's total transportation network. This traffic circulation objective shall be performed in concert with complementary land use objectives. The City shall implement ~~an arterial system~~ a context sensitive approach to increase the ~~traffic-carrying ability~~ multimodal transportation efficiency and safety of all designated major arterials through measures other than construction of additional through-traffic lanes.

Status: The objective should be revised as shown to reflect context sensitive goals. Policies 2.3.5 and 2.3.6 were recently amended (2018-144-E and 2018-145-E).

Additionally, the following specific recommendations were made to the underlying policies:

- **Policies 2.3.1 should be removed, as this is an FDOT function, not a City of Jacksonville function.**

~~Policy 2.3.1 For all new arterials and freeways or other limited access facilities constructed after 1991, and for all major arterials for which access and egress are to be reevaluated, the following guidelines are to be used in determining the spacing of accesses:~~

~~Limited Access Facilities rural _____ 1 per 2 miles~~

Limited Access Facilities urban

with frontage roads	1 per mile
without frontage roads	1 per 2 miles
Major Arterials	4 per mile
Minor Arterials	8 per mile

- **Policy 2.3.2 should be revised to include coordination with partner agencies and to clarify language.**

Policy 2.3.2 No zoning ~~variance~~ relief to reduce the required front yard setback, as established by Land Development Regulations, for any establishment located on a minor or major arterial ~~or freeway~~ shall be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be permitted adequate opportunity to respond to the ~~variance~~ request, and concerns expressed shall be considered prior to ~~variance~~ relief determination.

- **Policy 2.3.4 should be revised to encourage pedestrian interconnectivity between development sites.**

Policy 2.3.4 New development sites shall be required, wherever possible, to provide interconnectivity between adjacent developments. This may include the sharing of existing access points. ~~The City will encourage new service drives or roads, and creating connections to existing service drives or roads, building new service roads, and providing exclusive, interconnected pedestrian access. The City will encourage such measures~~ when deemed appropriate by the Traffic Engineering Division and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

- **Policy 2.3.8 should be revised to remove the language encouraging PUDs as the preferred mechanism for implementing this policy.**

Policy 2.3.8 The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses and the sharing of access drives and off-street parking areas, ~~and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.~~

- **Policy 2.3.9 should be revised for clarity.**

Policy 2.3.9 The City shall encourage, through the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage ~~alternative methods of movement~~ active transportation. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

- ***Policy 2.3.10 should be removed, as it is no longer applicable to current practice.***

~~*Policy 2.3.10 In cooperation with the FDOT, continue to implement strategies to facilitate local traffic to use alternatives to the Florida Strategic Intermodal System (SIS) as a means of protecting its interregional and intrastate functions. Among the strategies that the City will continue to help implement are:*~~

- ~~• *Maintain and, strive to, improve the quality/level of service on City roads that parallel FIHS roads.*~~
- ~~• *Implement the TPO's Congestion Management Plan recommendations with emphasis on those City roads that parallel FIHS roads.*~~
- ~~• *Coordinate and synchronize the signalization system along City roads that parallel FIHS roads.*~~

- ***Policy 2.3.11 should be revised per the pending 2018 Mobility System Update.***

~~*Policy 2.3.11 Within five (5) years of the effective date of the Mobility Plan, the The Planning and Development Department in cooperation with the Department of Public Works shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines. shall implement context sensitive street standards in public and private development as well as all roadway projects as detailed in the Land Development Regulations, within one year of adoption of the context sensitive street standards.*~~

Objective 2.4

~~The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The City shall anticipate 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.~~

Status: The objective should be revised for clarification and to indicate that preservation of right-of-way is needed to support future land uses.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.4.1 should be revised as shown to explain that the Long Range Transportation Plan is produced by the North Florida Transportation Planning Organization.*

Policy 2.4.1 The City shall continue to coordinate regularly with the North Florida Transportation Planning Organization as they update their long range transportation plan for the Metropolitan Planning Area Jacksonville Urbanized Area.

- *Policies 2.4.3 - 2.4.5 should be revised as shown because LUUTRAN has not been implemented.*

Policy 2.4.3 ~~The City shall, through active participation in the Land Use, Utility, and Transportation (LUUTRAN) working group as established in the Future Land Use Element (FLUE), aggressively pursue JTA's Rapid Transit System to balance the goals of congestion relief, mobility alternatives and corridor redevelopment, provide service to the commuting public and increase transit ridership. The City shall support the JTA's efforts to expand Premium Transit Service throughout the City.~~

Policy 2.4.4 ~~Through LUUTRAN, the~~ The City shall coordinate transportation planning activities with Jacksonville Transportation Authority (JTA) and the North Florida Transportation Planning Organization (TPO) to ensure planned transportation investment and support land use objectives reflected in the Future Land Use and Growth Management Policies of the City of Jacksonville Comprehensive Plan.

Policy 2.4.5 ~~Success of the LUUTRAN working group shall, in part, be based upon JTA's success in meeting or exceeding the community goal of at least 10% of peak period trips being made using transit or other alternative transportation modes.~~

- *Policy 2.4.6 should be added, per the pending 2018 Mobility System Update.*

Policy 2.4.6 Trip reduction and credit data from active mobility fee applications shall be analyzed annually to determine the Mobility System's effectiveness at incentivizing infill and redevelopment within the urban areas of the City.

Objective 2.5

Upon completion of the revised future land use map, the City should work with community leaders in the private sector to support advocacy efforts to the City's transportation needs.

Status: The objective and all underlying policies should be removed. The City participates in and coordinates with FDOT and the TPO to advocate for the City's transportation needs as identified under Objective 2.4 as well as other objectives in this element.

~~*Policy 2.5.1—The City shall develop a marketing and lobbying strategy to increase Northeast Florida's share of Federal and State funding based on the community's demonstrated commitment to local transportation funding, application of effective growth management policies, and visionary plan for future growth.*~~

~~*Policy 2.5.2—The City shall work closely with the Florida Congressional delegation to ensure Florida's rate of return reaches 90% in the next surface transportation reauthorization.*~~

~~*Policy 2.5.3—The City shall identify Federal earmarks consistent with existing transportation priorities and the FDOT Work Program. Projects receiving Federal earmarks should be consistent with local development plans and be included in the Capital Improvement Element of the Comprehensive Plan.*~~

~~*Policy 2.5.4—The City shall seek Florida legislative action to provide a reasonable assurance of regional equity in the distribution of the Strategic Intermodal System (SIS) capacity program funding. The City should ensure that FDOT District Two receives its fair distribution of SIS funding.*~~

GOAL 3

Increase Total Roadway Network Capacity - New lane-miles shall be added to the existing roadway network when necessary to ensure the safe, efficient movement of persons and goods. The addition of lane-miles will be accomplished, where possible, within the existing roadway rights-of-way.

Status: The goal should be revised to address context sensitive streets instead of roadway capacity.

Objective 3.1

Roadway construction projects for which Transportation System Management (TSM) techniques are not cost-effective shall be approved only if the projects reduce vehicle

~~delay, have a net positive effect on the environment, improve operational safety, increase transportation network capacity, and improve the facility's use as a multimodal corridor.~~

Status: The objective should be removed, as it would not address a revised Goal 3, relating to context sensitive streets. The underlying policies should be relocated as noted in the policy specific recommendations listed below.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 3.1.1 should be revised to remove the “four mile” reference as evacuations apply city-wide. This policy should also be relocated under a goal and objective that address transportation system safety (possibly Goal 5).*

Policy 3.1.1 The City shall delineate, for all new or expanded roadway facilities planned for construction ~~within four miles of the Atlantic Ocean,~~ the facility's role in the Hurricane Evacuation Plan, ~~for the beach communities. The City and the North Florida Transportation Planning Organization (TPO) shall coordinate with the Jacksonville Transportation Authority (JTA) and the Florida Department of Transportation (FDOT) to assure the construction of a new or expanded link to the Beaches.~~

- *Policy 3.1.2 should be relocated under a goal and objective that address transportation system safety (possibly Goal 5).*

Policy 3.1.2 Facilities designated as a hurricane evacuation route will be clearly identified as such with proper signage. Improvements to primary hurricane evacuation routes shall be maintained at elevations above the Category 3 or Category 4 storm surge.

- *Policy 3.1.3 should be revised per the pending 2018 Mobility System Update.*

Policy 3.1.3 ~~Within the City, the following guidelines shall be used to determine minimum lane widths on new or expanded roadways, as defined by the proposed roadway's operating functional classification.~~

-	Urban Profile	Rural Profile
Limited Access	12 feet	12 feet
Minor Arterial	-	-
Outside lane	—16 feet ^{1,2}	N/A
All other lanes	12 feet	12 feet
Minor Arterial	-	-
Outside lane	—16 feet ^{1,2}	—17 feet ^{1,3}
All other lanes	12 feet	12 feet
Collector	-	-
Outside lane	—16 feet ^{1,2}	—17 feet ^{1,3}
All other lanes	12 feet	12 feet

-	Urban Profile	Rural Profile
Local—Over 1,600 ADT	-	-
Outside lane	14 feet ⁴	12 feet
All other lanes	12 feet	12 feet
Local—Under 1,600 ADT	-	-
Outside lane	12 feet	12 feet
All other lanes	12 feet	12 feet
Cul-de-sacs and loop streets	-	-
Outside lane	10 feet	10 feet
All other lanes	10 feet	10 feet

- ~~1. In areas where right-of-way width constraints are presented, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right-of-way width and the costs associated with acquisition in built-up areas may not allow provision of the additional width for bicyclists on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case-by-case basis. Only under extreme right-of-way width constraints, should designated bicycle lanes be excluded from a project; in which case a design standard of fourteen (14) foot wide outside curb lanes shall be used for both urban and rural profiles.~~
- ~~2. In an urban profile, the outside lanes of major arterial, minor arterial, and collector roadways shall include four foot wide designated bicycle lanes.~~
- ~~3. In a rural profile, the outside lanes of major arterial, minor arterial, and collector roadways shall include five foot wide designated bicycle lanes~~
- ~~4. Unless it is determined, by the Director of Public Works that such need does not exist.~~

The City shall establish guidelines for reviewing and designing new, resurfaced, or reconstructed roadways. These guidelines shall include dimensions for travel lane width, sidewalk width, and bicycle facility width and type. In order to create roadways that meet the needs of their surroundings, roadway designs are context sensitive based on adjacent land use, posted speed, number of travel lanes, and roadway users (pedestrians, bicyclists, persons with disabilities, motorists, transit riders, and freight operators).

- **Policy 3.1.4 should be relocated under a different objective.**

Policy 3.1.4 Within the Traditional Neighborhood Design (TND) developments, the following guidelines shall be used to determine minimum lane widths on roadways as defined by the proposed roadway's classification.

Boulevard

Travel 10 feet
 Parking..... 7 feet

Village Center

Travel 10 feet
 Parking..... 7 feet

Local Street #1

Travel 10 feet
 Parking..... 7 feet

Local Street #2

Travel 9 feet
 Parking..... 7 feet

Lane

Travel 8 feet

Alley

Travel 10 feet (one way only)

Objective 3.2

~~The City shall minimize, to the extent possible, the right-of-way costs when constructing new roadway facilities and expanding existing roadway facilities by taking maximum advantage of rights-of-way established for other transportation modes, and by protecting its existing rights-of-way from building encroachment to the fullest extent of the law.~~ strive to preserve existing and protect projected future right-of-way for all modes, as identified in this Comprehensive Plan, and avoid encroachment by private property.

Status: Objective 3.2 should be revised as shown.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 3.2.1 – 3.2.5 should be revised in coordination with changes pending under Ordinance 2018-805 that implements recommendations of the Context Sensitive Streets Committee. Additionally, consideration should be given to revising the policies to direct the Land Development Regulations to include detailed road width requirements rather than including them in the element.*

Policy 3.2.1 The City shall perform preliminary engineering designs consistent with acceptable practices of the City of Jacksonville Department of Public Works, the FDOT Project Development and Environmental Study (PD&E) guidelines for state roads and the City of Jacksonville Land Development Regulations, at the earliest indication of an impending capacity deficiency to allow the greatest flexibility in addressing the project's right-of-way requirements. The FDOT will be consulted when right-of-way needs for State facilities are addressed.

Policy 3.2.2 Except in developments utilizing the Traditional Neighborhood Design (TND) concept, the City shall utilize the following guidelines where feasible, as minimum requirements for rights-of-way defined by roadway classification.

Rural

Limited Access with High Speed Rail 500 feet

Urban Service Area

Limited Access (Interstate) 400 feet
Limited Access (with frontage roads and not Interstate)..... 250 feet
Limited Access (without frontage roads/not Interstate)..... 180 feet
Major Arterial..... 150 feet
Minor Arterial..... 120 feet
Collector (with curb and gutter)..... 70 feet
Collector (without curb and gutter)..... 80 feet
Local (with curb and gutter)..... 50 feet
Local (without curb and gutter)..... 60 feet
Cul-de-sacs and Loop streets (with curb and gutter) 50 feet
Cul-de-sacs and Loop streets (without curb and gutter) 60 feet

Policy 3.2.3 Within developments utilizing TND concept, the City shall utilize the following guidelines, where feasible, as minimum requirements for rights-of-way defined by roadway classification.

Boulevard.....	77 feet
Village Center Street.....	62 feet
Local Street 1.....	62 feet
Local Street 2.....	53 feet
Lane.....	34 feet
Alley.....	16 feet (one way only)

Policy 3.2.4 The City shall utilize the future roadway needs listed in this 2030 Comprehensive Plan to identify those areas where rights-of-way will be required and shall take steps to protect the rights-of-way, where feasible, for these corridors as soon as possible.

Policy 3.2.5 The City shall adopt legislation establishing measures for the preservation of existing rights-of-way to the fullest extent allowed by law. In addition, the City shall coordinate with and support the FDOT and the JTA in their efforts to protect their respective existing rights-of-way, in accordance with applicable law.

GOAL 4

Establish and support an Non-Motorized active Transportation Network –~~The establishment and use through the creation~~ of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists throughout the City shall be supported.

Status: The goal should be revised as shown, per the pending 2018 Mobility System Update. These changes are recommended in order to place as much importance on the development of pedestrian and bicycle infrastructure systems as on the development of a motor vehicle system.

Objective 4.1

The City shall support the establishment and maintenance of facilities designed to ~~balance the needs of the complete spectrum of transportation users specifically for non-~~motorized transportation users such as pedestrians and bicyclists ~~within arterial and collector~~ along all roadways.

Status: The objective should be revised as shown, per the pending 2018 Mobility System Update. These changes were suggested to make non-motorized travel and access at least as important as is motor vehicle travel and access. A definition for active transportation/non-motorized mode should be added to the Element’s definitions list.

Additionally, the following specific recommendations were made to the underlying policies:

- **Policy 4.1.1 should be revised per the pending Context Sensitive Streets Standards.**

~~Policy 4.1.1 The City shall implement establish and maintain the a bicycle facility prioritized transportation bicycle facility project improvement list, as described in the Mobility Plan or its latest update by considering the needs of bicyclists on all roadway projects. This policy provides for the construction of designated bicycle lanes or paved shoulders when constructing or reconstructing roads in Jacksonville in accordance with the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO) Transportation Improvement Program. As stated in Policy 3.1.3, the roadway design shall contain twelve (12) foot wide travel lanes with four (4) foot wide designated bicycle lanes in an urban profile and twelve (12) foot wide travel lanes with five (5) foot wide designated bicycle lanes in a rural profile or an alternative non-motorized multi-modal transportation network as approved by the JPDD. However, in areas where right-of-way width constraints are present, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right of way width and the costs associated with acquisition in built up areas may not allow provision of the additional width for bicyclist on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case by case basis. Only under extreme right of way width constraints, should designated bicycle lanes be excluded from a project; in which case, a design standard of fourteen (14) foot wide outside curb lanes shall be used for both urban and rural profiles. Bicycle facilities include protected bicycle lanes, buffered bicycle lanes, bicycle lanes, and shared use/multi-use paths. The prioritized bicycle facility projects shall be based on each project's ability to improve safety in locations with high numbers of bicycle crashes; increase the connectivity of the bicycle facility network by filling gaps in the existing and planned network; provide bicycle facilities in economically distressed areas; and meet demand for bicycle facilities based on the presence of transit routes and bicyclist destinations such as parks, schools, multi-family housing and employment centers.~~

~~The City shall require all new or reconstructed streets to include bicycle facilities except for residential local subdivision streets. Residential local subdivision streets are local streets within platted subdivisions that provide access to residential lots and that do not provide connectivity to collector streets, major arterials or minor arterials or serve as major traffic generators. Bicycle facilities shall be required on subdivision entrance streets along the portion of the street with no home frontages. Subdivision entrance streets are those streets in a platted subdivision that provide a connection to a collector street, major arterial or minor arterial or otherwise are the entrance or exit point(s) to the subdivision.~~

The City shall add bicycle facilities on streets that are being resurfaced so long as sufficient pavement width exists. If the pavement width is not sufficient, the City shall determine the feasibility of a road diet and will consider widening to create space for bicycle facilities.

- **Policy 4.1.2 should be revised per the pending Context Sensitive Streets Standards.**

~~Policy 4.1.2 The City shall require new local streets serving residential areas development or redevelopment projects that front along city or state road right-of-way to include four foot sidewalks on both sides of the street within the dedicated public right-of-way or an approved alternative pedestrian circulation system shared use/multi-use path approved subject to approval by the Jacksonville Planning and Development Department (JPDD), unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654). In rural areas, sidewalks are only required on one side of the street, unless there is development on both sides of the street, then sidewalks shall be required on both sides.~~

All sidewalk designs shall be consistent with the City's context-sensitive design guidelines. A shared use/multi-use path may be approved by the JPDD based upon an evaluation of the following: the presence of nearby paths, if the location is part of an established plan for shared use/multi-use paths, or if the location is an important link between existing bicycle and pedestrian facilities.

- **Policy 4.1.3 should be revised per the pending Context Sensitive Streets Standards.**

~~Policy 4.1.3 The City shall require new dedicated local or reconstructed streets serving non-residential areas to include five foot sidewalks within the dedicated public right-of-way or an alternative pedestrian circulation system shared use/multi-use path approved subject to approval by the JPDD, unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654).~~

All sidewalk designs shall be consistent with the City's context-sensitive design guidelines. A shared use/multi-use path may be approved by the JPDD based upon the presence of nearby paths, if the location is part of an established plan for shared use/multi-use paths, or if the location is an important link between existing bicycle and pedestrian facilities.

- **Policy 4.1.4 should be revised to add more specificity about the type of maintenance that pedestrian and bicycle facilities require. Public Works would likely need additional maintenance funding and staff in order to fully implement this policy.**

Policy 4.1.4 The City shall provide for the maintenance of pedestrian and bicycle travel ways on City facilities, including but not limited to repairing cracked sidewalks, repainting faded crosswalks, trimming landscaping that obstructs sidewalks or bicycle lanes, and keeping bicycle lanes free of debris.

- ***Policy 4.1.5 should be revised for clarity so that it accurately reflects changes made to the bicycle parking policies through the work of the Context Sensitive Streets Standards Committee.***

Policy 4.1.5 The City shall require property developers of commercial property to provide bicycle parking on site for convenient and safe access by and securing of bicycles on site. Bicycle securing and/or storage facilities shall be that is installed and located in a manner which eases the use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. that is easy to access and use, and that prevents theft. To further the locational criteria, a bicycle storage facility parking shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

- ***Policy 4.1.6 should be revised per the pending Context Sensitive Streets Standards.***

Policy 4.1.6 Where intersection construction or improvements are performed, the City shall provide or require ~~curb cut~~ ADA standard curb ramps at all intersections where one or more of the rights-of-way of the intersecting streets contain sidewalks ~~and where roadway lane widths do not exceed twelve (12) feet.~~

- ***Policy 4.1.7 should be revised to require bicycle facilities on all roadways, in coordination with the work of the Context Sensitive Streets Standards Committee.***

Policy 4.1.7 The City shall ~~utilize pavement surface and pavement marking treatments which support the accommodation of~~ provide on-street facilities for bicyclists within the roadway that comply with the context sensitive design standards for all new and reconstructed roadways.

- ***Policy 4.1.8 should be revised to apply to the entire city.***

Policy 4.1.8 The City shall develop local roadway, sidewalk, and parking lot criteria which emphasize and support safe and convenient pedestrian traffic travel in appropriate neighborhood areas.

Objective 4.2

~~The City shall actively e~~Encourage its citizens to use non-motorized active travel transportation modes and support same with policies to assure that ensures safe and convenient pedestrian and bicycle access to all parks, recreational facilities, and public schools, and transit service and other community serving institutions within the City.

Status: The objective should be revised per the pending 2018 Mobility System Update. Changes are suggested to expand the requirement of providing pedestrian and bicycle access to all community serving institutions.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 4.2.1 should be removed due to a lack of capacity within the Transportation Planning Division.*

~~Policy 4.2.1 The City, through its Bicycle/Pedestrian Program and its Planning and Development and Public Works Departments, shall continue to coordinate with and encourage the Duval County School Board and area colleges and universities in the implementation of programs and incentives to encourage students to use pedestrian and bicycle travel modes. The City will continue to sponsor workshops and seminars at area schools through its Bicycle/Pedestrian Program.~~

- *Policy 4.2.2 should be revised to describe the Transportation Planning Division's role in the enforcement of bicycle and pedestrian laws.*

~~Policy 4.2.2 The City shall, through its Bicycle/Pedestrian Program, Coordinator, collaborate with the Jacksonville Sheriff's Office and in conjunction with the Office of the Sheriff and the Northeast Florida Safety Council, continue to improve the enforcement of existing traffic laws and continue educating and encouraging public compliance with and the enforcement of existing those laws that affect bicycle bicyclists and pedestrians laws.~~

- *Policy 4.2.3 should be revised as shown, per the pending 2018 Mobility System Update.*

~~Policy 4.2.3 The City, through its development review process, shall require that the non-motorized active transportation network receives full consideration; specifically, that bicyclists and pedestrian needs are accommodated in future development within the City. Special consideration shall be given to the movement of bicycle and pedestrian traffic in the core area of the Central Business District (CBD).~~

GOAL 5

Prioritize Transportation System Safety – ~~The traffic circulation system shall be operated in a manner which values the safety of citizens as being of equal importance to efficiency and expedience of design and materials. in an effort to eliminate fatalities through the operation of a complete multi-modal transportation network that will prioritize the safety of all transportation network users.~~

Status: The goal should be revised as shown, per the pending 2018 Mobility System Update.

Objective 5.1

The City shall establish a system for rating projects proposed for implementation which places equal higher value on the ~~accident~~ crash experience of a facility when evaluated against construction costs, average daily traffic volumes, and other such criteria.

Status: The objective should be revised to reflect terminology change from “accident” to “crash” for collisions and to place a higher value on crash data. Policy 5.1.1 should be removed because other agencies maintain the information referenced.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 5.1.2 should be revised to reflect the current recommended practice.*

Policy 5.1.2 Each year, the City, ~~in conjunction with the Jacksonville Sheriff’s Office,~~ shall identify the ~~ten~~ highest ~~accident~~ crash locations in the preceding three calendar years. ~~The Public Works Department~~ City shall perform ~~field investigations~~ safety audits of these sites to determine which design factors, if any are contributing to ~~accidents~~ crashes at these locations. Results of the ~~field investigations~~ safety audits will be utilized in determining and designing future transportation safety improvements.

- *Policy 5.1.3 should be revised for accuracy.*

Policy 5.1.3 The City shall rely on ~~accident~~ crash data prepared by the ~~North Florida Transportation Planning Organization~~ FDOT State Safety Office & Signal Four Analytics ~~the Jacksonville Urbanized Area~~ to evaluate the safety ~~of a location~~ of any facility within the City’s transportation system.

Objective 5.2

The City shall strive to ~~develop and enforce~~ maintain clear zones by ~~eliminating or preventing the location of~~ the placement of roadside hazardous objects or the creation of hazardous conditions at intersections, for a distance consistent with the speed, traffic

volume, and geometric conditions of the site.

Status: The objective is being met and some of the underlying policies are being followed. However, Objective 5.2 should be revised to reflect current practice.

- ***Policy 5.2.2 should be removed, as this is not current practice or the Land Development Regulations should be updated to require centralized mailbox facilities in new developments.***

Policy 5.2.2 The City shall continue to require the location of centralized mailbox facilities in all new developments.

Objective 5.3

The City shall limit the addition of new parking spaces within the Downtown jurisdictional boundaries of the Downtown Investment Authority (DIA). Designated mass transit park-and-ride parking facilities sited as specified by the Jacksonville Transportation Authority (JTA) and coordinated with the Office of Economic Development (OED) and the Downtown Investment Authority (DIA) shall be used to achieve this objective.

Status: Objective 5.3 and the underlying policies should be reviewed for consistency with the BID/CRA Plan and in conjunction with Objectives 1.5 – 1.8 and Future Land Use Element Objective 2.3.

Policy 5.3.1 City shall continue to permit all applications for construction and reconstruction permits for new or existing buildings located in the downtown area to convert parking to other uses consistent with this plan when alternate mass transit is available.

Policy 5.3.2 The City shall continue to permit developers locating within the downtown area to provide their required number of parking spaces at locations peripheral to the CBD (as defined on August 1, 1989). The selection of peripheral parking sites is to be coordinated with the JTA and the OED and DIA.

Policy 5.3.3 The City shall continue its dialogue with those agencies and organizations, including, but not limited to, the Jacksonville Chamber of Commerce, the JTA, the OED and DIA, mortgage lending institutions and banking concerns, instrumental in the formation of capital financing for development in the downtown area to achieve development of parking facilities that are consistent with and promote the parking strategy recommended in this plan.

Policy 5.3.4 The City shall continue to require that any new development in the CBD must create a plan encouraging utilization of the peripheral parking strategy as proposed in this plan.

Objective 5.4

By the Year 2030, any local, state or federal agency which conducts business with the general public should be situated in facilities which are within immediate access of a public transit facility.

Status: Objective 5.4, or the definitions section, should include a definition of immediate access. Per JTA's recommendation: "Provides direct access defined as minimum walking distance of 500 feet including ADA compliant unobstructed sidewalks, bus shelters with trash receptacles, bike rack or bike locker, and lighting."

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 5.4.1 should be revised as shown.*

Policy 5.4.1 Local agencies conducting, at a minimum, low volume business within the urban area and with the general public, should site new facilities at a location no more than 1000 feet from a bus stop or public transit facility. This policy applies equally to schools, Federal and state agencies, will be informed of this policy and requested to comply.

GOAL 6

Provide for Economic Viability of Transit. The economic efficiency of the transit system shall be maximized while providing for the safe and basic multi-modal transportation needs of the transit-dependent in the most cost effective manner.

Status: The goal should be revised per the pending 2018 Mobility System Update.

Objective 6.1

~~The Jacksonville Transportation Authority (JTA) shall evaluate 25% of its bus routes annually. Evaluation shall be based on service demand and cost effectiveness for purposes of determining whether routes should be expanded or retained.~~

Status: JTA recommends removing Objective 6.1 and Policies 6.1.1 and 6.1.2 as they have no place in the Comprehensive Plan; rather, they are part of regular JTA activities

~~Policy 6.1.1—The Jacksonville Transportation Authority shall conduct a study to determine the service standards and evaluation procedures to be used in assessing which fixed transit routes and operating hours are to be maintained by JTA. JTA shall include representatives of low and lower income persons and disabled and handicapped persons in the study groups concerning accessibility of transit.~~

~~Policy 6.1.2—The Jacksonville Transportation Authority shall continue to assess all fixed transit routes at a regular interval to determine necessary revisions to improve the fixed route system's efficiency.~~

- ***Policy 6.1.3 should be revised to remove reference to DRIs as they are no longer required and the policy should be removed or relocated under a different goal.***

Policy 6.1.3 The City's Land Development Regulations shall continue to provide for coordination with developers of industrial parks, developments of regional impact and other large developments to ensure, where warranted, the provision of transit access and passenger facilities in the development.

Objective 6.2

The Jacksonville Transportation Authority shall establish mass transit corridors.

Status: The objective is being met and the underlying policies are being followed.

- ***Policy 6.2.4 should be revised to include new technologies in transit and delivery.***

Policy 6.2.4 The Jacksonville Transportation Authority shall continue to operate fixed-guideway guide way transit systems and coordinate this system with other, existing modes of mass transit.

Objective 6.3

The Jacksonville Transportation Authority shall utilize, to the extent allowed by law, existing and future federal, state and local funding mechanisms established to support transit systems in the City.

Status: The objective is being met and the underlying policies are being followed.

Objective 6.4

The Jacksonville Transportation Authority, in conjunction with the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO), shall

ensure the timely and efficient provision of mass transit services to the City's transportation disadvantaged and transit-dependent.

Status: The objective is being met and the underlying policies are being followed. The objective should be revised as shown above.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 6.4.2 should be revised to remove the reference to DART. JTA uses Connexion Service.*

Policy 6.4.2 Persons who, for reasons of physical or mental handicap, cannot use the standard mass transit services shall be provided with demand responsive service (e.g. DART). The quality/level of service standard to be used in establishing such service shall be an average of one round trip per handicapped person per day consistent with federal regulations.

Objective 6.5

The City shall continue to provide and improve public transportation that is a viable work and school trip alternative for workers and students, including the handicapped, residing within the City.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 6.5.1 should be revised to update the language.*

Policy 6.5.1 Owners and developers of non-residential properties shall consider the needs of the transit rider, including the disabled and handicapped, in the provision of transportation facilities at, to and around the work place by providing unobstructed access to contiguous bus stops. All new or refurbished buildings which offer service to the general public or where more than ten people are employed shall meet handicapped accessibility standards.

Objective 6.6

Scheduling of mass transit service within the City shall continue to be such that persons residing and working within the City ~~that have traditional work hours (8:00 a.m. to 5:00~~

p.m.) will be able to use Jacksonville Transportation Authority (JTA) service for the purpose of home-work/work-home trips.

Status: The objective should be revised as shown because many of JTA's customers work various shifts throughout the day and night. Otherwise, the objective is being met and the underlying policies followed.

GOAL 7

Jaxport shall be developed in an environmentally and economically sound manner and implementation of the ~~Master Plan for the Port of Jacksonville~~ JAXPORT Master Plan shall be promoted among the private sector elements of the Port.

Objective 7.1

The City shall support the Jacksonville Port Authority (JPA) in the promotion of Jaxport and the Port of Jacksonville insofar as those efforts are in compliance with the 2030 Comprehensive Plan, and shall encourage private-sector operators of port facilities to adopt and adhere to the policies set forth for the Port of Jacksonville in the ~~Port of Jacksonville Master Plan~~, latest update JAXPORT Master Plan.

Status: The objective is being met and the underlying policies implemented. The goal and all underlying objectives and policies should be revised to replace "Port of Jacksonville Master Plan" with "JAXPORT Master Plan" consistent with the master plan adopted into the Conservation/Coastal Management Element.

Objective 7.2

The City shall protect the Port of Jacksonville from the new encroachment of incompatible land uses through the designation of a port and port-related activities area(s) with the subsequent implementation and enforcement of land and development regulations supporting such designation(s).

Status: The objective is being met and the underlying policies followed. Language in Objective 7.2 should be revised to link this policy with current Industrial Sanctuary language.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 7.2.3 should be revised to reflect the current practice.*

Policy 7.2.3 The City shall support those plans for redevelopment of existing, or development of new, port and port-related facilities which are consistent with the Future Land Use and the Conservation/Coastal Management Elements of the 2030

Comprehensive Plan.

~~*Existing operation and maintenance of the Port of Jacksonville, as well as plans for its expansion as needed to meet future demand, have an impact on the environment as a reasonable consequence of the industrial processes which allow the Port to perform in an economically viable manner. However, it is important that water-related or water-dependent industrial operations minimize to the best of their ability, and in accordance with the latest regulatory requirements, the impact of the industrial operations upon the surrounding environment.*~~

Objective 7.3

The Port of Jacksonville, both public and private-sector elements, shall be operated in a manner which minimizes impacts to estuarine water quality and marine resources and on adjacent land uses.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 7.3.2 should be revised to reflect the current practice.*

Policy 7.3.2 Warnings shall be posted along the St. Johns River where endangered species, specifically manatees, have been frequently sighted. These posted warnings will be in accordance with Florida Department of Environmental Protection requirements- and dredge permits issued by Federal and State agencies.

Objective 7.4

The City and the Jacksonville Port Authority will coordinate their plans with the U.S. Army Corps of Engineers, the U.S. Navy, U.S. Coast Guard and the Florida Department of Transportation to ensure that state, federal, city and port plans are compatible and meet future needs.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 7.4.1 should be revised to replace “JPA” with “Jacksonville Port Authority.”*

Policy 7.4.1 Prior to the initiation of new port development or major re-development of existing port facilities, the City or the Jacksonville Port Authority JPA, will supply

pertinent information to the affected state and federal agencies.

Objective 7.5

The City shall minimize barriers to development which supports the ~~JaxPort system~~ Jacksonville Port Authority.

Status: The objective is being met, and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 7.5.1 should be revised to replace “JaxPort System” with “Jacksonville Port Authority.”*

Policy 7.5.1 The City shall evaluate and address the impact of its Concurrency Management System on development which supports the JaxPort System and prioritize public expenditures on transportation infrastructure to support the JaxPort System.

GOAL 8

Airport facilities shall be developed in an environmentally and economically sound manner which accommodate and encourage all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreational. ~~Provide the transportation infrastructure necessary for Cecil Field to become a major, diversified multi-modal manufacturing, warehousing, distribution and transportation center.~~

Status: Goal 8 should be revised as shown per comments from JAA.

Objective 8.1

The City shall coordinate its comprehensive planning process, including subsequent amendments to the 2030 Comprehensive Plan, with the airport master plans for Jacksonville International, Craig, Cecil Field, and Herlong Airports being developed by the Jacksonville Aviation Authority and with any aviation or related facilities plans of the Federal Aviation Administration, the North Florida Transportation Planning Organization ~~for the Jacksonville Urbanized Area~~, and military services, as well as with any resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, the Florida Department of Transportation Five-Year Work Program and the Continuing Florida Aviation System Planning Process, as adopted, in order to achieve environmentally and economically sound development of aviation facilities, and to provide adequate capacity for existing and future demand for aviation facilities and services consistent with all of the above plans.

Status: The objective is being met and the several of the underlying policies are being followed. Objective 8.1 should be revised to be more concise.

Additionally, the following specific recommendations were made to the underlying policies:

- **Policy 8.1.7 should be revised to include City participation in JAA's master planning process.**

Policy 8.1.7 The City shall amend the 2030 Comprehensive Plan as necessary to incorporate additional data and analysis generated as a result of the completion of the airport master plans for Jacksonville International, Craig, Cecil Field, and Herlong Airports and to facilitate the implementation of these master plans and any subsequent revisions; provided, however, that said amendments shall not have the effect of requiring the approval of the expansion of runways at Craig Airport.

- **Policy 8.1.8 should be removed, as ADA compliance is required in design and construction.**

~~*Policy 8.1.8 The Jacksonville Airport Authority (JAA) has developed the Jacksonville International Airport (JIA) Master Plan containing standards for accessibility and services to the elderly and handicapped. All future buildings at JIA must be constructed in accordance with the provisions and standards identified in the Master Plan.*~~

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.

Status: The objective is being met and the underlying policies are being followed. Policy 8.2.2 should be removed, as it is repetitive of existing policy language in the Comprehensive Plan.

~~*Policy 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 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.*~~

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.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 8.3.2 should be revised as shown per JAA's comments. No JAA facilities operate as military airports.*

Policy 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 Rezonings 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.

Objective 8.4

~~Plan for roadway development, including arterial and collector roads to serve Cecil Field through build-out.~~

Status: The objective and most of the underlying policies should be removed as they have been completed. Policy 8.4.2 should be reviewed by OED.

~~*Policy 8.4.1 The Jacksonville Transportation Authority shall coordinate with the Florida Department of Transportation and the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area to plan for an interchange connection(s) with Interstate 10 via Branan Field Chaffee Road.*~~

Policy 8.4.2 The Office of Economic Development (OED) shall plan for a rail/utility/recreation corridor to serve multi-purpose development within Cecil Field.

~~*Policy 8.4.3 The Jacksonville Airport Authority (JAA) as the owner of Cecil Field shall plan development at Cecil Field consistent with the Cecil Airport Strategic Airport Master Plan and the FAA/FDOT approved Cecil Field Airport Master Plan and Airport Layout Plan.*~~

Objective 8.5

Capitalize on the existing transportation network (i.e. air, rail and surface) and proximity to the Port of Jacksonville.

Status: The objective and the underlying policy should be removed as they relate to Cecil Field development and are no longer relevant.

~~*Policy 8.5.1 The Office of Economic Development OED and the Jacksonville Airport Authority shall pursue development and reuse on Cecil Field which would utilize the existing transportation network, i.e. aviation, roadways and rail including proximity to the Port of Jacksonville to the fullest extent possible.*~~

Objective 9.1

The City shall support the development of a comprehensive rail system plan for the City of Jacksonville which addresses current and future rail and rail terminal facility needs.

Status: The objective and the underlying policies should be reviewed. JTA and the TPO are not actively pursuing a comprehensive rail system.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 9.1.1 should be reviewed and removed if the City is not participating.*

~~*Policy 9.1.1 The City shall sponsor and participate in the rail system plan development process to ensure consistency with the 2030 Comprehensive Plan.*~~

- *Policy 9.1.2 should be reviewed; CSX typically acts independently of the City.*

~~*Policy 9.1.2 The City shall encourage the rail system plan to address the scheduling of train movements, speeds, noise, frequency, and the construction of rail/roadway grade separations through urban/suburban/residential areas so as to avoid conflicts with peak hour roadway traffic, and to minimize damage to residential structures.*~~

- *Policy 9.1.3 should be removed due to the lack of new rail routes.*

~~*Policy 9.1.3 The City shall support plans which locate new track routes so as to avoid conflicts with vehicle traffic routes.*~~

- ***Policy 9.1.4 should be reviewed and revised, as JTA and the TPO are not actively pursuing comprehensive rail system.***

Policy 9.1.4 The City shall encourage right-of-way acquisition or sharing for the potential use of a light or commuter rail system.

Objective 9.2

The City shall encourage the rehabilitation of existing and the siting of new rail terminal facilities in proximity to and integrated with the City's ground transportation network, as well as in an environmentally and economically sound manner.

Status: The objective and the underlying policies should be reviewed.

Policy 9.2.1 The City shall encourage railroad companies to locate general yards in areas that will not incur major conflicts with vehicular traffic.

Policy 9.2.2 The City shall encourage piggyback trailer on and off-loading railroad terminals to be located in proximity to major roadway corridors and concentrations of customers.

Objective 9.3

The City shall continue to pursue the introduction of alternative transportation technology in the form of high speed rail transportation to serve ~~the Jacksonville Urban Area~~ which will serve as a connection to the high speed rail systems being planned for central and south Florida and the State of Georgia.

Status: The objective and underlying policy should be revised to change “high speed rail” to “commuter rail” and to remove references to the Jacksonville “Urban” or “Urbanized” area, as this is no longer accurate.

Policy 9.3.1 The City shall continue to support and encourage the North Florida Transportation Planning Organization (TPO) for the Jacksonville Urbanized Area, the Jacksonville Transportation Authority, and private interests in their efforts to develop high speed rail transportation as an alternative transportation option for citizens of the Jacksonville urban area which will serve as a connection to the high speed rail systems being planned for Central and South Florida and the State of Georgia.

GOAL 10

Intermodal Transportation Systems. Interagency coordination and implementation of an intermodal transportation system which integrates highway,

mass transit, port, airport, rail, and other transportation modes and facilities shall be supported.

Objective 10.1

~~The City shall support and encourage the use of carpooling and vanpooling as effective mechanisms for increasing vehicle occupancy rates and decreasing greenhouse gas emissions.~~

Status: This objective is not being implemented and should be revised to accurately reflect current goals or the underlying policies should be consolidated with a relevant goal within the element. Policies 10.1.1 and 10.1.4 are continuing and should be maintained.

Policy 10.1.1 The City shall continue to review Florida Department of Transportation (FDOT), Jacksonville Transportation Authority (JTA), and all other City department, agency and independent authority plans for all new road facilities and corridors in order to ensure the implementation of roadway designs which favor the movement of transit and high occupancy vehicles on major arterial, freeway and interstate routes.

Policy 10.1.4 The City shall amend its Land Development Regulations to require compliance with the Goals, Objectives, and Policies of this and other elements of the 2030 Comprehensive Plan.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 10.1.2 is not being implemented and should be removed.*

~~*Policy 10.1.2 The City shall require that new non-residential developments encourage carpooling by providing parking spaces, in preferential locations, to be set aside for the exclusive use of employee cars containing three or more persons. These spaces shall be counted as more than one space for meeting parking space requirements.*~~

- *Policy 10.1.3 should be revised per JTA's recommendations below or considered for removal, as there is a lot of uncertainty regarding the programs mentioned in the policy (i.e. TMO and Community Task Force Committee).*

Policy 10.1.3 The City, in conjunction with the ~~Metropolitan Rideshare Program~~, FDOT, and JTA shall jointly provide, promote and review commuter incentives ~~which will~~ to encourage increased commuter participation via joint public and private sector sponsored activities, such as Transportation Management Organizations (TMO) for group clustered employer participation and Community Task Force Committee

involvement. The JTA ~~must aggressively upgrade and~~ will provide a user friendly mass transit system service, ~~which will~~ and provide timely schedules; ~~and~~ reasonable route assignments for the ~~entire~~ Duval County ~~areas~~, such as suburban to suburban, urban to urban and suburban to urban accessibility.

Objective 10.2

The Jacksonville Transportation Authority shall coordinate with the City and the Florida Department of Transportation to increase the peak hour vehicle occupancy ratio to 1.25 by 2015 and 1.50 by 2025 through implementation and enforcement of such measures as rideshare incentives, high occupancy vehicle lanes (HOV lanes), and bus exclusive-use lanes

Status: Objective 10.2 should be rethought or removed. The goal of JTA is not to increase vehicle occupancy, but to increase ridership and the use of mass transit. JTA does not track the indicator named in the objective. Policy 10.2.2 should be revised to include JSO and remove JTA, as they have no enforcement resources.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 10.2.1 should be removed as it is not being implemented and FDOT is moving towards dynamic toll lanes instead of HOV lanes.*

Policy 10.2.1 The Jacksonville Transportation Authority shall coordinate with the FDOT and the City to consider, when warranted, the installation of lanes which favor the movement of transit vehicles on designated major arterials having six or more through-lanes. The transit lanes may be high occupancy vehicle (HOV) lanes or bus exclusive use lanes. HOV lanes shall be deemed to be warranted when the transit patronage exceeds 750 passengers in the peak hour in one direction.

- *Policy 10.2.2 should be revised or removed based on changes to Objective 10.2.*

Policy 10.2.2 The Jacksonville Transportation Authority shall coordinate with the City and other appropriate authorities to establish enforcement policies on all roadways designated as having HOV lanes or bus exclusive-use lanes.

Objective 10.3

The City, shall coordinate with the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO), the Jacksonville Transportation Authority and the Florida Department of Transportation in their efforts to educate the general public as to the environmental, financial and social benefits of alternative transportation modes.

This coordination will be achieved through the Technical Coordinating Committee (TCC) of the TPO where all the above agencies including the Duval County School Board are represented.

Status: This objective is being met and the underlying policies are being followed.

Objective 10.4

The City shall promote plans and activities which support the establishment of multimodal transportation corridors and make the most efficient use of existing and reserved transportation corridors.

Status: This objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policies 10.4.1 and 10.4.2 should be reviewed by Public Works, Real Estate Division.***

Policy 10.4.1 The City shall not declare as surplus property land which is immediately adjacent to and contiguous with the right-of-way of any major transportation facility without the full review of all agencies responsible for planning and operation of transportation facilities

Policy 10.4.2 Agencies responsible for the planning and operation of transportation facilities, including agencies operating at the state and federal level, shall be given the right of first refusal to purchase any surplus public land adjacent to, or contiguous with, the right-of-way of any publicly proposed new roadway alignment. This includes projects for which an environmental assessment or impact statement has been prepared and projects which have undergone preliminary design, regardless of the funding status for project construction.

Objective 10.5

The City shall promote a comprehensive transportation planning process which coordinates the planning and implementation efforts of the various agencies having responsibility for highway construction, mass transit, and railroad, air and port facilities and services with the City. The City will continue to coordinate its comprehensive transportation planning process through the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO) with the Florida Department of Transportation Five-Year Work Program and the Jacksonville Transportation Authority.

Status: The objective is being met and the underlying policies are being followed. However, the objective should be revised to remove the words “Jacksonville Urbanized Area,” as shown.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 10.5.1 should be revised to include “Northeast Florida Regional Planning Model – Activity Based (NERPM-AB) model.”*

Policy 10.5.1 The City shall utilize the TPO generated Regional Travel Demand Model, the Northeast Florida Regional Planning Model – Activity Based (NERPM-AB) model, and a Jacksonville Citywide Transportation Needs Study as principal tools in the development of long-range transportation plans and the formulation of strategies for the implementation of an integrated transportation system. The, TPO continues to prepare an annual update to the Transportation Improvement Program identifying all transportation improvements/ studies within Jacksonville for which funding has been programmed within the five year planning horizon, including projects funded by the City of Jacksonville 2030 Comprehensive Plan Transportation Element Revised June 2018 53 FDOT Five-Year Work Program, the City Public Works Department, the JTA, the JPA and the JAA.

- *Policies 10.5.2 and 10.5.9 should be revised to accurately reflect the TPO’s area of focus.*

Policy 10.5.2 The TPO shall serve as the primary forum for addressing concerns related to and the planning for inter-urban and inter-county transportation facilities, between the City and other communities in ~~Jacksonville Urbanized Area~~ the Metropolitan Planning Area.

Policy 10.5.9 The City shall assist the TPO in the regular update of the socio-economic data required in the development of the long-range transportation plan for the ~~Jacksonville Urbanized~~ Metropolitan Planning Area, which requires updating every three years in accordance with Federal Statute.

Objective 10.6

The City shall acknowledge and promote its role as a hub for transportation activities. Further, the City shall serve as the point of coordination for plans which support the economic growth and diversity of the community by development of transfer facilities to facilitate the movement of goods between various transportation modes.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

Policy 10.6.4 is currently being implemented by the Context Sensitive Streets Committee. Once the truck routes are designated, this policy should be updated to maintain and/or enforce the truck routes, and any new related policies and maps should be added to the Element.

Policy 10.6.4 The City shall designate truck routes to minimize the impact of traffic through residential areas and maximize the flow of intermodal shipment of goods.

Objective 10.7

The City shall be supportive of the expansion of existing transportation systems to accommodate emerging technologies in the intermodal movement and handling of goods and passengers in an efficient, cost-effective, and competitive manner to meet the standards set forth in this 2030 Comprehensive Plan.

Status: This objective is being met and the underlying policies are being followed.

GOAL 11

Responsibility to Community.– An integrated multi-modal transportation system shall be developed which will stimulate the economic development of the community, maximize the compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.

Status: The goal should be revised as shown, per the pending 2018 Mobility System Update.

Objective 11.1

The City shall participate in the review of agency plans to assure that existing and future transportation system plans maximize support of the City's economic growth enabling an increase in the number of tons, the monetary value of goods and the number of passengers and flight operations being processed through the City of Jacksonville.

Status: The objective is being met and the underlying policies are being followed.

Objective 11.2

The City shall generate community support for the development and expansion of existing facilities and for new facilities to improve the services of port, airport, rail, and related facilities by remaining responsive to the needs and desires of the community and

its citizenry as it carries out its transportation planning process consistent with the City's land use and growth management strategies.

Status: This objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 11.2.8 should be removed per the pending 2018 Mobility System Update.*

Policy 11.2.8 The City shall explore opportunities to provide City employees with incentives to ride transit within five (5) years of the effective date of the Mobility Plan. These incentives may include but are not limited to the provision of park and ride facilities, reduced transit rates, and ride-share programs.

Objective 11.3

The City shall develop its ground transportation network in a manner which preserves and enhances community integrity and neighborhood identity.

Status: The objective is being met and most of the underlying policies are being followed. The Future Land Use and Housing Elements contain similar objectives and opportunities for consolidation should be considered.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 11.3.1 should be revised to include the Context Sensitive Streets Design Classification Process.*

Policy 11.3.1 The City shall establish a procedure to address the preservation and enhancement of community integrity and neighborhood identity when identifying new functionally classified transportation corridors or constructing new functionally classified transportation facilities.

These procedures shall include, but not be limited to:

A. *That community and neighborhood input be fostered through public information process and, when identifying new functionally classified transportation corridors, establish a Citizens Advisory Committee (CAC) to provide input to the implementing agency.*

B. *That public hearings be held proper to the selection of new functionally classified*

transportation corridors or constructing new functionally classified transportation facilities.

C. That affected property owners including adjacent and nearby property owners together with other persons requesting to be notified be kept informed of the progress of selection of new functionally classified transportation corridors or constructing new functionally classified transportation facilities.

- ***Policy 11.3.6 is repeated twice and the second listing of the policy should be re-numbered as 11.3.7.***

Policy 11.3.6 New development along Cedar Bay Road, a residential dead end street, shall not generate industrial traffic.

Objective 11.4

The City shall promote plans which minimize adverse impact to the environment from transportation system development and are in compliance with all federal, state, and City regulations for environmental conditions in and around port, airport, rail, and related facilities.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 11.4.3 should be removed or re-written, as an “annual meeting” is not the current practice.***

Policy 11.4.3 The City shall promote those projects which meet or exceed the air, water and noise quality standards established by federal, state and local governmental agencies. The JPA, JAA, JTA, and the Environmental and Compliance Department meet annually to discuss environmental compliance of transportation projects. A notification process for project milestones between annual meetings.

- ***Policy 11.4.6 should be revised for clarity and consistency with related language in the Infrastructure Element.***

Policy 11.4.6 The City shall review plans for the expansion of existing airport, port and rail facilities and the development of new facilities to ensure that the plans meet or exceed the mitigation standards for adverse impacts on prime aquifer recharge areas, 25-year flood plain areas, and water's edge wetlands at an appropriate level as established by

federal, state, and local government agencies.

Objective 11.5

~~The City shall achieve and maintain compliance with all National Ambient Air Quality Standards (NAAQS) at any monitoring station located at or near a port or rail terminal facility.~~

Status: The objective should be removed as it is unnecessary or it should be revised. Duval County is now in attainment for ozone, we are no longer required to demonstrate conformity. EQD has not assessed the air quality impact of transportation projects for some time and does not currently have the personnel to do so. The City of Jacksonville is in attainment with NAAQS for all pollutants.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 11.5.1 and 11.5.2 are being followed, and it is recommended that they remain or be incorporated under another objective or a revised Objective 11.5.*

Policy 11.5.1 The City shall require all port, airport and rail terminal related industries and activities be operated in a manner which results in compliance with all national, state, and local air quality standards.

Policy 11.5.2 In the redevelopment of existing port, airport and rail sites, the City should promote those land uses and industries which contribute to operations within federal, state and local air quality standards.

- *Policies 11.5.3 and 11.5.4 should be removed as they are no longer applicable based on the City's compliance with NAAQS.*

~~*Policy 11.5.3 The City shall not permit any future new industry or activity associated with ports, aviation, railways, and related facilities which are unable to demonstrate an ability to operate within the attainment standards of federal, state, and local air quality regulations.*~~

~~*Policy 11.5.4 The City, as a member of the TPO, and as a party to a Memorandum of Agreement with the Florida Department of Transportation, the Florida Department of Environmental Protection, and the TPO for conformity determination, shall place a high priority on those roadway projects which collectively have a net positive effect on air quality within the County.*~~

Future Land Use Element Assessment

GOAL 1

To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Objective 1.1

Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

Status: The objective is being met and the underlying policies are being followed. However, the underlying policies should be updated based on the 2045 timeline and reviewed for necessity, clarity and consistency with current rules and regulations.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.3 should be revised to align with mobility system updates.*

Policy 1.1.3 The Development Areas ~~should~~ will be reviewed for expansion ~~during~~ subsequent EAR processes. In addition, in coordination with updates to the mobility fee system.

- *Policy 1.1.5 should be reviewed to consider combining with Policies 1.1.7 and 1.1.21 to eliminate redundancies and the need for cross references. See recommendation for combining these policies under the review of Policy 1.1.21.*

Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:

- A. Fosters vibrant, viable communities and economic development opportunities;*
- B. Addresses outdated development patterns;*
- C. Provides 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.*

- ***Policy 1.1.6 should be reviewed to ensure consistency with the City’s future intent and vision.***

Policy 1.1.6 The City of Jacksonville is divided into six planning districts along census tract boundaries. The City should evaluate and consider modifying the Planning District boundaries to achieve smaller districts or sub-districts which have common characteristics and will enable the City to address the various nuances of existing neighborhoods and more precise evaluations of needs and improvements.

- ***Policy 1.1.7 should be reviewed to consider combining with Policies 1.1.5 and 1.1.21 to remove references and eliminate redundancies. See recommendation for combining these policies under the review of Policy 1.1.21.***

Policy 1.1.7 Future rezonings shall include consideration of how the rezoning furthers the intent of FLUE Policy 1.1.5.

- ***Policy 1.1.8 should be revised to take into consideration site-specific relief mechanisms such as administrative deviations, variances and waivers.***

Policy 1.1.8 Ensure that all future development and redevelopment meets or exceeds the requirements of all Land Development Regulations, including, but not limited to zoning, subdivision of land, landscape and tree protection regulations, and signage, as established and adopted by the City, State of Florida and the federal government, unless such requirements have been previously waived by those governmental bodies.

- ***Policy 1.1.9 should be deleted to eliminate redundancy. The allowed densities and intensities for each land use category are identified in the land use category descriptions.***

~~Policy .1.1.9 Permit development only if it does not exceed the densities and intensities established in the Future Land Use Element as defined by the Future Land Use map category description and their associated provisions.~~

- ***Policy 1.1.10A should be amended to require that the procedure be incorporated into the Land Development Regulations.***

1.1.10A Residential development on sites less than 10 acres that are located within predominantly non-residential Future Land Use Categories and that are processed as small scale map amendments shall be limited to a maximum of 10 dwelling units per acre unless authorized through approval of a Planned Unit Development (PUD) rezoning. The

maximum density allowed in the PUD shall be the result of analysis for compatibility with abutting development based on the criteria provided below. The maximum density in each non-residential Future Land Use Category does not constitute entitlement to the maximum permitted density without justification provided pursuant to analysis of the criteria. Such analysis may lead to a recommendation of approval, denial, or a condition of approval on a Planned Unit Development (PUD) rezoning capping the residential density.

All PUDs approved with a density cap above the 10 dwelling units per acre limitation pursuant to this policy shall contain the following statement either in the written description or within the enabling legislation:

A residential density limit of (insert #) dwelling units per acre has been placed on this property as a result of Future Land Use Element (FLUE) Policy 1.1.10A. This density limit can only be changed through application for a rezoning (administrative and minor modifications to increase the density are not permitted) and the requirements of FLUE Policy 1.1.10A must be applied to determine the appropriateness of any increase in residential density.

The criteria below shall be considered in determining the appropriate maximum density for PUD rezonings pursuant to this policy:

- *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 manmade buffers and boundaries*
 - *Height of development*
 - *Bulk and scale of development*
 - *Building orientation*
 - *Site layout*
 - *Parking layout*
-
- ***Policy 1.1.16 should be revised for clarification and to eliminate perceived contradiction.***

Policy 1.1.16 The Planning and Development Department shall require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:

1. ~~Creation of like uses;~~

2. ~~Creation of complementary uses;~~

3. ~~Enhancement of transportation connections;~~

4. ~~Use of noise, odor, vibration and visual/ aesthetic controls; and/or~~

5. ~~Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.~~

- ***Policy 1.1.19 should be revised or updated to refer to criteria specific references for economic incentives.***

Policy 1.1.19 Offer economic incentives through either the Downtown Investment Authority (DIA) or the Office of Economic Development (OED) to induce development to locate in or redevelopment in areas with high vacancy rates. ~~the Urban Core, North, Northwest, and Southwest Planning Districts of the City rather than in the more congested areas of Greater Arlington and Southeast Planning Districts.~~

- ***Policies 1.1.20 – 1.1.20C should be reviewed and revised to simplify. Additionally, references to “JTA RTS” should be changed to “JTA High Frequency Transit Corridors.”***

Policy 1.1.20 Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

Policy 1.1.20A Extensions of the Development Areas will be noted in each land use amendment where an extension is needed or requested concurrent with a Future Land Use Map Amendment. In addition, plan amendments shall meet the requirements as set forth in Policy 1.1.21 and 1.1.22.

Policy 1.1.20B Expansion of the Development Areas shall result in development that would be compatible with its surroundings. When considering land areas to add to the Development Areas, after demonstrating that a need exists in accordance with Policy 1.1.21, inclusion of the following areas is discouraged;

1. Preservation Project Lands

2. *Conservation Lands*
3. *Agricultural Lands, except when development proposals include Master Planned Communities or developments within the Multi-Use Future Land Use Category, as defined in this element*

The following areas are deemed generally appropriate for inclusion in Development Areas subject to conformance with Policy 1.1.21:

1. *Land contiguous with the Development Area and which would be a logical extension of an existing urban scale and/or has a functional relationship to development within the Development Area.*
2. *Locations within one mile of a planned node with urban development characteristics.*
3. *Locations within one-half mile of the existing or planned ~~JTA-RTS~~ JTA High Frequency Transit Corridors.*
4. *Locations having projected surplus service capacity where necessary facilities and services can be readily extended.*
5. *Public water and sewer service exists within one-half mile of the site.*
6. *Large Scale Multi-Use developments and Master Planned Communities which are designed to provide for the internal capture of daily trips for work, shopping and recreational activities.*
7. *Low density residential development at locations up to three miles from the inward boundary of the preservation project lands. Inward is measured from that part of the preservation project lands closest to the existing Suburban Area such that the preservation lands serves to separate suburban from rural. The development shall be a logical extension of residential growth, which furthers the intent of the Preservation Project to provide passive recreation and low intensity land use buffers around protected areas. Such sites should be located within one-half mile of existing water and sewer, or within JEA plans for expansion.*

Policy 1.1.20C Extension of development standards from one Development Area to another may be permitted for a TOD without requiring a formal Development Area extension as identified in FLUE Policies 1.1.20, 1.1.20A and 1.1.20B, provided all of the following criteria are met:

- A. *The proposed development must be a TOD and must be for a development that is entirely located within one-half mile of a ~~JTA-RTS~~ JTA High Frequency Transit Corridors;*
- B. *Extensions of development standards shall not be granted beyond one-half mile of a ~~JTA-RTS~~ JTA High Frequency Transit Corridors;*

- C. *The Development Area subject to a development standards extension must be contiguous to the location proposed for receipt of additional development standards;*
- D. *The proposed extension of development standards shall not include land located within the Rural Area;*
- E. *The development standard extension shall be a logical expansion that facilitates the City's mobility goals and does not negatively impact surrounding neighborhoods; and*
- F. *Extension of development standards may be granted through a PUD zoning. If a development standard expansion is approved, it shall be noted in the PUD and the enabling legislation.*

- ***Policy 1.1.21 should be reviewed to consider combining with Policies 1.1.5 and 1.1.7 to remove references and eliminate redundancies. The following recommendation combines all three referenced policies.***

Policy 1.1.21 Future rezoning amendments 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 of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business ~~consistent with FLUE Policy 1.1.5.~~ with the intent that this balance of uses would:

- 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 1.1.24 should be reviewed to ensure accuracy with the City's intent of areas to encourage development. This policy should also be reviewed in conjunction with Policy 1.1.19.***

Policy 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.

- ***Policy 1.1.25 should be revised to remove the reference to the Preservation Project. Preservation Project Jacksonville is no longer in the purchase and acquisition phase of the program. Consider adding the concept of site design features that engage and enhance the pedestrian experience abutting collector roads and higher (public art, recreation and open spaces, pedestrian entries and transparency).***

Policy 1.1.25 The City will encourage the use of such smart growth practices as:

- 1. Interconnectivity of transportation modes and recreation and open space areas;*
- 2. A range of densities and types of residential developments;*
- 3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;*
- 4. Use of the Development Areas;*
- 5. Revitalization of older areas and the downtown, and*
- 6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.*

- ***Policy 1.1.26 should be evaluated and amended to recognize that JEA does not extend water and sewer mains for development. Additionally, this policy is repetitive of language in the Infrastructure Element and should be considered for removal.***

Policy 1.1.26 The Planning and Development Department and JEA will coordinate the location of future water and sewer lines with land use designations in the City's comprehensive Plan in order to influence both the timing and location of future growth.

Objective 1.2

Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with potable water, wastewater, solid waste disposal, stormwater management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.

Status: The objective is being met and the underlying policies are being followed. However, references to Chapter 9J-5, Florida Administrative Code (FAC) should be updated with the

correct citation and the underlying policies should be reviewed for clarity and consistency with the City's current rules, regulations and processes. In addition, the policies should be updated in accordance with JEAs current policies for update or expansion of water/sewer lines and mains.

Other elements contain repetitive references to these same requirements so consideration should be given to reducing redundancy.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.2.2 should be revised for clarification and to reflect the updated regulatory citation in the Florida Statutes.*

Policy 1.2.2 No development order shall be issued which does not meet the standards of ~~Chapter 9 J5.0055, F.A.C~~ Section 163.3202 F.S. Specifically, ~~the necessary public facilities and services shall be are in place;~~ the necessary facilities will be in place when the development impacts occur; ~~the necessary facilities are under construction;~~ or the necessary facilities are guaranteed by an enforceable development agreement.

- *Policy 1.2.3 should be deleted or re-worded. JEA finds capacity to be development dependent that may be available for multiple smaller developments but may not be for larger users. It is not possible for the JEA to review all water/sewer facilities on an annual basis.*

Policy 1.2.3 ~~Identify areas with excess and deficient capacities for public facilities, and update this information through appropriate City departments no less than once a year. Permit development in areas with excess capacities capacity for public facilities, and deny it in areas with deficient capacities, unless and in areas where needed facilities can be provided concurrently with development by the public or private sectors in conformance with the 2030 Comprehensive Plan.~~

- *Policy 1.2.4 should be revised for clarification and the associated definition for urban scale development should also be clarified.*

Policy 1.2.4 Limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and Suburban Area as identified in the 2030 Comprehensive Plan ~~through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility Plan~~ Fee System ~~which addresses roadways, limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and~~

~~Suburban Area as identified in the 2030 Comprehensive Plan,~~ in order to minimize the cost of public facilities and service delivery; and to conserve open space.

Definitions:

Urban Scale Development – Development which requires public facilities and full urban services.

- **Policy 1.2.5 should be revised for clarification. JEA’s review of this policy explained that as the City approves changes for development in the Rural Area, JEA works with developers on how to extend utility mains.**

Policy 1.2.5 ~~Limit~~Permit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

- **Policy 1.2.6 should be evaluated for opportunities to consolidate similar concepts. This policy is related to Infrastructure Element, Sanitary Sewer Sub-Element Policy 1.1.5.**

Policy 1.2.6 The City shall ensure through the implementation of Chapter 654, Ordinance Code (Code of Subdivision Regulations) that suitable lands and/or easements are available for the provision of utility and transportation facilities necessary to support proposed development, and implement improvements with minimum land use, social and environmental disruption. Consider the location and timing of new public facility construction in requests for Future Land Use Map series amendments.

- **Policy 1.2.7 should be reviewed for necessity and potential placement in a more appropriate element such as the Capital Improvements Element.**

Policy 1.2.7 The City shall, through joint participation agreements among federal, State, and local governments, and the private sector, as appropriate, identify and build needed public facilities, and allocate the costs of such facilities in proportion to the benefits accruing to each.

- **Policy 1.2.8 should be revised for clarity. JEA does not install mains for growth and development. JEA does upgrade existing major transmission/collection mains in response to high growth/capacity issues.**

Policy 1.2.8 Ensure that projected growth in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area will be provided with updated transmission/collection mains ~~sufficient system capacity~~ to obtain centralized wastewater and potable water, through implementation of the Capital Improvements Element, which shall be updated annually and shall be coordinated with the growth projections for the City.

- ***Policy 1.2.9 should be reviewed for consistency within the land use category descriptions, other elements and the Land Development Regulations. While JEA requires connection to sewer based on development size and distance from the facility, they have no requirements for connection to sewer.***

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection ~~and potable water~~ distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

- ***Policy 1.2.10 should be revised to reflect current JEA policies. JEA does not extend mains for growth and development. JEA does upgrade existing major transmission/collection mains in response to high growth/capacity issues.***

Policy 1.2.10 JEA shall continue to ~~extend water and sewer systems~~ update transmission/collection mains to portions of the Urban Priority Area, Urban Area, and Suburban Area ~~urban and suburban area~~ currently served by septic tanks, giving priority to areas with malfunctioning septic tanks and areas unsuitable for septic tanks. JEA shall ~~include~~ partner with the Planning and Development Department in the review of system projects in Septic Tank Phase Out areas all extension or expansion plans for utility services to ensure urban growth is directed to areas suitable for development.

- ***Policy 1.2.12 should be evaluated in coordination with JEA and EQD to determine if changes should be made to coordinate JEA's reuse policy with that of the City. JEA's reuse policy differs from Chapter 752, Ordinance Code in regards to the flows/connection requirements.***

Policy 1.2.12 As outlined in Chapter 752 of the Ordinance Code (Jacksonville Reuse of Reclaimed Water Program), the City will observe water conservation requirements when evaluating future land use patterns and shall require the proper disposal and reuse of wastewater for all non-sanitary purposes where connections are available.

- ***Policies 1.2.13 should be revised to reflect the correct department names. Additionally, this policy is a duplicate of current requirements, as JEA is required by the Department of Environmental Protection to track wastewater treatment plant capacity.***

Policy 1.2.13 Develop procedures through the JEA, Public Works, ~~JEA~~, and ~~Recreation and Community Services~~ Parks, Recreation, and Community Services Departments to update facility demand and capacity information as development orders and permits are issued.

- ***Policy 1.2.16 should be re-analyzed and updated as appropriate.***

Policy 1.2.16 When a specific maximum development density or intensity is not stated on the Annotated Future Land Use Map or in a site-specific policy, the City of Jacksonville shall use the following as the assumptions for maximum development when analyzing the impacts of amendments to the Future Land Use Map (FLUM). The following development impact standards do not limit the development potential of any site. For the purposes of this policy, Floor Area Ratio (FAR) is defined as the ratio of gross floor area of all structures on a lot to gross lot area.

DEVELOPMENT STANDARDS FOR IMPACT ASSESSMENT OF LAND USE CATEGORIES ON FLUMS

LAN USE CATEGORY

SITE DEVELOPMENT POTENTIAL

<i>AGRICULTURE (iv) - [AGR(iv)]</i>	<i>1 Dwelling Unit Per 2.5 Acres (Up to 40 Acre Lot)</i>
<i>AGRICULTURE (iii) - [AGR(iii)]</i>	<i>1 Dwelling Unit Per 10 Acres (40+ to 160 Acre Lot)</i>
<i>AGRICULTURE (ii) - [AGR(ii)]</i>	<i>1 Dwelling Unit Per 40 Acres (160+ to 640 Acre Lot)</i>
<i>AGRICULTURE (i) - [AGR(i)]</i>	<i>1 Dwelling Unit Per 100 Acres (640+ Acre Lot)</i>
<i>RURAL RESIDENTIAL (RR)</i>	<i>2 Dwelling Units Per Acre (With Water and Sewer)</i>
	<i>1 Dwelling Unit Per Acre (With No Water and Sewer)</i>
<i>LOW DENSITY RESIDENTIAL (LDR)</i>	<i>5 Dwelling Units Per Acre</i>
<i>MEDIUM DENSITY RESIDENTIAL (MDR)</i>	<i>15 Dwelling Units Per Acre</i>
<i>HIGH DENSITY RESIDENTIAL (HDR)</i>	<i>45 Dwelling Units Per Acre</i>
<i>RESIDENTIAL/PROFESSIONAL/INSTITUTIONAL (RPI)</i>	<i>0.5 FAR (Non-Residential)</i>
<i>NEIGHBORHOOD COMMERCIAL (NC)</i>	<i>0.45 FAR</i>
<i>COMMUNITY/GENERAL COMMERCIAL (CGC)</i>	<i>0.35 FAR</i>
<i>REGIONAL COMMERCIAL (RC)</i>	<i>0.4 FAR</i>
<i>CENTRAL BUSINESS DISTRICT (CBD)</i>	<i>Per Approved DRI</i>
<i>BUSINESS PARK (BP)</i>	<i>0.35 FAR</i>
<i>LIGHT INDUSTRIAL (LI)</i>	<i>0.4 FAR</i>
<i>HEAVY INDUSTRIAL (HI)</i>	<i>0.4 FAR</i>
<i>WATER DEPENDENT-WATER RELATED (WD-WR)</i>	<i>0.25 FAR</i>
<i>MULTI-USE (MU)</i>	<i>Per Approved Development Plan/Policy</i>
<i>PUBLIC BUILDINGS & FACILITIES (PBF)</i>	<i>0.3 FAR</i>
<i>RECREATION AND OPEN SPACE (ROS)</i>	<i>0.15 FAR</i>

*Residential Densities> Single-Family: 2.66 Population/Dwelling Unit; Multi-Family: 2.35 Population/Dwelling Unit
Source: City of Jacksonville Planning and Development Department*

Objective 1.3

Continue to improve coordination between transportation and land use planning efforts in order to optimize transportation system capacity and promote high quality site designs.

Status: The objective is being met and the underlying policies are being followed. However, the policies should be reviewed for accuracy and clarity with the City's current rules, regulations and processes.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.3.1 should be reviewed and considered for deletion due to redundancy. This policy is the same as Policy 2.3.1 of the Transportation Element.*

~~*Policy 1.3.1 For all new arterials and freeways or other limited access facilities constructed after 1991, and for all major arterials for which access and egress are to be reevaluated, the following guidelines are to be used in determining the spacing of driveways:*~~

<i>Limited Access Facilities rural</i>	<i>1 per 2 miles</i>
<i>Limited Access Facilities urban</i>	
<i>with frontage roads</i>	<i>1 per mile</i>
<i>without frontage roads</i>	<i>1 per 2 miles</i>
<i>Major Arterials</i>	<i>4 per mile</i>
<i>Minor Arterials</i>	<i>8 per mile</i>

- *Policy 1.3.2 should be revised for accuracy regarding the Administrative Deviation process.*

~~*Policy 1.3.2 No zoning variance For sites located on a minor or major arterial or Strategic Intermodal System (SIS) facility, Administrative Deviations to reduce the required minimum front yard setback, as established by the Land Development Regulations, located on a minor or major arterial or freeway shall not be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be permitted given adequate opportunity to respond to the variance request for deviation and concerns expressed shall be considered prior to variance final determination.*~~

- *Policy 1.3.3 should be reviewed and considered for deletion due to redundancy. This policy is the same as Policy 2.3.3 of the Transportation Element.*

~~Policy 1.3.3—Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the Traffic Engineering Division and the Jacksonville Planning and Development Department (JPDD). Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right turn only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the Traffic Engineering Division and JPDD.~~

- **Policy 1.3.4 should be reviewed and considered for deletion due to redundancy. This policy is the same as Policy 2.3.4 of the Transportation Element.**

~~Policy 1.3.4—New development sites shall be required, wherever possible to share existing access points. The City will encourage new service drives or roads and connections to existing service drives or roads when deemed appropriate by the Traffic Engineering Division and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.~~

- **Policy 1.3.5 should be reviewed and considered for deletion due to redundancy. This policy is the same as Policy 2.3.5 of the Transportation Element.**

~~Policy 1.3.5 The City shall require that access to new single family residential parcels with frontage along two or more roadways be located in accordance with the following parameters:~~

- ~~1. If one of the roadways is unimproved, access to the parcel may be provided from the improved roadway;~~
- ~~2. If the roadways are of differing functional classes, then access to the parcel shall be provided from the roadway with the lower functional class only;~~
- ~~3. If the roadways are of the same functional class, then access shall be provided as follows:
 - ~~a. In the case of redevelopment of existing parcels, from the roadway where the prevailing pattern of existing driveways are located; or~~
 - ~~b. In the case of new subdivisions where no pattern currently exists, on the roadway with the lower average daily traffic (ADT) inclusive of development traffic.~~~~
- ~~4. Driveways should be on the same road on which the parcel is addressed and the front door of the home is located, except in the case of an entirely new planned unit development or traditional neighborhood development where rear entry drives are expressly contemplated.~~

~~The above parameters shall be followed unless it can be demonstrated in a professional traffic study submitted for review and approval to the Traffic Engineering Division and the JPDD, and with which the City staff agrees, that such access restrictions would either:~~

- ~~1. present a safety hazard;~~
- ~~2. would cause undue congestion or delay on adjacent road facilities;~~
- ~~3. would cause environmental degradation; or~~
- ~~4. would hinder adequate traffic circulation.~~

- **Policy 1.3.6 should be reviewed and considered for deletion due to redundancy. This policy is the same as Policy 2.3.6 of the Transportation Element.**

~~Policy 1.3.6 The City shall require that access to newly developed and redeveloped parcels, other than parcels zoned for or used for single family dwellings, with frontage along two or more roadways be limited in order to protect performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn in/right turn out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.~~

- **Policy 1.3.7 should be reviewed and considered for deletion due to redundancy. This policy is the same as Policy 2.3.7 of the Transportation Element.**

~~Policy 1.3.7 Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the Traffic Engineering Division and JPDD.~~

- **Policy 1.3.9 should be reviewed and re-evaluated for timeframe references and the Land Development Regulations should be reviewed for implementing regulations.**

Policy 1.3.9 Unless the Planning and Development Department makes a specific finding that they are not necessary or appropriate, connections shall be required to be reserved in all proposed rezonings, subdivision reviews and site plans where there is the possibility of creation of a local or collector road system. Such reservation shall be for 5 years from the date of approval of the zoning or site plan, unless another time is agreed to by the city and landowner.

Objective 1.4

Protect areas of unique natural beauty by including consideration of the natural features and physical characteristics of the City, such as soils, topography, vegetation etc., in all development orders.

Status: The objective is being met and the underlying policies are being followed. However, the policies should be reviewed for accuracy and clarity with the City's current rules, regulations and processes.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.4.1 should be reviewed to ensure consistency with City processes and potentially revised for clarification.*

Policy 1.4.1 The City shall continue to amend the City's development review process to include a review by the appropriate City agencies of soil capability, stability, permeability and other relevant soil characteristics.

- *Policy 1.4.3 should be revised to update the referenced citation and to recognize that the City controls the permitted use of land, but the Department of Health has jurisdiction over issuing on-site sewage disposal facilities.*

Policy 1.4.3 The City shall prohibit development lacking centralized sewer and water service in areas where on-site sewage disposal facilities would be located on soils unsuitable for such uses, unless soils on site can be altered to meet requirements of Chapter ~~10D-6~~ 64E-6, F.A.C.

Objective 1.5

Maintain, enhance and conserve natural and environmental resources, especially coastal resources, and ensure that all development and redevelopment within the coastal area is consistent with the Conservation/Coastal Management Element, including the Hurricane Evacuation Plan, and Aquifer Recharge Sub-Element.

Status: The objective is being met and the underlying policies are being followed. However, the policies should be reviewed for accuracy and clarity with the City's current rules, regulations and processes.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.5.3 was reviewed by the JEA. JEA recommends revision of the policy because there are no high aquifer recharge areas in this area. Wells are isolated to small parcels throughout the service area. The Department of Environmental Protection, the St. Johns River Water Management District and the Army Corps of Engineers already regulate potable water well fields.*

Policy 1.5.3 Protect potable water well fields, areas of moderate to high aquifer recharge, known habitat areas of rare, endangered, or threatened species, and other significant natural resources through Land Development Regulations enacted which limit activities having the potential to contaminate soil, ground or surface waters, or otherwise destroy these sensitive areas, consistent with the provisions of the Conservation/Coastal Management Element.

- *Policy 1.5.4 should be deleted. The Environmental Quality Division has not completed an inventory and does not have the personnel and budget to complete an inventory as described.*

~~*Policy 1.5.4 By 2000, develop a computerized natural resource data system through the Environmental Quality Division (EQD) to inventory natural resources and ascertain capacity for development.*~~

- *Policy 1.5.9 should be reviewed and considered for deletion due to redundancy of intent. Policy 4.1.9 of the Conservation/Coastal Management Element is similar and includes more detail.*

Policy 1.5.9 Revise the Land Development Regulations to include provisions designed to protect wetland functions in connection with development in and adjacent to wetlands.

- *Policy 1.5.10 was reviewed by the JEA and recommended to be considered for deletion due to duplicity with other requirements of other agencies. The policy should first be revised for clarification and reviewed and re-evaluated to ensure performance standards are being implemented.*

Policy 1.5.10 Protect moderate and high aquifer recharge areas and areas with high groundwater contamination potential, as identified in the Groundwater Aquifer Recharge Sub-Element, from adverse development impacts through a system of performance standards implemented jointly through the Planning and Development Department, JEA, EQD, and the Florida Department of Health in Duval County. ~~and Health, Welfare, and EQD.~~

- *Policy 1.5.11 should be reviewed and considered for deletion due to redundancy. This policy is the same as policy 7.5.11 of the Conservation/Coastal Management Element.*

~~Policy 1.5.11 The City shall consider and implement, where appropriate, the recommendations of the Hazard Mitigation Annex of the local Comprehensive Emergency Management Plan.~~

- *Policy 1.5.12 should be reviewed and considered for deletion due to redundancy. This policy is the same as policy 7.5.7 of the Conservation/Coastal Management Element.*

~~Policy 1.5.12 The Emergency Management Organization shall propose amendments to the 2030 Comprehensive Plan which reflects the recommendation in any Inter Agency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act of 1974.~~

GOAL 2

To enhance and preserve for future generations geographic areas with unique economic, social, historic or natural resource significance to the City.

Objective 2.1

Enhance protection of sites and structures of major historic and cultural significance in the City through enactment of improved regulatory controls and incentives and expansion of the duties of the Jacksonville Historic Preservation Commission (JHPC), or its successor.

Status: The objective is being met and the underlying policies are being followed. However, the objective and underlying policies should be reviewed for necessity due to the consistency of intent found in the Historic Preservation Element.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 2.1.1 should be reviewed and considered for deletion due to redundancy. This policy is the consistent with the intent of Objective 1.2 of the Historic Preservation Element.***

Policy 2.1.1 Complete and maintain a complete inventory of major historic and cultural resources through the Planning and Development Department.

- ***Policy 2.1.2 should be reviewed to ensure consistency of details with Policy 1.4.8 of the Historic Preservation Element. Specifically, the creation of plans that are “long range” is not consistent with the policies of the Historic Preservation Element.***

Policy 2.1.2 The Planning and Development Department shall develop ~~long range~~ plans for each designated historic district in the City in order to identify and preserve the district's historic character.

- ***Policy 2.1.3 should be revised for clarification with more general language and for consistency with Objective 1.5 of the Historic Preservation Element.***

Policy 2.1.3 ~~Require~~ The City shall encourage the adaptive reuse of ~~historic~~ local landmarks and contributing structures within historic districts by continuing to encourage the removal of obstacles in local codes and ordinances. instead of demolition where physically, structurally, and economically feasible. Maintain a high quality of design for infill and new development within historic districts in order to preserve sites that are not designated in accordance with the provisions established in the Historic Preservation Element.

- ***Policy 2.1.4 should be revised to spell out the JHPC acronym. Additionally, the reference to giving priority to institutional uses should be removed for consistency with current practice and the Historic Preservation Element.***

Policy 2.1.4 Continue the efforts of the Jacksonville Historic Preservation Commission (JHPC), or its successor, to nominate additional sites, structures and areas of historic/cultural value in the City for designation on the National Register, ~~giving priority to existing institutional sites having historic significance.~~

- ***Policy 2.1.5 should be revised to accurately reflect the City, not JHPC, as charged with the policy’s tasks. This change is consistent with the policies of the Historic Preservation Element.***

Policy 2.1.5 ~~The City shall d~~Develop incentive programs ~~through the JHPC, or its successor,~~ to encourage the restoration, rehabilitation, and adaptive reuse of historic structures, which may include grants, loans, technical assistance, and other programs.

- ***Policy 2.1.6 should be revised to reflect the use of zoning overlay districts as the appropriate tool to accomplish the policy's intent.***

Policy 2.1.6 ~~Amend the City's Land Development Regulations~~ The City shall continue to enhance the preservation and reuse of historic resources and reinforce the uniqueness of Jacksonville's neighborhoods through the use of zoning overlay districts which may include the assignment of density and intensity bonuses in site plan controlled districts for projects which preserve historic resources, provided, however, activities and uses that would harm or destroy the historic character or value of these resources or neighborhoods should not be permitted.

- ***Policy 2.1.7 is recommended for deletion. Policy 2.1.6 can be amended to address scale and height compatibility.***

Policy 2.1.7 ~~Regulate scale and height compatibility through Historic Preservation ordinances in the Land Development Regulations.~~

Objective 2.2

Through the use of neighborhood plans and studies, the City shall continue to maintain and implement an urban revitalization strategy for the City's blighted areas, and those areas threatened by blight, which will address maintenance, improvement or replacement of existing structures, permit the transition of run-down or grossly under-utilized commercial properties to alternate uses, and support the re-emergence of diverse urban neighborhoods.

Status: The objective is being met and the underlying policies are being followed. However, the policies should be reviewed for accuracy and clarity with the City's current rules, regulations and processes.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 2.2.1 should be reviewed and evaluated in conjunction with related recommendations made by the 2030 Comprehensive Plan Major Issues Committee.***

Policy 2.2.1 Where feasible, the ~~City Planning and Development Department~~ shall prepare a detailed and up-to-date inventory of the use and condition of all structures, as well as

existing development patterns, in identified redevelopment areas and target neighborhoods.

- **Policy 2.2.3 should be evaluated in coordination with the Neighborhoods Department to ensure consistency with the Consolidated Plan.**

Policy 2.2.3 The City of Jacksonville shall ~~amend Section 656 of the City's Ordinance Code to allow for~~ encourage the provision of affordable housing units, as defined in the Housing Element. A PUD rezoning shall be used when a rezoning is necessary to ensure the development of affordable housing units. Options may include but are not limited to the following:

- Allowing a density increase in the designated zoning district (Density Bonus);
- Allowing additional units on an existing lot; and/or
- Requiring a financing mechanism in which a lease is created for the land beneath the affordable unit. The land is owned by a consortium. Since the homeowner does not own the land upon which the house sits, the unit is affordable and becomes part of a permanent inventory of affordable housing units.

- **Policy 2.2.4 should be revised to accurately reflect the responsible departments and divisions such as the Housing and Neighborhoods Department.**

Policy 2.2.4 Maintain ~~existing~~ stable neighborhoods through coordinated rehabilitation and conservation action by the Building Inspection Division and Planning and Development Department. Protect residential areas from encroachment by incompatible land uses through proper zoning, and from through or heavy traffic by use of buffers and other mitigating measures.

- **Policy 2.2.6 should be reviewed in coordination with related recommendations from the 2030 Comprehensive Plan Major Issues Committee and Policy 2.2.8.**

Policy 2.2.6 Use financial and regulatory incentives and local participation in related state and federal programs to encourage redevelopment and maintenance of declining areas. Develop regulatory incentives through the Planning and Development Department that will relax local site development standards in redevelopment areas and target neighborhoods in order to enhance the market feasibility of redevelopment projects. Such standards shall not adversely affect the existing cultural framework and character of the area nor result in any redevelopment or development approvals that are contradictory to community improvement efforts.

- ***Policy 2.2.7 should be revised for clarification as provided below. Additionally, the reference to redevelopment areas should be clarified as the Housing Element does not specifically identify or refer to defined redevelopment areas but does discuss neighborhood action plans.***

Policy 2.2.7 ~~Develop and~~The Planning and Development Department shall implement through the ~~Planning and Development Department,~~ urban design guidelines for redevelopment areas identified in the Housing Element through the use of zoning overlays, neighborhood plans, and PUD zoning districts.

- ***Policy 2.2.8 should be reviewed in coordination with related recommendations from the 2030 Comprehensive Plan Major Issues Committee and Policy 2.2.6.***

Policy 2.2.8 Encourage the redevelopment and revitalization of run-down and/or under-utilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

- ***Policy 2.2.9 should be reviewed and updated as deemed appropriate. The Land Development Regulations include requirements for uncomplimentary buffers but they do not address the impacts of road widening projects.***

Policy 2.2.9 Develop and implement design criteria through the ~~Planning and Development Department~~ Land Development Regulations ~~urban design criteria~~ that will address the interface of incompatible land uses (e.g., commercial and residential) and provide mitigation techniques to guide the redevelopment of uses affected by road widenings.

- ***Policy 2.2.10 should be revised for clarification and the policy should call for amending the Land Development Regulations to require the changes described in this policy.***

Policy 2.2.10 Prohibit construction of commercial parking lots and parking garages ~~with access points deep into when accessed through~~ residential neighborhoods. Access shall be consistent with the required maximum and minimum distances ~~When access to the parking facility is required to be located off a minor local roadway, require access within the maximum and minimum distances prescribed in this element.~~

- ***Policy 2.2.11 should be revised to call for amending the Land Development Regulations to require changes described in this policy.***

Policy 2.1.11 Encourage the reorientation of existing curb cuts and/or parking lots and garages in redeveloping areas to minimize the negative impacts of non-residential development on adjacent residential uses.

- ***Policy 2.2.12 should be reviewed to clarify the correct departments or agencies that provide public facilities as defined in this element and to ensure that the policy goals are still relevant.***

Policy 2.2.12 Adopt and implement plans through the Planning and Development Department, and Public Works Department to facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment. Such plans should give priority to neighborhood and commercial redevelopment projects in those areas where conditions of physical, economic, and/or social blight exist.

- ***Policy 2.2.13 has been completed. An EPA Assessment Grant was used to create a brownfield site priority list in 2017. A revised policy could be considered and may include the next steps of the process.***

Policy 2.2.13 Prioritize brownfield sites for redevelopment based on the extent of contamination and ease of remediation, potential for available funding, and potential for mixed use redevelopment. The City's Brownfield Coordinator should identify these sites and rank them according to the following criteria:

- 1. Ease of remediation and suitability of the site for residential or recreational uses*
- 2. Location on major road corridors and accessibility to transit*
- 3. Large sites with the greatest potential to be redeveloped as a compact and walkable project which adds needed density, parks and open space to the community*

Objective 2.3

Continue to strengthen Downtown Jacksonville as the regional center of finance, government, retail and cultural activities for Northeast Florida.

Status: The objective is being met and the underlying policies are being followed. However, the policies should be reviewed for accuracy with the City's current plans. References to the "Celebrating the River: A Plan for Downtown Jacksonville" plan should be replaced with the Business Investment and Development Plans, or "BID Plan", approved by City Council, Ordinance 2014-560-E. Pursuant to the adopting ordinance, the BID Plan is the referenced title for the Downtown Northbank and Southside Community Redevelopment Area (CRA)

Plans (Downtown CRA Plans) together with the Business Investment and Development (BID) Strategy adopted by City Council in 2014.

Additionally, to promote internal consistency among the elements of the Comprehensive Plan, changes to Transportation Element Objectives 1.5, 1.6 and 1.7 and the underlying policies must be coordinated with existing and proposed text provided in Future Land Use Element Objective 2.3 and the underlying policies.

Objective 2.3 and the underlying policies, amended and adopted by Ordinance 2005-1242-E, are the result of a proposal to develop a Transportation Concurrency Exception Area (TCEA) in lieu of applying the transportation concurrency system to Downtown. Transportation concurrency is no longer required and the City of Jacksonville has adopted the mobility system in place of concurrency.

While specific recommendations to these objectives and underlying policies are made within this report, the overall intent of these objectives and their applicability under the mobility system and the DRI should be re-evaluated.

Transportation Element Objectives 1.5 – 1.7 were also added under Ordinance 2005-1242-E to support creation of the Downtown TCEA and, as previously noted, should also be reviewed under the same context.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 2.3.1 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.***

Policy 2.3.1 Recognize the Central Business District (CBD) and its periphery as a significant urban area of the City appropriate for residential and mixed use projects at higher densities/intensities than the remainder of the City. ~~Overall~~ Guidelines for the development and redevelopment of Downtown are included in the Business Investment and Development Plans (BID Plan) adopted by City Council in 2014. ~~master plan for the downtown “Celebrating the River: A Plan for Downtown Jacksonville” adopted by City Council in 2000.~~ The City’s Land Development Regulations have been amended to include the Downtown Zoning Overlay and the Downtown Signage Overlay for the CBD which includes regulatory incentives for development/redevelopment in the CBD.

- ***Policy 2.3.4 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.***

Policy 2.3.4 The Downtown Investment Authority (DIA) and the Jacksonville Planning and Development Department have developed downtown urban design guidelines through the adoption of the Business Investment and Development Plans (BID Plan) “~~Celebrating the River: A Plan for Downtown Jacksonville~~”, the Downtown Zoning Overlay and Downtown Signage overlay that are being implemented that will promote high quality private and public development in the downtown area. Detailed requirements are included in the Transportation Element.

- ***Policy 2.3.5 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.***

Policy 2.3.5 The DIA, through adoption of the Business Investment and Development Plans (BID Plan) “~~Celebrating the River: A Plan for Downtown Jacksonville~~” and the Downtown Zoning Overlay streetscape and landscape sections, has implemented through appropriate departments and agencies, landscaping plans adjacent to arterial road rights-of-way in the downtown and its peripheral redevelopment areas. ~~Include~~ Tree planting and landscaping is required in all redeveloped public areas in the CBD. Detailed requirements are included in the Transportation Element.

- ***Policy 2.3.6 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.***

Policy 2.3.6 “~~Celebrating the River: A Plan for Downtown Jacksonville~~” and The Business Investment and Development Plans (BID Plan) and the Downtown Zoning Overlay require a network of pedestrian linkages and open spaces between offices, retailing, entertainment and other related areas in plans for revitalization of the CBD. The pedestrian and open space system should take advantage of the riverfront, making it more accessible to the general public and include a well-designed pedestrian linkage between Hemming Plaza and the Jacksonville Landing on the St. Johns River. Detailed requirements are included in the Transportation Element.

- ***Policy 2.3.7 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.***

Policy 2.3.7 The DIA, through adoption of the Business Investment and Development Plans (BID Plan) “~~Celebrating the River: A Plan for Downtown Jacksonville~~”, the Downtown Zoning Overlay and the Downtown Signage Overlay has established urban design, site design and building form guidelines that create high quality site designs, and will require that landscaped buffer areas, pedestrian walkways and other pedestrian and

public transit use amenities are provided in site development plans. Detailed requirements are included in the Transportation Element.

- **Policy 2.3.8 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.**

Policy 2.3.8 The DIA shall continue promoting downtown redevelopment through the use of the Business Investment and Development Plans (BID Plan) ~~“Celebrating the River: A Plan for Downtown Jacksonville”~~, the Downtown Zoning Overlay and the Downtown Signage Overlay that creates regulatory incentives that will encourage mixed use residential, office and commercial developments, thereby reducing the number of trips. Detailed requirements are included in the Transportation Element.

- **Policy 2.3.9 should be revised to remove and replace the reference to the “Celebrating the River” plan with the BID Plan.**

Policy 2.3.9 The DIA, through adoption of the Business Investment and Development Plans (BID Plan) ~~“Celebrating the River: A Plan for Downtown Jacksonville”~~ and the Downtown Zoning Overlay permits developers locating in the Central Business District (CBD) to provide required parking at peripheral locations within the CBD, reduces on site parking by allowing use of existing off site parking facilities, reduces on site parking requirements when mass transit is available, creates carpool and van pool bonuses, provides for short term parking space credit, and creates minimum/maximum parking requirements that promote the use of various mass transit options available.

- **Policy 2.3.13 should be revised to reflect current future mass transit plans for Downtown.**

Policy 2.3.13 The City, OED, DIA and JTA will continue to promote public transit ~~the Automated Skyway Express, or other Downtown Transit Circulation system,~~ as a mass transit option for meeting parking requirements of downtown development and redevelopment projects on the periphery, but within, the Central Business District.

- **Policy 2.3.14 should be deleted because the JTA no longer provides trolley service.**

~~Policy 2.3.14 The City, OED, DIA, and JTA will continue to provide peripheral parking options for employees of downtown businesses and government by providing a Trolley bus system whose routes can be modified to meet the demands of changing business and government locations.~~

Objective 2.4

Ensure the continued economic viability of the Port of Jacksonville, while mitigating adverse impacts on water quality and aquatic plant and animal life in the St. Johns River and its estuarine marshes, through appropriate regulatory measures and management programs, such as concentrating heavy industrial uses within the port and surrounding land areas, and by providing appropriate supporting public facilities.

Status: The objective is being met and the underlying policies are being followed. However, policies should be reviewed to ensure consistency with and eliminate unnecessary redundancy with Conservation/Coastal Management Element Objective 2.4 and with the JaxPort Master Plan.

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.

Status: The objective is being met and the underlying policies are being followed.

Objective 2.6

Continue to encourage the rehabilitation of existing, and siting of new, heavy rail terminal facilities in proximity to other ground transportation networks, and coordinate the feasibility of developing a rail transit system to serve the City as identified in the JTA's Commuter Rail Feasibility Study (2009) and the North Florida TPO's Long Range Transportation Plan (~~Envision 2035-2040~~).

Status: The objective is being met and the underlying policies are being followed. However, planning horizon dates should be updated and policies should be reviewed for suitability of inclusion in the Comprehensive Plan.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 2.6.2 should be reviewed to possibly relocate to the industrial category descriptions in the FLUE or to the land development regulations.*

Policy 2.6.2 Permit development of piggyback trailer on-off loading terminals in industrial areas in proximity to major roadways and concentrations of customers.

Objective 2.7

Protect and enhance the City's shoreline areas, particularly for recreational uses, in order to improve quality of life and ensure continued function of these critical environmental systems, and enhance the City's economic development efforts.

Status: The objective is being met and the underlying policies are being followed. However, the policies should be reviewed for accuracy and clarity with the City's current titles, rules, regulations and processes.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.7.1 should be amended to reflect the adopted guidelines and standards such as those in the Downtown Zoning Overlay.*

Policy 2.7.1 Establish specific guidelines and standards for shoreline and coastal area development and redevelopment that will at a minimum:

1. *Aid in the creation of a river corridor open space system accessible to the public in urban and suburban areas;*
2. *Promote visual access to waterways and their related vistas; and*
3. *Promote recreational uses of shoreline and related areas.*

- *Policy 2.7.2 should be updated to include current name of the Parks, Recreation and Community Services Department.*

Policy 2.7.2 Develop and implement open space/public access plans through the ~~Recreation and Community Services~~ Parks, Recreation, and Community Services Department to provide public access to the waterfront through a coordinated, functional system of public and private easements, rights-of-way, and open space.

- *Policy 2.7.4 should be re-evaluated.*

Policy 2.7.4—~~Require~~ Encourage clustering of water oriented uses along the St. Johns River and its major tributaries, in order to avoid strip development.

Objective 2.8

Maintain and/or improve existing recreation lands and encourage the dedication of properties for recreational uses through appropriate fiscal and regulatory incentives.

Status: The objective and underlying policies should be reviewed for accuracy by the Parks, Recreation and Community Services Department.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.8.1 should be corrected due to typographical errors.*

Policy 2.8.1 The City shall improve coordination with all levels of government, non-profit providers and private landholders to increase available parkland and facilities, through negotiations and joint participation agreements for acquisition and management ~~of~~ of recreational land.

- *Policy 2.8.2 should be reviewed to ensure that the language accurately reflects the direction provided in Section 122.408, Ordinance Code and Recreation and Open Space Element Policy 1.1.1 and 1.2.6. Consider opportunities to reduce redundancy among the elements.*

Policy 2.8.2 The City shall prohibit the sale or change of use of publicly-owned recreation lands unless properties of equal or better quality, access and/or location are provided, in conformance with Section 122.408, Ordinance Code.

Objective 2.9

Enhance the appearance and function of roadways through the designation and establishment of scenic transportation corridors in the City of Jacksonville.

Status: The objective and underlying policies should be reviewed and considered for inclusion in the Land Development Regulations.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.9.4 should be reviewed, as the Land Development Regulations have not been updated pursuant to this policy.*

Policy 2.9.4 Amend the sign control provisions of the Land Development Regulations to regulate the amount, type and size of signs within designated scenic corridors in accordance with the intent of the scenic corridor designation.

Objective 2.10

Apply urban development characteristics as defined in this element to suburban mixed-use development projects as a means of promoting the development of complementary uses that include cultural, recreational, and integrated commercial and residential components, in order to reduce the negative impacts of urban sprawl.

Status: The objective and underlying policies should be reviewed for inclusion in the Land Development Regulations.

Goal 3

To achieve a well balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.1

Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Status: The objective is being met and the underlying policies implemented.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 3.1.1 should be reviewed to identify the programs and policies that serve to implement this policy as well as to ensure that they are incorporated into the Land Development Regulations.*

Policy 3.1.1 The City shall develop through the Planning and Development Department an incentive program to promote infilling of residential development on vacant land designated for residential use on the Future Land Use Map series. These incentives will be reflected in the Zoning Code of the City's Land Development Regulations.

- *Policy 3.1.3 should be incorporated into the Land Development Regulations.*

Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

- ***Policy 3.1.4 should be updated to identify the existing residential enclave while allowing for a process to create new areas as deemed appropriate. The policy should also refer to the definition for a residential enclave and to the standards in Chapter 656 Subpart J. Ordinance 1994-0765 created the New Berlin Community as a residential enclave.***

Policy 3.1.4 The Planning and Development Department shall identify has identified an areas in the City meeting the criteria for residential enclaves as defined in this element. These areas will be protected from premature fragmentation by intrusive non-residential uses through review of development approvals and rezoning requests and according to criteria found in the Land Development Regulations.

- ***Policy 3.1.10 should be reworded and considered for placement in the Housing Element under Objective 1.7 or under FLUE Objective 4.1. Additionally, the policy should be considered to include incentives for projects serving all vulnerable populations, not only the elderly.***

Policy 3.1.10 ~~The City shall include incentives in the~~ The Land Development Regulations shall include incentives for projects serving that serve the elderly that and are accessible to medical services, transportation, and other necessary support systems.

- ***Policy 3.1.11 should be re-evaluated and revised for clarity and accuracy.***

Policy 3.1.11 The City shall require new residential ~~areas~~ developments to be designed to include an efficient system of internal circulation and connection to adjacent developments and neighborhoods. The Land Development Regulations shall detail the requirements for public access and interconnectivity within and between developments based on standards that may include such as but are not limited to a connectivity score, maximum separations between connections to adjacent developments, and rules relative to hours, operations, and public safety considerations for any restriction of access through the use of gates.

- ***Policy 3.1.14 should be revised for clarity and to add Transit Oriented Development (TOD) to the development typologies authorized under this policy.***

Policy 3.1.14 The City shall allow a broad mixture of supporting recreational, commercial, public facilities and services in mixed use residential developments utilizing the Transit Oriented Development (TOD) concept, the "Traditional Neighborhood Design" (TND) concept and in Locally Designated Historic Preservation Districts, in accordance with the standards and criteria in the Land Development Regulations without the application of ~~nodal considerations and other~~ locational criteria in this element. TND development within Commercial plan categories shall not require a TND zoning overlay.

- ***Policy 3.1.16 should be revised to reflect current JTA plans.***

Policy 3.1.16 Sites located within approximately 1/2 mile walking distance (approximately 15 minutes) from the Jacksonville Transportation Authority's (JTA) planned ~~Rapid Transit System (RTS)~~ premium bus rapid transit service are presumed to be suitable locations, and are encouraged, for Station Area Plans or transit-oriented developments as described in this Element, subject to a case-by-case review of consistency with State and regional plans, the Comprehensive Plan and adopted neighborhood plans and studies.

- ***Policy 3.1.17 should be should be amended to direct the placement of land use categories allowing for higher density and supporting commercial in locations identified in the policy. The Land Development Regulations can be amended to support this goal, but it is primarily a long range planning policy concept.***

Policy 3.1.17 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

- ***Policy 3.1.22 should be revised to avoid redundancy of concepts contained elsewhere in the element. The Agricultural land use category describes allowed densities and the Development Areas section defines the overall intended character of the Rural Development Area.***

~~Policy 3.1.22 The City shall limit residential development in the Agricultural Land Use categories to the densities pursuant to the Rural Development Area as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions; and to locations most suitable for development, avoiding wetlands, natural habitat and other significant natural resources. Large contiguous parcels under common ownership, in the~~

Agricultural Land Use Category which are suitable for agriculture use, ~~should~~ shall be left intact through proper site design, and such other methods as clustering, etc.

- ***Policy 3.1.24 should be reviewed for consistency with and incorporated into the AGR land use category description. Consideration should also be given to combining the existing AGR categories (AGR i-iv) into one category.***

Policy 3.1.24 Encourage the clustering of residential development in agricultural areas by allowing a system of density transfers between contiguous parcels in the four Agriculture Land Use Classifications (AGR i-iv). This system shall operate as described in the Agriculture plan category description.

- ***Policy 3.1.25 should be deleted due to redundancy. The information in this policy is captured in the land use category descriptions.***

~~*Policy 3.1.25 In order to maintain and enhance existing residential enclaves and low density residential areas, the commercial, industrial, Medium Density Residential, and High Density Residential future land use category descriptions shall include provisions for general neighborhood protection.*~~

- ***Policy 3.1.26 should be relocated under Objective 4.4 where other site-specific policies are located.***

Policy 3.1.26 Residential development permitted pursuant to the land use amendment approved by Ordinance 2014-130 shall be exempt from the Urban Priority Area Development Area Characteristics which restrict the development of ground floor residential uses abutting roads classified as arterial or higher on the Functional Highway Classification Map.

Objective 3.2

Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Status: The objective is being implemented and the policies followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 3.2.1 could be revised for clarity as shown below.***

Policy 3.2.1 The City shall ~~promote~~ encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

- **Policy 3.2.2 could be revised for clarity as shown below.**

Policy 3.2.2 The City shall ~~promote~~ encourage, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

- **Policy 3.2.3 could be revised for clarity and to reflect current practices.**

Policy 3.2.3 The City shall ~~prohibit~~ review for compatibility and consistency the expansion or replacement of commercial uses that do not meet applicable locational criteria of the 2030 Comprehensive Plan and have an adverse impact on adjoining or nearby uses. Consider office uses and high density residential development as a viable alternative in land use reviews.

- **Policy 3.2.4 could be revised for clarity as shown below.**

Policy 3.2.4 ~~The City shall p~~Permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

- **Policy 3.2.5 should be reviewed for consistency with the City's current intent, should the Best Practices handbook be incorporated into the Land Development Regulations?**

Policy 3.2.5 The City shall incorporate the City of Jacksonville Design Guidelines and Best Practices Handbook into the Land Development Regulations.

- **Policy 3.2.7 should be revised for clarity as shown below.**

Policy 3.2.7 The City shall implement, review, and consider the locational criteria in land use categories and the operative provisions of this element for new and/or redeveloped commercial and industrial uses consistent with the character of the areas served, the availability of public facilities, and market demands.

- ***Policy 3.2.12 should be revised to support the location of intense commercial and industrial land uses in areas subject to excessive noise levels and that are surrounded by land uses that are incompatible with less intense development, subject to a case-by-case review for appropriateness. The last sentence of this policy should be re-evaluated in conjunction with Objective 2.4 and the related policies.***

Policy 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.

- ***Policy 3.2.14 should be reviewed and revised considering if “neighborhood serving commercial scale” is consistent with the NC land use category.***

Policy 3.2.14 The City shall permit consideration of commercial uses, including hotels and motels, at intensities at or above the neighborhood serving commercial scale at locations with direct road access to interstate connectors and within the commercial node of an interstate interchange. Such development within the commercial node must be pursuant to a Planned Unit Development (PUD) zoning district, and subject to all other applicable local, state and federal regulations.

- ***Policy 3.2.15 should be updated to reflect the current status of the referenced incentives. Design guidelines were developed in 2006.***

Policy 3.2.15 The City ~~shall develop~~ has established and will continue to implement design guidelines through the Planning and Development Department that will encourage development and redevelopment of the City's major office and commercial activity centers as pedestrian places (e.g., signage, landscaping, public art, public spaces).

- ***Policy 3.2.19 should be reviewed to ensure consistency with policies 3.2.27 through 3.2.36 as this policy pre-dates the industrial preservation overlay policies.***

Policy 3.2.19 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. Amend the Land Development Regulations to include standards and/or criteria for location and intensity of these types of non-industrial uses.

- **Policy 3.2.20 should be considered for removal and incorporation into the appropriate land use category descriptions.**

~~Policy 3.2.20 Residential uses shall be classified as non-conforming uses within industrially designated areas, except in the case of designated residential enclaves as defined in this element.~~

- **Policy 3.2.21 should be deleted. The content of this policy is included in the land use categories.**

~~Policy 3.2.21 The City shall permit development of waterfront dependent and transportation related industrial uses in areas designated Water dependent/Water related on the Future Land Use Map series.~~

- **Policy 3.2.22 should be re-evaluated to determine if performance standards are needed and if the information in the policy could be relocated for inclusion in the land use category descriptions.**

Policy 3.2.22 The City shall, develop through the Planning and Development Department and implement strict performance standards for any industrial use located adjacent to any water body. Ensure that industrial development in the Water dependent/Water related plan category areas is in conformance with the Ports, Aviation and Related Facilities and Conservation/Coastal Management Elements.

- **Policy 3.2.23 should be combined with 3.2.29 for clarity and to remove redundancies.**

~~Policy 3.2.23 The City shall establish an industrial land use data base through the Planning Department evaluate areas identified as Industrial Sanctuary and Areas of Situational Compatibility as shown on Map L-23 every five (5) years, at a minimum, and update it on a regular basis to monitor industrial development in the City, and as needed to identify and protect the amount of land and public facilities needed to accommodate future industrial uses.~~

- **Policy 3.2.24 should be either removed based on the 2012 timeline, updated or combined with Policies 3.2.23 and 3.2.29.**

~~Policy 3.2.24 Based on criteria in this element, the City shall review the need for new Industrial Land Use areas in the western area of the City (I-10/ US-90/ SR 301 area) by 2012 in lieu of expanding the urban residential development pattern in this area.~~

- ***Policy 3.2.25 should be reviewed for potential deletion or reworked for a better understanding and clarity of “extraction of natural resources”. This policy appears to include borrow pits and ponds where locational limitations have not been applied in the past.***

Policy 3.2.25 The City shall permit extraction of natural resources only in the Rural Area, and where compatible with existing land uses. Use best management practices in the design and operation of extraction facilities in order to mitigate any adverse environmental impacts.

- ***Policy 3.2.26 should be reviewed in coordination with OED to better describe the types of incentives that could be used.***

Policy 3.2.26 The City shall encourage industrial uses to relocate from predominantly non-industrial areas through the use of incentives, such as, but not limited to, tax incentives.

- ***Policy 3.2.27 should be deleted since the Land Development Regulations have been updated to comply with Future Land Use Element Objective 2.5 and underlying policies.***

~~*Policy 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.*~~

- ***Policy 3.2.28 should be deleted due to redundancy of intent with Future Land Use Element Objective 2.5 and underlying policies.***

~~*Policy 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.*~~

- ***Policy 3.2.29 should be combined with Future Land Use Element Policy 3.2.23 and 3.2.24.***

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility”.

- ***Policy 3.2.31 and the associated definition for the term “target industry” should be re-evaluated in coordination with OED and the Chamber to ensure consistency with economic development goals. Additionally, the term and the implementation associated with the term “master planned community” should be re-evaluated.***

Policy 3.2.31 New developments that are allowed as Master Planned Communities (MPCs) within the “Industrial Sanctuary” or “Areas of Situational Compatibility” shall be required to provide a Target Industry Business/Office Park component, or a designated Office component of a village center, or some combination of both.

Target industry- industries identified by the 2002 “First Coast Targeting Plan”, a collaboration of JEA, Cornerstone Regional Economic Development Partnership, OED, and others, as growing both locally and nationally with factors identified in which the region has a competitive advantage. The resulting Target Industries sectors for this region are: Information Technology, Financial and Insurance Services, Medical Products, Services & Research, Headquarters, Aviation and Aerospace, Distribution and Logistics, Specialized Manufacturing, and Electronics & Semiconductors.

Master Planned Community – A community that is developed in an integrated manor and that contains a variety of housing types, public facilities and supporting commercial, industrial and/or office uses. Master Planned Communities include development approaches such as Traditional Neighborhood Development (TND), Transit Oriented Development (TOD) and Rural Villages.

- ***Policies 3.2.33 and 3.2.34 should be re-evaluated in relation to the job creation formula. Consider the options of developing a formula, revising the requirement or removing the requirement. To date a calculation has not been developed.***

Policy 3.2.33 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for

construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

Policy 3.2.34 The City shall create a formula for the calculation of capital investment and direct and indirect job creation in various commercial and industrial land uses. This formula shall be used to ensure that the conversion of industrial lands in Situational Compatibility Areas will result in the creation of mixed use developments that shall have comparable potential for support of the industrial base in the City of Jacksonville.

Objective 3.3

Continue the successful redevelopment of Naval Air Station (NAS) Cecil Field into Cecil Commerce Center to reestablish and expand its economic contribution while making efficient use of existing runways, buildings, infrastructure and public facilities, while ensuring land use compatibility and protecting natural resources.

Status: The objective is being met. The underlying policy should be reviewed to ensure accuracy of the stated planning horizon for the Cecil Field and Cecil Commerce Center. Consider opportunities to consolidate the intent of this goal and single underlying policy under another objective.

Objective 3.4

Where feasible, the City shall encourage all new developments to conform to a compact and connected growth pattern with land use diversity and improved interrelationships among living, working, shopping, education and recreational activities.

Status: The objective is being met and the underlying policies are being followed. The policies should be reviewed for clarity, accuracy and to confirm the City's current practice and intent.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 3.4.2 should be revised for clarity and should recognize the density bonuses provided in the land use categories for mixed-use projects.*

Policy 3.4.2 The City ~~will evaluate opportunities to~~ shall promote and encourage development and redevelopment opportunities for mixed and multi-use projects. The Land Development Regulations should be amended, as appropriate, to incorporate ~~such incentives~~ such development through regulatory measures.

- *Policy 3.4.4 should be deleted because the development characteristics for each development area have been included in the land use category descriptions.*

Policy 3.4.4—Development characteristics, appropriate for each Development Area, shall be included within each commercial land use category description and shall include but are not limited to the vertical integration of a mix of uses, the relationship to roadways classified on the Functional Highway Classification Map, and pedestrian friendly siting of uses.

- ***Policy 3.4.5 should be revised to include context sensitive streets.***

Policy 3.4.5 The City strongly encourages the functional and visual integration of existing or planned transit facilities into adjacent developments through the use of design features, including, but not limited to safe, convenient, and attractive pedestrian connections and features associated with context sensitive streets.

To further this policy, Land Development Regulations, including landscape and buffer requirements, shall be amended as necessary in order to allow for unobstructed and convenient pedestrian access between transit and adjacent developments.

Goal 4

To ensure implementation of the Future Land Use Element of the 2030 Comprehensive Plan.

Objective 4.1

Maintain and enforce citywide Land Development Regulations that are consistent with the 2030 Comprehensive Plan.

Status: The objective is being met and the underlying policies are being followed. The policies should be reviewed for clarity, accuracy and to confirm the City's current practice and intent.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 4.1.1 should be revised to clarify that the Land Development Regulations will be updated to reflect changes to the elements, not the map. Additionally, determination of use conformity between the Comprehensive Plan and the Land Development Regulations and opportunities to appeal such determination are repetitive of the Determination of Use Conformity section of this element.***

Policy 4.1.1 Upon completion of the revised Future Land Use Element and the other elements of the 2030 Comprehensive Plan-Map, the City will identify necessary changes to the Land Development Regulations and all development orders consistent with those

development regulations as per the timeframe provided for in Chapter 163 (Part II), F.S. Land Development Regulations should be evaluated to identify and remove barriers to mixed-use, mobility-friendly, transit-supportive, and/or energy efficient development. Prior to adopting revisions to the Land Development Regulations, the City will consider implementation of mechanisms, such as form based zoning, to better enable mixed-uses to flourish.

~~*Where a provision in the Land Development Regulations is in conflict with the adopted 2030 Comprehensive Plan, the provision in the Plan shall prevail. Land Development Regulations shall not permit any use(s) that is not permitted in the land use category depicted on the FLUMs.*~~

~~*Determination of consistency between the 2030 Comprehensive Plan and the Land Development Regulations will be made by the Director of Planning and Development. The decision made by the Director of Planning and Development may be appealed to the Council, who shall refer the matter to the appropriate committee of Council for a recommendation prior to acting upon the appeal.*~~

- ***Policy 4.1.3 should be revised for clarity or considered for consolidation with Future Land Use Element Policy 3.1.23 to reduce redundancy.***

Policy 4.1.3 The City shall ~~amend the Land Development Regulations~~ continue to provide for the creation of family homestead partitions in Agriculture plan category areas through the Land Development Regulations. The intent of this policy is to allow the partition and continued residential use of existing family homesteads.

- ***Policy 4.1.4 should be re-evaluated in conjunction with the Land Development Regulations to ensure that all provisions of the policy have been sufficiently incorporated.***

Policy 4.1.4 The City shall revise existing Land Development Regulations and site plan review procedures to include the following:

- 1. Consideration of natural features in the development review process;*
- 2. Regulation of the type and density/intensity of development in coastal high hazard areas in order to protect the public health, safety and welfare, and the natural environment; and*
- 3. Criteria and standards to define the location of a node, and land area and development rights therein, such as locational and siting considerations, appropriate street and highway frontages and access, and density/intensity.*

- **Policy 4.1.6 should be revised for accuracy and clarity and to recognize this as an ongoing and evolving process.**

Policy 4.1.6 The City shall ~~initiate studies to~~ determine the feasibility of implementing the following mechanisms:

- 1. Overlay district(s) for conservation areas*
- 2. ~~Cost recovery from users of capital improvement projects~~*
- 3. Incentives for infill and contiguous development*
- 4. Incentives for revitalization of physically, socially or economically depressed areas*
- 5. Protection of aquifer recharge areas, natural vegetation along estuarine shoreline and freshwater swamps, and other valuable ecological resources (~~JPD and BESD~~).*

- **Policy 4.1.8A – 4.1.8C should be revised and included in one policy. Policy 4.1.8A has been completed and should be deleted.**

~~Policy 4.1.8A The City has initiated a consensus based Visioning process for the Urban Core, Greater Arlington/Beaches, and Southeast Planning Districts. These Vision Plans will result in an illustrative, guiding document based on extensive citizen involvement, coordination of land use concepts with long range transportation plans, and regional collaboration and visioning. The City has adopted Vision Plans for the North, Northwest, and Southwest Planning Districts.~~

~~Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies. The City shall require all new vision plans and neighborhood plans and studies to include measurable, quantifiable implementation schedules.~~

~~Policy 4.1.8C The City shall require all new vision plans and neighborhood plans and studies to include measurable, quantifiable implementation schedules.~~

- **Policy 4.1.9 should be removed as it is already addressed in the Determination of Use Conformity section of this element.**

~~Policy 4.1.9 The City shall establish an administrative procedure for appeals of decisions relating to comprehensive plan consistency and interpretation of the Future Land Use~~

~~Map series. The procedure will include the Land Use and Zoning Committee of the City Council.~~

- **Policy 4.1.10 should be revised for clarity.**

~~Policy 4.1.10 The City hereby incorporates Map L-5 that depicts Salt Water Marshes, Riverine/Estuarine Wetlands and All Other Wetlands. Notwithstanding the permitted land uses according to the Future Land Use Map series (FLUMs), the permitted land uses within such areas as depicted on Map L-5 (salt water marshes, riverine/estuarine wetlands and all other wetlands) shall be limited to the permitted land uses and associated standards of Objectives 4.1, 4.2, 4.3 and 5.1 and related policies of the Conservation/Coastal Management Element.~~

- **Policy 4.1.11 should be deleted due to duplication of what is mandated in Chapter 163, Florida Statutes.**

~~Policy 4.1.11 Proposed semi-annual large scale land use amendments shall be reviewed for area characteristics, natural resources, transportation, educational resources, cultural resources, and recreational resources. This information shall be disclosed within the recommendation report issued by the Planning and Development Department.~~

~~In addition to the above measures, the Planning and Development Department shall disclose the most recent population data of the planning district in which the subject site is located. The Planning and Development Department will determine the feasibility of reviewing all semi-annual large scale applications with regards to demographics, economic and market data of current conditions and constraints, major employers, labor force, economic development agencies and authorities, political and community institutions, and housing. The PDD will include this information if reliable and available in a timely manner.~~

- **Policy 4.1.13 is complete and should be removed.**

~~Policy 4.1.13 Within one year after adoption of the Mobility Plan, the Land Development Regulations shall be revised to reflect the resulting Comprehensive Plan changes.~~

Objective 4.2

~~By October 1, 1999 the City in conjunction with the school board will establish school location criteria and guidelines for the collocating public facilities, such as Parks, Libraries and Community Centers to be incorporated within this comprehensive plan.~~

Status: Objective 4.2 and the underlying policies should be deleted due to duplication of intent of what is found in the Public Schools and Facilities Element.

~~*Policy 4.2.1 The Recreation and Community Services Department shall maintain an agreement with the school board to implement procedures for joint utilization of school sites for both educational and recreational activities.*~~

~~*Policy 4.2.2 The City and the School Board will establish a joint site planning committee to make recommendations to the city council and the school board relating to the selection and usage of future sites for schools, libraries, parks and community centers.*~~

Objective 4.3

Beginning in May, 2000 the City shall amend the Comprehensive Plan to incorporate a policy that delineates all land uses which will be allowed in a specific Multi-Use Land Use Category as so identified on the Future Land Use Map series, as mandated by operative provisions, multi-use land category, paragraph 5, Future Land Use Element.

Status: The objective is reviewed and clarified in conjunction with any potential changes to the MU land use category. The underlying policies are site-specific policies and are being met.

Objective 4.4

The following Planning and Development Department shall employ various methods are used to establish maximum development potential or otherwise restrict development on specific sites:

Status: The objective should be revised for clarity. The underlying policies are site specific and are being met.

Additionally, the following specific recommendations were made to one of the underlying policies:

- ***Policy 4.4.1 should be revised to reflect current practices. The Annotated Future Land Use Map does not currently exist as a map in the Future Land Use Map Series.***

Policy 4.4.1 A symbol other than an asterisk may be placed on the Annotated Future Land Use Map, as identified in the local government ordinance adopting the amendment to the Future Land Use Map. The Annotated Future Land Use Map shall be maintained by the Planning and Development Department and shall be available for public review on the City's website and in the Department's offices. The local government ordinance shall

place the symbol on the Annotated Future Land Use Map and shall include text related to development on the specific site.

Objective 5.1

~~The Planning and Development Department shall develop and present an introductory planning curriculum designed to educate the citizenry about Jacksonville's planning process~~

Status: The objective and underlying policies should be removed as a policy is not required to implement such a program and no such program has been officially implemented.

~~*Policy 5.1.1 The Planning and Development Department shall create and distribute an educational guide or brochure outlining the planning process. The Department will offer "Planning 101" presentations to neighborhood and community groups on an ongoing and continual basis. The Department will determine the feasibility of an annual, city-wide planning seminar and a website tutorial to educate the citizen's on the planning process.*~~

~~*Policy 5.1.2 Through the Citizens Planning Advisory Committee's (CPACs), the City shall educate and communicate to stakeholders, such as business leaders and community groups, the land use policy, design techniques, and best development practices incorporated in the vision plans and neighborhood plans and studies.*~~

Goal 6

~~**To increase coordination between land use, transportation, and utility infrastructure.**~~

Objective 6.1

~~The City shall create a Land Use, Utility, and Transportation (LUUTRAN) working group. The Planning and Development Department will implement the bi-annual (at a minimum) meeting so as to facilitate improved coordination between land use, transportation, and other utility infrastructure planning. At a minimum, representatives from the following agencies shall be included in the working group: FDOT, TPO, JTA, JPDD, St. Johns River Water Management District (SJRWMD), Department of Public Works, the Planning Commission and JEA.~~

Status: The policy has not been implemented and is not anticipated to be implemented. However, there is a recommendation from the Major Issues Committee regarding a similar project coordination framework that will be addressed in the update. The objective and underlying policy should be removed because this is not consistent with current practice.

Policy 6.1.1 The LUUTRAN working group shall discuss and strategize on the following issues and others, as appropriate:

- *Coordination between the JTA's Rapid Transit System and Commuter Rail plans and the Future Land Use Map in a manner that balances the goals of congestion relief, mobility alternatives and corridor redevelopment.*
- *The Future Land Use Map and the JTA's Rapid Transit System (RTS) and Commuter Rail plans should link high density residential origins, existing and emerging employment centers, entertainment/retail destinations, and high commuter corridors.*
- *Coordination among the JTA plans and policies, the North Florida Transportation Planning Organization (TPO) plans and policies, and the Future Land Use plans, including promotion and cultivation of transit-oriented developments (TODs).*
- *Development of strategies to require linkages between land use and transportation, and incentives to achieve mixed use and mixed density developments.*
- *The City and the JTA shall coordinate regarding the development of moderate to high density station area plans and master planned areas with a mix of uses that is compact and interconnected and utilizes appropriate land development regulations as provided in the Development Areas and the Plan Category Descriptions of the Operative Provisions.*
- *Coordination between utility infrastructure and land planning should include the sustainability of our river and our water supply.*
- *Assessment of existing utility infrastructure or the need for improved infrastructure in order to support land use and transportation plans.*
- *Coordination of transportation planning activities with JTA and the TPO to ensure planned transportation investment and support land use objectives.*

Objective 6.2

The land use and transportation strategies that support and fund mobility are contained in the Mobility Plan (Jacksonville Planning and Development Department, May 2011), adopted by reference and on file with the Planning and Development Department.

Status: The objective should be deleted and the underlying policies related to the mobility fee system could be relocated under Objective 1.2 of the Future Land Use Element. Policies should refer to the "mobility fee system" and not the "Mobility Plan."

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 6.2.1 should be revised to reflect policy completion.*

~~Policy 6.2.1—Within five (5) years of the effective date of the Mobility Plan, the Planning and Development Department in cooperation with the Department of Public Works shall propose has adopted guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines. The Planning and Development Department shall require implementation of these guidelines in public and private development as well as all roadway projects.~~

- **Policy 6.2.2 should be revised for consistency with the Transportation Element (TE). This metric identified in the policy is changing in the TE.**

Policy 6.2.2 At the time of the first five-year evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.

- **Policy 6.2.3 should be removed due to the completion of the policy.**

~~Policy 6.2.3—Within one year after adopting the Mobility Plan, the City shall evaluate the Future Land Use Map series (FLUMs) for changes needed to implement the six planning district vision plans and to further the intent of the Mobility Plan.~~

Objective 6.3

The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Status: The objective should be evaluated to be relocated under Goals 1 or 3. The underlying policies should be reviewed for consistency with current practice.

Additionally, the following specific recommendations were made.

- **Policy 6.3.1 should be removed, as the recommended plans have not been implemented. However, the overall intent of a goal of the Mobility Plan and the FLUE is to incentivize infill and redevelopment through credit systems and increased densities. Additionally,**

the JTA's TOD plans also serve to implement the intent of this policy and JTA is coordinating with the appropriate City Departments in developing TOD plans.

~~Policy 6.3.1—After completion of the Vision Plans for the City's six planning districts and the revised Future Land Use Map, the City shall identify major arterial corridors appropriate for "Infill and Redevelopment Master Plans." These plans will:~~

- ~~• Incentivize redevelopment for each major arterial corridor with priority given to those corridors located within a ½ mile distance of the JTA's planned Rapid Transit System or Commuter Rail facilities;~~
- ~~• Identify parcels of land where infill or redevelopment is appropriate, as well as the locations of those areas that are appropriate for transit oriented development, or a similar development pattern, in association with the JTA's proposed Rapid Transit System;~~
- ~~• Identify areas where JTA should focus investment in transit stations and related facilities to act as a catalyst for redevelopment along identified corridors;~~
- ~~• Identify infrastructure needs;~~
- ~~• Identify opportunities for density bonuses, affordable housing, and credits for transit or other alternative forms of transportation to address mobility; and~~
- ~~• Identify land assembly opportunities.~~

- **Policy 6.3.2 should be removed for the same reasons stated for Policy 6.3.1.**

~~Policy 6.3.2—In addition to or in support of the City's Land Development Regulations, developments within designated infill areas contained within the "Infill and Redevelopment Master Plans" described in Policy 6.3.1 shall incorporate the following elements to enhance compatibility with the surrounding community:~~

- ~~• Sidewalks that connect to the adjacent sidewalk system;~~
- ~~• Public streets that connect to the adjacent street pattern;~~
- ~~• Preservation of historically significant structures whenever feasible;~~
- ~~• Inclusion of, or relationship to, civic spaces;~~
- ~~• Street furniture, lighting and landscaping that is primarily oriented to pedestrian use in conjunction with Development Standards;~~
- ~~• Setbacks, building envelopes, use and parking compatible with surrounding community and as set forth in the City's Development Standards and;~~
- ~~• Primary entrance shall orient to the street or public walkway, with direct, barrier free and convenient pedestrian connections as set forth in the City's Development Standards.~~

- **Policy 6.3.3 should be reviewed in coordination with the Housing Element and the Neighborhoods Department to ensure consistency with affordable and workforce housing programs.**

- *Policy 6.3.3 Through implementation of the Land Development Regulations, the Future Land Use Map, and other studies and master plans, the City will target the development of workforce and affordable housing in areas where individuals and families can make the best use of transportation corridors and mass transit.*
- ***Policy 6.3.6 should be reviewed to ensure consistency with mobility plans and context sensitive street policies.***

Policy 6.3.6 To interconnect various pedestrian routes within and among commercial projects, the Land Development Regulations shall be revised to require the use of an unobstructed pedestrian zone in between the roadway and the building façade along commercial corridors within the Urban Priority Area and Urban Area or some other alternative regulatory criteria that creates a safe and attractive pedestrian environment, consistent with the City’s Design Guidelines and Best Practices Handbook.

- ***Policies 6.3.7 and 6.3.8 should be removed and incorporated as an allowed use in the land use category descriptions. A definition for community gardens should be developed and the potential of retail sales of produce should be contemplated in appropriate locations.***

~~*Policy 6.3.7 The City of Jacksonville shall allow for the establishment of community gardens in all future land use categories except those specifically stated herein. A community garden is an area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members.*~~

~~*Community gardens are considered unsuitable for the following future land use categories: Light Industrial (LI), Heavy Industrial (HI), and Water Dependent Water Related (WD-WR).*~~

~~*Policy 6.3.8 The City of Jacksonville shall encourage community gardens as important open space resources that strengthen community cohesiveness and provide a local food source.*~~

GOAL 7

To consider the impact on the St. Johns River and its tributaries when reviewing development, land development regulations, public infrastructure and investment,

and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

Objective 7.1

The City shall consider the impact on the St. John's River and its tributaries when reviewing development, land development regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

Status: Goal 7 and the underlying policies should be simplified, consolidated and incorporated under an existing goal and objective in this element and/or the Conservation/Coastal Management Element. Several of the concepts already exist within the elements of the Comprehensive Plan and may not be necessary to repeat.

Policy 7.1.1 The Planning and Development Department shall consider the land use impact on the St. Johns River and its tributaries by reviewing the future land use designation and land development regulations of those properties that are contiguous with and immediately adjacent to a water body. The following concerns will be considered for those properties:

- *Wetlands*
- *Impervious surface potential*
- *Coastal High Hazard Area (CHHA)/Adaptation Action Area (AAA)*
- *Septic Tank Failure Areas*
- *Environmentally Sensitive Areas*
- *Flood zones*
- *Aquifer recharge zones*
- *Wellhead protection areas*

Policy 7.1.2 The Planning and Development Department shall continue to consider the impact on the St. John's River and its tributaries through submission of proposed land use amendments, subject to Policy 7.1.1, to the Waterways Commission for review; ~~implementation of the St. John's River Accord; and through the City's participation in the St. John's River Alliance.~~

Objective 7.2

The City shall implement strategies so as to encourage the preservation of environmentally sensitive lands, including ~~lands managed by the Preservation Project Jacksonville (PPJ)~~ preservation parks.

Status: Goal 7 and the underlying policies should be simplified, consolidated and incorporated under and existing goal and objective in this element and/or the Conservation/Coastal Management Element. Several of the concepts already exist within the elements of the Comprehensive Plan

Policy 7.2.1 The City shall allow the transfer of residential densities between contiguous parcels under a common site plan and controlled zoning district in all land use categories. Development may be clustered on a site in accordance with the following standards:

a) Both the development and the remaining undeveloped environmentally sensitive land must be part of a site-plan-controlled zoning district (PUD) which stipulates that the maximum allowable density credit for the entire subject site has been transferred to the area of cluster development and may not be subsequently rezoned to the contrary without a comprehensive plan amendment.

b) Units may not be clustered at densities which would exceed the threshold for wells, septic tanks and other such services, where applicable.

c) Wetlands and water bodies for which density credit is given shall be recorded in perpetuity as preservation or conservation areas or easements.

Policy 7.2.2 The City shall allow property owners with wetlands seek proper land assessment from the City's Tax Assessor's Office as "wasteland" or "wetlands" for the amount of wetlands on their property.

GOAL 8

To preserve recreational and commercial working waterfront (RCWW) uses in the City of Jacksonville as defined by Sec. 342.07 F.S. and this element.

Objective 8.1

Establish regulatory criteria to recognize, promote and protect public access to all navigable waters of the City of Jacksonville, and to ensure the economic viability of recreational and commercial working waterfronts.

Status: The Goal, objective and the underlying policies should be reviewed and considered for removal. Goal 8 was added in order to comply with the requirements of Florida Statutes Chapter 163, which states that the Future Land Use Element (FLUE) must include policies that encourage preservation of recreational and commercial working waterfronts for water-dependent uses in coastal communities. However, the Industrial Preservation Overlay meets the Chapter 163 requirements by prioritizing preservation of more than 90% of the City's

WD/WR designated lands. Additionally, Conservation/Coastal Management Element (CCME) Policy 11.1.1 states that the City will prioritize water dependent and water related uses along the shoreline and numerous policies throughout the FLUE, CCME and Recreation and Open Space Element duplicate the policies provided within Goal 8.

Policy 8.1.1 If conversion of recreational and commercial working waterfront uses, as defined in this element, is requested through a Land Use or Zoning change for land located outside of the Downtown Overlay Zone, the Planning Department will encourage designation of the site as a PUD zoning district. The developer will be encouraged to maintain a recreational or commercial working waterfront component on the subject site or establish such uses on another adjacent site; in either instance a similar level of operation as prior to the proposed conversion is preferred. However, consideration will be granted when proposing conversion from one RCWW use to another RCWW use, and to marinas with dry-dock service off-site. Land use and zoning changes for conversion of RCWW uses within the Downtown Overlay shall be reviewed by the Downtown Investment Authority (DIA) in accordance with the provisions of Sections 656.361.1 - 656.361.22, City of Jacksonville Municipal Code. It is not the intent of the City to force land owners to keep their lands in uses they no longer support, but to see a minimal loss of recreational and working waterfront uses.

Every three (3) years at minimum, the background data with respect to marina occupancy rates shall be updated. If the overall County-wide occupancy rate exceeds 90% prior to conversion from a marina use, landowners must demonstrate that either an economic or practical hardship will result from maintaining the use, or that a public benefit will result from converting the use. Hardship or public benefit shall be determined by the Planning Director, and will be evaluated through the applicable entitlement process in addition to standard Land Use or Zoning criteria.

Policy 8.1.2 Prior to conversion of RCWW uses in the CHHA, notice shall be provided to the City, and the City, excluding the independent authorities, shall be given the first right of refusal by the landowner to purchase such properties for the purpose of preserving RCWW. The landowner shall have the right to proceed with plans for the conversion as addressed in this Goal, while the City considers acquisition. The City shall have six months from the date of the notice to enter into an arrangement with the landowner. Notice shall be in the form of a letter to the Planning Director.

Policy 8.1.3 The City shall use the Boat Ramp Matrix criteria to prioritize renovation and expansion of existing boat ramps and to prioritize acquisition as funding becomes available.

Policy 8.1.4 The City shall continue to recognize the unique character of historic fishing villages through adopted zoning overlays, and to promote the Waterfronts Florida Partnership Program in an effort to enhance public access to the waterfront area and to encourage environmental and cultural resource protection.

Policy 8.1.5 In order to support recreational facilities in accordance with Recreation and Open Space Element (ROS) Policy 1.2.2, the City shall examine all possibilities for waterfront land acquisition including but not limited to purchase of fee simple or easement rights, eminent domain, open space zoning, tax concessions, property exchange, and lease of private lands, and community and private donation.

8.1.6 In order to support recreational facilities in accordance with ROS Policy 1.2.4, the City shall facilitate the use of the provisions of Section 193.501, F.S. The statute addresses the assessment of lands subject to a conservation easement, environmentally endangered lands, or lands used for outdoor recreational or park purposes when land development rights have been conveyed or conservation restrictions have been covenanted.

Policy 8.1.7 In accordance with ROS Policy 4.1.4, the City shall encourage new and protect existing public access to the St. Johns River in the Downtown Zoning Overlay district.

Policy 8.1.8 Development within shoreline or coastal areas of navigable waterways shall maintain consistency with all relevant Goals, Objectives and Policies in this and other elements of the Comprehensive Plan that address the protection and/or preservation of Recreational and Commercial Working Waterfronts.

Policy 8.1.9 Pursuant to FLUE Policies 3.2.32 and 3.2.33, Industrial Preservation shall be recognized as a means of preserving RCWW. As of August 2009, 91.5% (5,103 acres) of properties designated Water Dependent/Water Related (WD/WR) are located within Industrial Preservation and Industrial Sanctuary areas on the Industrial Preservation Map (Map L-23).

Policy 8.1.10 The City shall recognize and protect City-owned street ends and right-of-ways along navigable waterways as public access and view points.

Objective 8.2

Develop a strategy that provides regulatory incentives and criteria to encourage the preservation of existing, and creation of new, recreational and commercial working waterfronts.

Status: The Goal, objective and the underlying policies should be reviewed and considered for removal. Goal 8 was added in order to comply with the requirements of Florida Statutes Chapter 163, which states that the Future Land Use Element (FLUE) must include policies that encourage preservation of recreational and commercial working waterfronts for water-dependent uses in coastal communities. However, the Industrial Preservation Overlay meets the Chapter 163 requirements by prioritizing preservation of more than 90% of the City's WD/WR designated lands. Additionally, Conservation/Coastal Management Element (CCME) Policy 11.1.1 states that the City will prioritize water dependent and water related uses along the shoreline and numerous policies throughout the FLUE, CCME and Recreation and Open Space Element duplicate the policies provided within Goal 8.

Policy 8.2.1 The City shall provide density and intensity bonuses to encourage development that provides public access to navigable waters. Subject to State and local requirements, these bonuses may be granted in the forms of up to a 10% density bonus in the applicable Land Use category, increased Floor Area Ratio (FAR) intensity, increased number of slips, increased parking, and increased area for water-related uses or other measure of land use intensity appropriate to permitted uses on the parcel(s) proposed for development. Bonuses shall be subject to a case-by-case review for appropriateness and shall be consistent with the City's Coastal High Hazard Area (CHHA) policies.

Policy 8.2.2 In accordance with Conservation and Coastal Management Element (CCME) Policy 11.1.1, the City shall continue to prioritize the siting and development of water-dependent uses within the Coastal Area, as compared with other shoreline uses.

Policy 8.2.3 The City will be supportive of the creation and expansion of Recreational and Commercial Working Waterfront uses so long as all local, State and Federal requirements are met, and the proposed development is not in conflict with adopted neighborhood plans or studies, or the Manatee Protection Plan.

Policy 8.2.4 The City shall continue to implement as a program the Downtown Overlay and Zone and Downtown District Regulations as set forth in Section 656.361 of the City's Zoning Code which established the Riverwalk.

Policy 8.2.5 In accordance with CCME Policy 6.5.7 the City shall continue to maintain public access to all beaches renourished at public expense and continue to enforce the public access requirements of the 1985 Coastal Zone Protection Act.

PLAN CATEGORY DESCRIPTIONS

This section describes how each category shown on the FLUMs is to be interpreted. The character of each land use category is defined by Development Area, building type, residential density, functional use, and the physical composition of the land. Each category has a range of potentially permissible uses, which are not exhaustive, but are intended to be illustrative of the character of uses permitted. The plan category names indicate the dominant or principal use that is intended for development within the category. Supporting uses may be developed subject to the provisions of this and other 2030 Comprehensive Plan elements.

Not all potential uses are routinely acceptable anywhere within the land use category. The criteria herein only designate locations that may be considered for potential uses and each potential use must be evaluated for compliance with the goals, objectives and policies of this and other elements of the 2030 Comprehensive Plan, as well as applicable federal, State and local Land Development Regulations. The location, type, scale and density of the uses shall be compatible with the overall existing character, as well as the desired future character of the area.

Status: The future land use category descriptions are generally being successfully implemented and followed through coordinated reviews between the Community Planning Division and the Current Planning Division. However, the Land Development Regulations have not been updated to reflect the last major revision to the Comprehensive Plan that resulted in the 2030 Comprehensive Plan and as a result, there are inconsistencies between the policy document and the implementing regulations.

Additionally, the following general recommendations were made in regards to all of the land use categories:

- *All categories should be reformatted and reviewed to simplify and clarify, potentially using charts and tables to delineate the hierarchy of uses and the densities between development areas.*
- *Punctuation and spelling should be reviewed and revised for all categories.*
- *Evaluate and compare terminology in all land use categories for consistency, hierarchy of uses and clarity of allowed uses. For example, clarify categories allowing human service uses: assisted living facilities, memory care, clinic; office uses: professional office, business office; and modern uses: dog park, dog-beer bars, and wedding venues.*

- *Re-evaluate the development characteristics as well as the mix of use requirements and other limitations of each category and development area. The evaluation should consider if the current regulations result in a desirable development pattern or if the regulations result in an unintended obstacle to development.*
- *Consider the inclusion of non-conforming uses in categories, such as, the reuse of non-conforming commercial buildings in residential areas.*
- *Evaluate and review for consistency between regulations the allowed density when using septic tanks and well water.*
- *Evaluate the definition of “intersection of roads” as a criteria for certain uses for consistency between the Comprehensive Plan and the Land Development Regulations.*
- *The term “neighborhood study” should be reevaluated and defined for clarity of use within the categories.*
- *Schools are currently allowed in every category except Heavy Industrial (HI) and Conservation (CSV). Given the nature of uses permitted within the Light Industrial (LI) category, consider establishing location criteria for where schools are most appropriate within the LI category.*
- *The goals and outcomes of the Multi-Use category should be reviewed and re-evaluated.*
- *Evaluate the tiered structure of the Agricultural (AGR) land use category and consider collapsing it into one tier. The AGR category currently includes subcategories of AGR-I through AGR-IV with corresponding residential density requirements that range from a minimum of 100 acres down to a minimum of 2.5 acres.*
- *Evaluate the Rural Village concept in the AGR land use category. There are three existing Rural Villages, which are entitled through the PUD and PUD-SC zoning districts. These Rural Villages were approved between 2004 and 2006 (Ordinances 2004-318-E, 2005-836-E, and 2006-774-E) and have yet to achieve significant development in the manner intended by the Rural Village concept. In some instances, subsequent rezonings have been approved that impact the mix of uses required to ensure successful implementation of the concept.*

Conservation/Coastal Management Element Assessment

GOAL 1

Protect, conserve and appropriately manage the natural resources of the City in order to maintain or enhance environmental quality for present and future generations.

Objective 1.1

Continue efforts to maintain compliance with current and future National Ambient Air Quality Standards.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.1.2 should be revised or removed to recognize that the Department of Environmental Protection, not the City, is responsible for compiling the emissions inventory.*

Policy 1.1.2 In support of maintaining the NAAQS for ozone, the EQD shall continue to compile an emissions inventory of pollution sources and their respective contributions to ozone on a schedule prescribed by the State Implementation Plan (SIP).

- *Policy 1.1.3 should be removed because, although the intent is stated in more detail, it is duplicative of the specific course of action provided for in Policy 1.1.1.*

Policy 1.1.1 The Environmental Quality Division (EQD) shall gather data regarding ambient air concentrations of all criteria pollutants in the City, and shall continue to maintain and operate, in accordance with EPA/the Florida Department of Environmental Protection (DEP) criteria, an ambient air quality monitoring network.

Policy 1.1.3 The EQD shall continue to maintain the PM₁₀, monitoring network in accordance with the DEP and Environmental Protection Agency (EPA) siting requirements. Further, the EQD shall continue to maintain the PM_{2.5} monitoring network on the schedule finalized by EPA.

- *Policy 1.1.4 should be removed as this process is no longer administered by the Environmental Quality Division. The Department of Environmental Protection*

(EPA) and the Environmental Protection Agency (EPA) upload data on a daily basis in the EPA Air Quality System Data Mart database and into the DEP Florida Air Monitoring and Assessment System (FAMAS) database.

Policy 1.1.4 The EQD shall continue the process of annually compiling an air quality data summary for criteria pollutants for comparison with the NAAQS.

- *Policy 1.1.6 should be removed as this process is now compiled by the DEP and the EPA.*

Policy 1.1.6 The EQD shall determine the total and relative contributions to air pollution by sources in Jacksonville via completion of a comprehensive biennial emissions inventory.

- *Policy 1.1.8 should be removed because, although the intent is stated in more detail, it is duplicative of the specific course of action provided for in Policy 1.1.1.*

Policy 1.1.8 The EQD will continue to monitor the ambient air for SO₂ and implement the SO₂ plan, as contained in the SIP.

Objective 1.2

Prevent air quality deterioration caused by growth and traffic congestion from causing NAAQS violations through participation in the Development of Regional Impact (DRI) permitting process and through participation in the Technical Coordinating Committee (TCC) of the Transportation Planning Organization (TPO) for the Jacksonville Urbanized Area.

Status: This objective and the underlying policies (Policies 1.2.1 through 1.2.4) should be removed since the City is no longer considered a nonattainment area for ozone or carbon monoxide and, due to State legislative changes, there will be no new DRIs in the City.

The City's monitoring sites are well within the National Ambient Air Quality Standards (NAAQS) with the highest concentration since 2009 being 2.1 ppm. The NAAQS is 9 ppm. The provisions of Florida Statute Section 339.175 regarding metropolitan planning organizations that refer to air quality considerations in planning are only required in nonattainment areas for ozone and carbon monoxide.

Additionally, sub-DRI projects subject to air quality impact analysis procedures include language in the approved development order mandating such actions and are not reliant on provisions within the Comprehensive Plan to enforce such requirements.

Policy 1.2.1 The EQD shall evaluate the air quality impact analysis in each DRI application for a project located in the City and in any sub-DRI projects that are required to provide such analyses. When the analyses show that the additional impact of the proposed project may cause or contribute to a violation of the NAAQS, the applicant shall be required to mitigate the adverse impact.

Policy 1.2.2 When the potential for later phases of a project to cause or contribute to a violation of the NAAQS cannot be determined at the time of application for a DRI permit, the applicant shall be required to perform additional air quality analyses at such time as necessary data is available and demonstrate that no violations of the NAAQS are projected before proceeding with those phases.

Policy 1.2.3 The EQD shall utilize existing modeling and/or ambient air monitoring to determine the number and locations of transportation network links and intersections identified as having increasing concentrations of carbon monoxide approaching NAAQS, and recommend consideration of abatement measures to the TCC of the MPO. Such assessment will be made at least every four years.

Policy 1.2.4 The EQD shall provide information regarding the air quality implications of traffic congestion and downtown parking to the public and to the TCC in order to encourage parking in the periphery, utilization of mass transit, car and van pooling, and other transportation management strategies to reduce air pollution.

Objective 1.3

Continue to reduce the emissions from the storage, handling, and transportation of gasoline to the levels achievable through the implementation of Stage I Reasonable Available Control Technology (RACT) requirements.

Status: This objective is being met and underlying Policy 1.3.2 is being followed.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 1.3.1 should be revised to recognize limited inspection staff resources or be removed. While Stage I controls are required to be installed, the City has not had an active routine service station inspection program in at least two years. However, EQD is planning to resume limited inspections as resources allow. One full-time inspector position could inspect approximately 800 tanks per year.*

Policy 1.3.1 The EQD shall, as resources allow, provide ~~continue~~ routine inspections of service stations, tanker trucks, and petroleum tank farms to ensure compliance with Stage I requirements.

Objective 1.4

Reduce emissions of odorous compounds which may be injurious to human, animal, or plant life or to property or which may unreasonably interfere with the comfortable enjoyment of life or property by ensuring source compliance with Chapter 376, Ordinance Code and the Rules of the Environmental Protection Board (EPB).

Status: The objective is being met and the underlying policies are being followed.

Objective 1.5

As sufficient data and risk assessments become available regarding emissions and health effects of toxic and miscellaneous air pollutants, develop strategies to reduce emissions from identifiable sources of harmful pollutants.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.5.2 should be amended to reflect the fact that the EQD enforces State regulations and performs inspections but does not have asbestos analytical capabilities.*

Policy 1.5.2 The EQD shall continue enforcement of State/federal regulations relative to asbestos, ~~maintain analytical capabilities to identify asbestos fibers in support of enforcement activities,~~ and conduct at a minimum, the number of asbestos inspections required by the annual US EPA 105 Work Plan.

Objective 1.6

Provide information to the general public and improve public awareness concerning local and global air pollution problems and the effects of citizens' actions in creating or resolving them.

Status: The objective is being met and underlying policy 1.6.1 is being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.6.1 should be revised to reflect the correct air quality tracking system title that has changed from the Pollutant Standards Index to the Air Quality Index.*

Policy 1.6.1 The EQD shall continue to provide public information regarding local air pollution concentrations daily through the ~~Pollutant Standards~~ Air Quality Index.

- *Policy 1.6.3 should be removed as EQD does not engage in these activities and does not have the expertise to provide an education campaign on global issues.*

~~Policy 1.6.3 The EQD shall continue to provide information to the press and to civic and citizen's groups regarding global issues such as upper atmospheric ozone layer depletion, global warming, acid rain, etc.~~

GOAL 2

Preserve, conserve, appropriately use, protect and improve the quality and quantity of current and projected water resources, including waters that flow into estuarine waters, ~~or~~ oceanic waters, ~~estuarine waters~~, groundwater and other waters in the City. The City shall require that all water conservation options be fully explored and employed for new development.

Objective 2.1

Surface water, including estuarine water, and groundwater of the City shall meet water quality standards contained in Rule 62-302, F.A.C., and benthic habitat shall be of a quality to satisfy the objectives of Rule 62-302, F.A.C.

Status: The objective is being met and underlying policies are being followed. However, Goal 2 should be revised to remove repetitive language.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.1.2 should be revised to recognize the City's participation in and required compliance with State water quality programs. The Basin Management Action Plan (BMAP) and Total Maximum Daily Load (TMDL) plus the National Pollutant Discharge Elimination System (NPDES) activities will continue to improve those efforts required to achieve Objective 2.1. Those include, among other things, programs to address sanitary sewer overflows, erosion and sediment control, illicit discharge detection and elimination, potential illicit connection, high priority industry, collection systems and septic tanks. BMAP implementation requirements*

are identified under Objective 6.6 of this element and consolidation of these references should be considered.

Policy 2.1.2 The City shall monitor water quality and ~~develop~~ adopt new water quality standards and/or treatment criteria where ~~State standards and criteria are not adequate to protect water quality~~ set by the State to protect local surface waters.

- *Policy 2.1.3 should be considered for removal since the annual report is covered under the NPDES report and the BMAP annual report. Additionally, the name of the initiative no longer exists and EQD does not develop information on ecological issues for the river. Therefore, if this policy does remain, it should be amended as provided below.*

Policy 2.1.3 EQD shall participate in the publication of the annual report of the lower St. Johns River Initiative. This report summarizes ~~current ecological issues for the river,~~ restoration plans, projects and successes to date.

- *Policy 2.1.4 should be revised to reflect current water quality programs and to remove references to obsolete programs. Quarterly monitoring has continued and more sites have been added to monitor conditions on the 25 BMAP tributaries. Additional monitoring of causes have been added in the Ribault River and will be added in Strawberry Creek in the next three years. The Littoral Zone assessment program does not exist nor is it clear what issues that program was intended to address.*

Policy 2.1.4 The Ambient Water Quality Section of EQD shall continue to monitor and assess the water quality of the tributaries of the St. Johns River on a quarterly basis within Duval County. ~~This assessment will include identification and inventory of littoral zone problem areas and a plan and implementation schedule to improve each problem area.~~

- *Policy 2.1.7 should be revised to reflect that the testing and monitoring activities related to JEA lines and wells is conducted by JEA. Results and reports are provided to the City upon request.*

Policy 2.1.7 ~~The EQD and the~~ JEA shall continue the cooperative groundwater quality testing and level monitoring program with the USGS and SJRWMD and expand the monitoring locations to include both prime recharge and prime recharge buffer areas, within one (2) years after identification of such areas.

- ***Policy 2.1.8 should be revised to recognize the Environmental Protection Board’s (EPB) expertise in this area as well as input from the State.***

Policy 2.1.8 The Environmental Protection Board (EPB) shall ~~not lower its adopted current~~ consider fully any recommendation to change water quality classifications in Jacksonville to include the designated uses of such classification. The EQD shall conduct a review of water quality standards and water quality classifications ~~every five (5) years~~ as recommended by the State each year to ensure that the water quality goals of the City are met.

- ***Policy 2.1.9 should be revised to recognize the Florida Department of Health as the septic tank permitting agency.***

Policy 2.1.9 The City will prohibit, in areas determined to be prime Floridan Aquifer recharge lands, industrial activities, septic tank use in subdivisions, and commercial activities utilizing or producing hazardous materials as identified by the Florida Department of Environmental Protection.

- ***Policy 2.1.10A should be revised to clarify that the City will implement the SJRWMD landscape irrigation rules and will not, in any other manner, regulate the consumptive use of water.***

Policy 2.1.10A The City shall ensure that its Ordinance Code implements the landscape irrigation provisions in SJRWMD Rule 40C-2.042(2), F.A.C. and does not, in any other manner, regulate the consumptive use of water.

- ***Policy 2.1.11 should be removed. As a result of federal NPDES delegation to the State, the permitting and monitoring on point source discharges is no longer within the City’s jurisdiction and the City no longer has a Specific Operating Agreement with the State for water.***

Policy 2.1.11 The EQD will continue to coordinate with DEP through the Specific Operating Agreement regarding authority delegated by DEP to EQD for regulatory activities and other specific programs within Duval County.

Objective 2.2

The City shall require the proper disposal and reuse of wastewater for all non-sanitary purposes where connections are available.

Status: The objective and underlying policies require review and revision based on changes to the delegation of implementing authorities.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 2.2.1 should be revised or removed. The Florida Department of Health (DOH) is responsible for septic tank permitting, design, failure and compliance. However, EQD does investigate complaints and where appropriate refers cases to the DOH. Additionally, JEA and the City operate under a mutual septic tank phase out program. Further, the Infrastructure and Future Land Use Elements include policies that outline when existing development must connect to a regional collection system and when new development can install interim septic facilities.***

Policy 2.2.1 The City shall continue to identify and prioritize septic tank problem areas and shall revise, when appropriate, regulations governing the design, location and maintenance of septic tanks.

Policy 2.2.2 The City shall require the proper disposal of wastewater in accordance with Objective 1.2 and its supporting policies in the Infrastructure Element Sanitary Sewer and EPB Rule 3.

- ***Policies 2.2.3 and 2.2.4 should be re-evaluated or removed. In 1995 the EPA delegated point source NPDES to Florida but pre-empted sub-delegation to local government. Since that time, EQD has permitted collection systems, but not any surface water discharges. EQD does permit and monitor three Wastewater Treatment Facilities (WWTF) discharging to groundwater.***

Policy 2.2.3 Permitting and enforcement of point sources of pollution shall be performed by EQD and the DEP per local program agreement, to ensure that water quality standards are met, including those standards requiring a water-quality based effluent limitation based on assimilative capacity of the receiving body of water, and including the groundwater criteria of Rule 17-3, F.A.C., for wastewater effluent discharged to the ground. The standards will be reviewed upon completion of the Assimilative Capacity Study currently underway jointly with The EQD, SJRWMD, and DEP.

Policy 2.2.4 Inspection and compliance sampling of point sources by DEP and EQD shall be carried out at least annually.

Objective 2.3

Reduce the potential for water quality degradation from stormwater runoff.

Status: The objective is being met and underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.3.1 should be revised to recognize current data sharing processes. The City provides the SJRWMD with a copy of the Lower St. Johns River BMAP report and inputs water quality monitoring data into the EPA STORET Warehouse database for the State and the SJRWMD to use in evaluating water quality. As of June 29, 2018, the EPA has decommissioned the STORET Warehouse and will be deploying an alternate application with similar functionality within the coming months. Based on the data sharing process implemented through STORET, and its replacement database, language under item B should be revised to reflect current processes.*

Policy 2.3.1 Increase cooperation with the SJRWMD in the permitting of new, urban non-point sources of pollution by taking the following actions:

A. The City will implement SJRWMD rule changes as set out in Chapter 40C-42, F.A.C., regarding more stringent treatment standards for stormwater facilities discharging to water quality limited streams.

B. The City shall ~~provide the SJRWMD with copies of the “Duval County Surface Water Quality Summary~~ update the State database with water quality monitoring results and submit a copy of the Lower St. Johns River BMAP Report.”

- *Policy 2.3.3 should be revised to reflect the Water/Wastewater System Improvement Program (WWSIP) that is adopted pursuant to Ordinance 2016-490-E. The WWSIP targets 35 areas that are experiencing septic tank failures and that do not have water line systems in place.*

Policy 2.3.3 The City will continue to update the Master Stormwater Management Plan (MSMP) and coordinate with the ~~Water Sewer Expansion Authority (WSEA)~~ Water/Wastewater System Improvement Program to ensure that the necessary stormwater system infrastructure is in place within the ~~22~~ 35 targeted septic tank phase-out areas.

Objective 2.4

The City shall, in coordination with the Jacksonville Port Authority (JPA), the Jacksonville Planning and Development Department (JPDD), EQD, the Florida Inland Navigation District, ~~and the U. S. Army Corps of Engineers, and FDEP,~~ develop a plan for dredging and related dredging-related activities for the navigational channel to terminal facilities and access channels. This plan will be made a part of the overall master plan for the port, referred to as the "Jaxport Master Plan", which comprises Part 3 of this element. This dredging plan shall provide for the protection of environmental resources while allowing for dredging and related activities necessary to maintain an internationally competitive operational operating port. This plan may be called "The Plan for Dredging and Dredged Material Disposal for Navigation and Port Facilities", and will hereinafter be referred to as the "Dredging Plan".

Status: Objective 2.4 and the underlying policies should be re-evaluated periodically and updated based on current dredge planning procedures and permitting authorities. Dredging projects are evaluated and determined on an as needed basis and are the result of coordination between JPA, the Florida Department of Environmental Protection and the U.S. Army Corps of Engineers.

The objective and policies should also be reviewed for opportunities to consolidate redundant policies within the element and the JaxPort Master Plan.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 2.4.1 and 2.4.2 should be amended to reflect that there is no single dredging plan. Evaluate the parties responsible for implementation of Policy 2.4.1 and amend as appropriate.*

Policy 2.4.1 The City will comply with approved dredging plans the "Dredging Plan" and will make ~~use~~ reasonable efforts to assist in the mitigation of ~~seasonal~~ impacts on sensitive life stages of finfish and shellfish; protect ~~protection~~ of endangered species, threatened species and species of special concern; ~~disposal of dredged materials, including site selection, spoil leachate and runoff control; compensation and mitigation of habitat loss; and BMPs during dredging and disposal to preclude water quality violations.~~

Policy 2.4.2 The City of Jacksonville and JPA will identify revenue sources within their respective budgets to assist in the dredging implementation of the "Dredging Plan" for the and maintenance of the St. Johns River navigation channel ~~and public port facilities~~. The City and JPA will also identify and seek other potential funding

~~sources (State or Federal) for dredging, maintenance. The funds may be utilized for development of the dredging plan, the acquisition of spoil areas, special disposal techniques, mitigation, and transportation of spoil material away from the river.~~

- **Policy 2.4.3 should be removed to reflect that there is no single dredging plan. Additionally, pollution control rules are dictated by the U.S. Army Corps of Engineers and by the Florida Department of Environmental Protection and as such, this reference is not accurate.**

~~Policy 2.4.3 Six months after a the Dredging Plan prepared by the JPA is approved by EQD, the City of Jacksonville, through a Memorandum of Agreement with JPA, Corps of Engineers (COE), DEP and individual dredging operators, will ensure that all contract dredging activities shall follow the dredging plan and otherwise be in compliance with the dredging plan. Twelve months after the Dredging Plan is approved, EPB will adopt local pollution control rules regulating port and navigation dredging and request that DEP implement those regulations under the provisions of the local pollution control statute. EQD will request that DEP give direct notice of permit applications.~~

- **Policy 2.4.4 should be revised. Existing dredge disposal sites are currently designated with the appropriate Future Land Use Map categories.**

~~Policy 2.4.4 Upon completion of a the final dDredging pPlan that contains a new dredge disposal site, the City shall amend the Future Land Use Map series (FLUMs) by designating those areas which are as appropriate and necessary for receipt of dredge spoil disposal.~~

- **Policy 2.4.5 should be amended to acknowledge that there is more than one method to achieve maximum dredge spoil storage capacity. Additionally, this policy should be amended redirect the policy towards dredge spoil storage sites as opposed to channel maintenance.**

~~Policy 2.4.5 The City will ensure that all dormant dredged material disposal sites (DMDS) are maintained managed to control vegetation growth and reduce mosquito production. The City will encourage and achieve the maximum filling, recycling of dredged material and other means to assure maximum available volumes are achieved by of the retained material, thus retarding the rate of construction of new sites required for dredge spoil storage echannel maintenance.~~

Objective 2.5

The City shall reduce the potential for contamination of water and other natural resources as a result of chemical spills.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 2.5.4 should be reviewed for consistency with Section 365.402, which was amended by Ordinance 2010-68-E.*

Policy 2.5.4 The City will take action to recover City funds used to contain and/or remediate spills, and for restoration of the contaminated environment. The City has amended Chapter 365, Ordinance Code, addressing the Hazardous Waste and Spill Mitigation Trust Fund. Billing to recover City funds will be according to existing procedures.

Objective 2.6

The City shall continue to implement its hazardous waste management program for the proper storage, recycling, collection, transfer and disposal of hazardous wastes in order to protect natural resources.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 2.6.5 should be amended to recognize JEA as the responsible party for identification, location and inspection rather than EQD. The primary source of PCBs in Duval County is JEA transformers. JEA has about 60,000 PCB transformers in service in their electrical distribution system. EQD does not identify, locate, or inspect transformers or monitor them for leakage; these activities are done by JEA. EQD does have regulatory authority over PCB equipment storage and spill response pursuant to Chapter 365, Ordinance Code.*

Policy 2.6.5 Equipment known to contain PCBs, such as transformers and capacitors, shall continue to be identified, located, and inspected by EQD. The EQD shall monitor each item including any leakage or spills, until the item is disposed of properly.

Objective 2.7

The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.

Status: The objective is being met and the underlying policies are followed.

Additionally, the following specific recommendations were made to one of the underlying policies:

- *Policy 2.7.2 should be revised to recognize the successful implementation of this policy. Substantial tracts of land have been acquired through the Preservation Project Jacksonville (PPJ) and the Special Management Areas (SMA) program to achieve the intent of this policy. The acquisition phase of the PPJ is complete and the Parks, Recreation and Community Services Department is now focusing on the public access and activation of lands acquired through the program. The PPJ was initiated in 1999 as a \$312 million land acquisition program and was intended to manage growth, preserve environmentally sensitive lands, improve water quality and provide access to the City's natural areas. The program was funded through \$21 million in City commitments along with an additional \$50 million approved by voters as a part of the Better Jacksonville Plan. The remaining funding was provided by state, federal and private sources. The original PPJ goal was to acquire 10 to 20 square miles of land but ended with the acquisition of 81 square miles. As a result, the City boasts the largest urban park system per capita and in gross acreage.*

Policy 2.7.2 A land acquisition program for appropriate flood plain areas to be purchased shall continue to be included in the City's Special Management Areas Program, with funding provided through The Preservation Project Jacksonville.

Objective 2.8

The City shall reduce the rate of soil erosion caused by land development and other human activities in areas known to have experienced soil erosion problems.

Status: The objective is being met and the underlying policy is being followed.

Objective 2.9

The City shall promote the practice of efficient utilization and extraction of mineral resources.

Status: The objective is being met and underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 2.9.3 should be revised to remove references to DRIs due to State legislative changes that eliminated the DRI process.***

Policy 2.9.3 The City, through the Land Development Regulations and the Development of Regional Impact (DRI) process, shall require that all applications for mineral resource extraction contain a reclamation program which requires the re-establishment of the form and function of an appropriate land cover, as well as the implementation of all reclamation programs.

GOAL 3

Manage, preserve and enhance viable native ecological communities in order to protect and improve the functions of natural systems and the distribution, productivity and diversity of native plants, animals and fisheries, particularly those species which are endangered, threatened, of special concern, or have high ecological, recreational, scientific, educational, aesthetic, or economic value.

Objective 3.1

To develop a current high-quality database on vegetation and wildlife within the City.

Status: The objective and related policies should be re-evaluated based on existing data inventories and active programs. The Future Land Use Map Series (FLUMS) includes maps of wetlands, soils and floodplains. The FLUMS provide baseline information that is further defined through site-specific surveys and analysis when proposed development or conservation projects are considered. Additionally, the Environmentally Sensitive Lands project identified under Policy 4.1.9 was developed as part of the last update of the Comprehensive Plan in 2009 and has never been implemented and the Preservation Project (PPJ) has moved from the land acquisition phase to the public access and activation phase.

Policy 3.1.2 The Parks Advisory Board on the Preservation Project shall regularly assess environmentally sensitive lands, including those in the Special Management Areas Program and other Environmentally Sensitive Lands identified per Policy 4.1.9. The Commission, through its staff, will evaluate those lands and make recommendations to the Mayor for purchase and management. Attention shall be given to identifying areas that have suffered environmental damage and show promise for restoration to all or part of their past productivity.

Policy 3.1.3 The City shall utilize its computerized Geographic Information System (GIS) to map and analyze natural resource conditions.

Policy 3.1.4 The City shall provide appropriate assistance to the University of Florida Biological Diversity Project for Duval County in exchange for an inventory database. The City shall also work in cooperation with the U.S. Department of Forestry to determine the natural inventory of Duval County lands by photo interpretive methods.

Objective 3.2

Increase the public knowledge of environmental problems, solutions and goals of the City, especially in relation to environmentally sensitive areas, native Florida wildlife, listed species, and their habitat.

Status: The intent of the objective is being met. However, the specific education, coordination and outreach programs are no longer relevant and should be re-evaluated as provided for in the policy specific recommendations listed below.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policies 3.2.1 and 3.2.2 should be revised to recognize the education and outreach programs undertaken by the Environmental Protection Board (EPB). The EPB engages in public outreach programs for schools, teachers, civic and private organizations and presents annual Environmental Achievement Awards. However, the EQD does not have nor do they participate in a specific education program with the Duval County Public School System.***

Policy 3.2.1 The City shall assist the Florida Department of Community Affairs, the Florida Fish and Wildlife Conservation Commission, and the U.S. Fish and Wildlife Service in developing an education program to increase public knowledge of the existence, habitat, and survival requirements of this area's native wildlife, including listed species and other rare Florida animals. The City shall continue efforts to educate the public, landowners, developers, and agency representatives on the wildlife and wildlife habitat of Northeast Florida, including good management practices for native species and vegetative communities.

Policy 3.2.2 The City will assist the Duval County School Board with the inclusion of a significant organized environmental education program such as Project Wild sponsored by the Florida Fish and Wildlife Conservation Commission FFWCC, in the curriculum of the Duval County public schools.

Objective 3.3

The City shall conserve, appropriately use, protect and manage environmentally sensitive lands (native plant communities and wildlife habitat) to maintain the natural ecological community types and sustainable populations of wildlife native to the City.

Status: The objective is being met and underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 3.3.1 and 3.3.2 should be revised to recognize the successful implementation of this policy. Substantial tracts of land have been acquired through the Preservation Project Jacksonville (PPJ) and the Special Management Areas (SMA) program to achieve the intent of this policy. The acquisition phase of the PPJ is complete and the Parks, Recreation and Community Services Department is now focusing on the public access and activation of lands acquired through the program. The PPJ was initiated in 1999 as a \$312 million land acquisition program and was intended to manage growth, preserve environmentally sensitive lands, improve water quality and provide access to the City's natural areas. The program was funded through \$21 million in City commitments along with an additional \$50 million approved by voters as a part of the Better Jacksonville Plan. The remaining funding were provided by state, federal and private sources. The original PPJ goal was to acquire 10 to 20 square miles of land but ended with the acquisition of 81 square miles. As a result, the City boasts the largest urban park system per capita and in gross acreage.*

Policy 3.3.1 The Preservation Project Jacksonville shall continue to consider the acquisition of environmentally sensitive lands in order to preserve at least one example of each native plant community occurring in the City so that each will remain a viable ecological community.

Policy 3.3.2 The City shall promote wildlife preservation and conservation of natural systems and the long-term maintenance of natural systems through such means as establishing wildlife sanctuaries, refuges, riverine preserves, wildlife management areas, parks and open space by buying or acquiring other interests in the land.

- *Policy 3.3.4 should be revised or removed based on overlapping activities mandated through other goals, objectives and policies throughout the plan. Several procedures implemented throughout the entitlement and development review process result in the intended outcome of this policy. First, large-scale land use map*

amendments are provided to the Florida Fish and Wildlife Conservation Commission (FWC) for review and comment as mandated by State law. FWC provides feedback and technical assistance to the City and applicants where species, vegetation or habit warrants protection measures. Second, development on sites of 50 acres or greater are required to submit wildlife surveys to the City identifying habitat and protected species within the boundaries of the subject property. Finally, development proposals for sites containing wetlands require mitigation permits from the SJRWMD or are subject to development limitations intended to protect wetlands.

Policy 3.3.4 The City will continue to inform landowners and developers of the availability of technical assistance from State and federal fish and wildlife agencies concerning the on-site status of the following native communities: beach dunes and coastal strands, dry prairies, maritime hammocks, scrubs, shell mounds, sand hills, mesic flatwoods.

- ***Policy 3.3.7 should be removed as it is redundant of other policies listed in this element, such as Policy 5.1.8.***

Policy 3.3.7 The City shall implement the programs specified in the Wetlands Policies, Special Management Areas and Environmentally Sensitive Lands Policies in this element in order to ensure the protection and restoration of the ecological functions of wetlands.

- ***Policy 3.3.7 should be removed, as it has not been implemented since it was added in the last update completed in 2009 and since the PPJ project has transitioned from the acquisition phase to the access and activation phase. The City has acquired 81 square miles of environmentally sensitive lands through the PPJ.***

Policy 3.3.9 The Planning Department, in coordination with EQD and the Recreation and Community Services Department, shall provide an annually updated list identifying and prioritizing Special Management Areas and Environmentally Sensitive Lands for acquisition when funds are available. This list will include and give priority to Special Management Areas that are not publicly owned and will be provided to the Preservation Project Jacksonville for review.

Objective 3.4

The City will protect conserve and appropriately use native ecological communities shared with or adjacent to State and federal lands and other local governments.

Status: The objective is being met and the underlying policies are being followed.

Objective 3.5

Protect and manage endangered and threatened species and species of special concern so there is no reduction in numbers of species that are found in the City and no significant loss of population size. Conserve and protect the functional values of areas of native wildlife habitats which require special protection efforts.

Status: This objective is being met and the underlying policies are being followed. However, consideration should be given to opportunities to simplify the language, to incorporate or cross-reference this policy in the Land Development Regulations and to a periodic review and update of the listed species as appropriate. Consider moving the detailed regulatory language to the Land Development Regulations.

References to Environmentally Sensitive Lands, including Policy 4.1.16 and related activities, should be removed, as the program has not been implemented since it was added during the last update in 2009. The reference to Policy 4.1.9 appears to be in error as it is unrelated to policies under this objective and should also be removed. The Preservation Project Jacksonville program is no longer in the land acquisition phase so references to that program should be removed or revised. If a new Special Management Area (SMA) is created, the element will be updated to reflect the addition.

Policy 3.5.1 The City shall continue programs for the protection of listed and non-listed species of interest as part of The Preservation Project Jacksonville, the Special Management Areas Program and other Environmentally Sensitive Lands designated per Policy 4.1.9.

Policy 3.5.2 Following the production of the environmentally sensitive lands database, a study will be completed, to analyze the data obtained to determine what regulatory programs are needed to protect listed plants and animals and other wildlife. The study will include a specific review of those plant species listed by the State of Florida, which are not also federally listed plant species to determine whether they require additional protection. Upon completion of the study, the 2030 Comprehensive Plan shall be amended to reflect the data and analysis and the goals, objectives and policies shall be reviewed for consistency with the additional information, and if necessary, be appropriately amended.

Policy 3.5.3 The City shall continue to establish additional Conservation land use designations and/or ordinances or rules as needed to conserve and protect sustainable populations of listed animal species and other significant wildlife, federally listed plant

species and those state-listed plant species as determined in the referenced study. Where compatible uses are allowed, mitigation may be required on or off-site to help compensate for adverse impacts. Positive incentives, as described in Policy 3.3.7 will be part of this regulatory program.

The City will continue to review agency regulations and best management practices of silviculture and agriculture operations to determine whether these operations are adversely impacting those species referenced in Policy 3.5.2 and the upland habitats listed in Policy 3.3.7. The City will request assistance in this review from the Division of Forestry and wildlife agencies. If detrimental impacts are occurring, EQD shall implement EPB rules for agriculture and silviculture BMPs which specifically include practices for the protection of these species and upland communities. In addition, the City shall monitor the Division of Forestry's review of the best management practices as they relate to wildlife and propose amendments to the 2030 Comprehensive Plan based on the review by the Division of Forestry.

Policy 3.5.4 The City shall continue to implement a program which: (1) defines those areas of native wildlife habitat in need of special protection efforts but not otherwise subject to regulation and protection by State and U.S. agencies and (2) requires either preservation of a portion of the wildlife habitat in need of special protection or equivalent preservation by means of on-site or off-site mitigation. The program shall include provision for transfer of land use density credits from those areas being preserved to areas of the site proposed for development, and other compensation measures as appropriate. The Land Development Regulations will be subsequently amended. This policy does not preclude additional regulatory and incentive measures for the conservation and management of wildlife habitat and native plant communities from being developed per policy 3.3.7.

Policy 3.5.5 The City shall maintain a land development review process for the assessment and protection of listed species and their habitat, which shall apply to issuance of development permits and land clearing, excluding bona fide silvicultural and agricultural activities. Projects which contain areas identified for protection shall be required to incorporate creative project designs through utilization of such measures as clustering, mixed land use designations and transfer of development rights programs. For purposes of Policy 3.5.5, the term listed species shall be limited to listed animal species as defined in the Definitions Section of this Element.

A. All proposed developments or land clearing, with the exception of bona fide silvicultural or agricultural activities, which are located on all or part of a parcel or

contiguous parcels of land containing 50 acres or more under common ownership shall be reviewed by the City to determine if the site contains listed species.

B. A listed species survey shall not be required for:

1. lands depicted on the most recent Land Cover Map published by the St. Johns River Water Management District (SJRWMD) to be:

- a. barren land*
- b. agriculture*
- c. urban land*
- d. transportation and utilities, and/or*
- e. tree plantations*

2. areas identified as wetlands where a listed species survey was required through other local, State, regional or federal regulations or programs or those wetlands which will be protected in their natural state through such regulations or programs.

The City reserves the right to modify the land cover designation of any site where reliable information available to the City indicates that the land cover is different than the land cover depicted on the most recent Land Cover Map published by the St. Johns River Water Management District (SJRWMD). Before the City modifies the land cover designation on any site, the property owner and the SJRWMD shall be given an opportunity to comment on the reliability of the information provided. Failure of the SJRWMD to provide their comments within a 30 day period from the date of mailing shall be considered an acquiescence that the information provided is reliable. To the extent the Land Cover Map is inconsistent with an on site inspection or survey, the survey controls.

C. The City shall make a determination as to whether or not the proposed development or land clearing, not otherwise exempt from the provisions of Policy 3.5.5, is located in an area which contains listed species requiring the procedures set forth in Paragraph E of this Policy.

1. The City shall review its database, which shall consist of Land Cover Maps, known occurrences of listed species, and results of properly conducted surveys.

a. If the database does not reflect any known occurrences of listed species on the site and the site contains only exempt land cover, then the protection measures of Paragraph E of this Policy shall not apply.

b. If the database indicates that the development or land clearing site contains listed species, then the protection measures of Paragraph E of this Policy shall apply.

c. *If the database indicates nonexempt land cover is present on the development or land clearing site, the protection measures of Paragraph E of this Policy shall be applied as follows:*

1. *If the survey shows a listed species, then the provisions of Paragraph E of this Policy applies (see chart titled Proposed Development or Land Clearing located in the Wildlife Inventory and Analysis section).*

2. *If the survey does not show a listed species, then the provisions of Paragraph E of this Policy do not apply.*

3. *An applicant may provide a listed species survey conducted by the FFWCC, USFWS, or a professionally qualified private consultant in accordance with Paragraph 1 of this Policy, to amend the database.*

4. *The City may grant exemptions from the survey requirements and the protection measures of Paragraph E of this Policy in individual cases where reliable information available to the City indicates that the proposed development or land clearing contains no listed species or habitat for listed species. Before the City grants an exemption from survey or protection measures, the FFWCC and the USFWS shall be given an opportunity to comment on the reliability of the information provided. Failure of the FFWCC and the USFWS to provide their comments within 30 days from the date of mailing shall be considered an acquiescence that the information provided is reliable.*

5. *An applicant may accept the database without conducting a survey and comply with the protection measures of Paragraph E of this Policy.*

5. *For purposes of this Policy, the results of a properly conducted survey are considered more conclusive than the database if conducted by the provisions of Paragraph 1 of this Policy. The City reserves the right to verify any information submitted by an applicant.*

D. *The land encompassed in the listed species survey shall be as follows:*

1. *For proposed developments or land clearing, not otherwise exempt, containing 50 acres or more, the entire area to be developed or cleared shall be surveyed.*

2. *For proposed developments or land clearing, not otherwise exempt, containing less than 50 acres, which are part of a parcel or contiguous parcels of land containing 50*

acres or more which was under common ownership on the effective date of the 2010 Comprehensive Plan, a minimum of 50 acres shall be surveyed inclusive of the proposed development area to be cleared. However, no land owner will be required to survey land they do not own.

E. When a site proposed for development or land clearing is determined to contain listed species, those listed species and their habitat shall be protected in a manner which ensures the achievement of Objectives 3.3 and 3.5 and related policies, unless the proposed development or land clearing is otherwise exempt from the provisions hereof. The method of protection required by the City shall be determined on a case by case basis and shall be directly related to: the number and types of listed species present or presumed to be present on the site as determined by Paragraph C of this Policy; the size, type, quality and location of habitat; the life cycle needs supplied by the habitat, i.e., nesting, roosting, breeding, foraging, etc.; the size of the habitat in relation to the size of the site proposed for development or land clearing; the location of the site and the habitat in relation to existing or proposed wildlife corridors, Special Management Areas and other Environmentally Sensitive Lands designated as per Policy 4.1.16, Conservation land use designated properties; lands upon which a conservation easement already exists.

1. The City shall require a habitat management plan which demonstrates how the listed species will be protected from the impacts of the proposed development or land clearing. The plan must be prepared by a qualified professional, reviewed by the FFWCC or USFWS and approved by the City prior to the City issuing a development order. The FFWCC or the USFWS must complete this review within 30 days from the date of mailing. Failure of the FFWCC or the USFWS to provide their review within the 30 day period shall be considered an acquiescence that the management plan is acceptable. Under the requirements of a habitat management plan, the landowner may be required to protect up to 10% of the total gross acreage of the site proposed for development or land clearing.

2. When the City determines that alternative off site measures will provide equivalent or better protection to achieve Objectives 3.3 and 3.5 and their related policies, then in lieu of the requirements of Subsection 1 above, the City may require one of the following; i) a monetary contribution to a trust fund for the acquisition of environmentally sensitive areas, or ii) off site mitigation measures such as species relocation which must be approved by the FFWCC or the USFWS, or other State or federal agency with jurisdiction over the species to be protected or iii) land acquisition within or adjacent to existing or proposed wildlife corridors or areas within the region with existing habitat for the listed species to be protected or iv) contribution to the Northeast Florida Regional Mitigation Park and/or the Preservation Projects Jacksonville (PPJ). The monetary contribution shall provide funds sufficient to replace or the land to be dedicated shall replace the

habitat functions of the acreage that would otherwise be protected under Subsection 1 above, off site mitigation shall emphasize the need to satisfy habitat requirements for listed species. Monetary contributions to a trust fund for land acquisition pursuant to this policy shall be applied first to the acquisition of sites known to contain viable populations of listed species.

3. *Listed species preservation or mitigation imposed upon a site by a federal, State, or regional agency are presumed to satisfy Objectives 3.3 and 3.5 and related policies, and the City shall incorporate the restrictions imposed by those other agencies into any development order issued for the site.*

4. *The protection measures of this Policy 3.5.5 shall not apply to the Florida Panther (*Felis Concolor Coryi*) and the Florida Black Bear (*Ursus Americanus Floridanus*) because of (i) the extremely large home range; (ii) the difficulty of defining precise habitat needs; (iii) the inclusion of other policies in this Conservation/Coastal Management Element which address acquisition or incentive programs to establish wildlife corridors for far ranging species; and (iv) the identified habitat area which is located in areas encompassed by low density land uses of one dwelling unit per 40 acres to one dwelling unit per 100 acres.*

F. *For the purpose of this policy, "protect" or "protection" shall mean preservation by the creation, acquisition and enforcement of conservation easements in the manner provided by Section 704.06, F.S. This shall be accomplished through: a conservation easement, dedicated to the City, or to a public or non-profit conservation agency or organization or by virtue of designation of the protected area as Conservation on the Future Land Use Map series (FLUMs). For purposes of a Conservation designation on the FLUMs, final development orders, when issued, will identify protected areas to be designated as Conservation. The next ensuing amendment of the Future Land Use Element by the City will incorporate on the FLUMs such protected areas designated as Conservation. The area on site required for protection may, in part, be satisfied by other requirements if the protected area is the same community type required for protection. A conservation easement, dedication or Conservation designation in the Future Land Use Element shall, by the terms as reflected in the easement, dedication or amendment to the Future Land Use Element, take into consideration the listed species which are subject to protection measures. The City has the final authorization for the decision to accept or reject a particular conservation easement. Acceptance of dedications of such land or easements shall emphasize the need to satisfy habitat requirements for listed species. The City shall refine its procedure for accepting conservation easements. Conservation easements may be released only when it is shown by competent substantial evidence that the purpose for such easement was dedicated, has been completed or is no longer capable*

of being accomplished because no other listed species utilize the site. The Land Development Regulations shall not require a landowner to be responsible for ongoing management plan requirements other than the protection as defined above.

G. The listed species information and copies of all listed species surveys, as well as City determinations, shall be maintained in a central location by the City and shall be available to the public for inspection.

H. The listed species surveys required by this Policy shall be conducted using methods approved by the FFWCC or USFWS for those species in the list below for which the site contains habitat which may be utilized by those species. In addition to the following species, all other listed species found on the site shall be reported.

*Sherman's Fox Squirrel
Red Cockaded Woodpecker
Burrowing Owl
Bald Eagle
Gopher Tortoise
Southeastern American Kestrel
Florida Pine Snake
Eastern Indigo Snake
Florida Gopher Frog
Woodstork
Florida Mouse
Rookeries containing listed species*

For purposes of this Policy, the results of a properly conducted survey are considered more conclusive than the data base. A properly conducted survey must address: i) species listed in the data base for which verified sightings by a qualified person have been recorded for that site, and ii) species for which the on-site habitat is particularly valuable. The City shall reserve the right to perform its own properly conducted survey to verify the landowners survey.

I. Properties which have previously been subject to the provisions of Paragraph E of this Policy shall not again be subject to those provisions, even if those properties are being cleared or developed in parcels that are smaller than the original parcel which was subject to those provisions.

Policy 3.5.6 The provisions of Policy 3.5.5 shall not apply to bona fide silvicultural or agricultural activities on those lands where such activities were existing on or prior to the

effective date of the 2010 Comprehensive Plan or new bona fide silvicultural and agricultural activities in areas otherwise exempt in Paragraph B of Policy 3.5.5. Bona fide silvicultural or agricultural activities shall be defined as good faith commercial or domestic silvicultural or agricultural use of the land, any determination of which shall consider the following:

- (i) The specific agricultural or silvicultural use of the land; (ii) The length of time the land has been so utilized;*
- (iii) Whether the use has been continuous;*
- (iv) Consideration of whether the purchase price paid is three or more times the agricultural assessment placed on the land;*
- (v) Size of the tract as it relates to the specific agricultural or silvicultural use;*
- (vi) Whether such land is subject to a lease, and if so, the effective length, terms and conditions of the lease;*
- (vii) Absence of pending applications for development permits;*
- (viii) The classification placed upon such lands by the Property Appraiser pursuant to Section 193.461, Florida Statutes;*
- (ix) Merchantability of the silvicultural or agricultural product;*
- (x) Whether an indicated effort has been made to care sufficiently and adequately for the land in accordance with acceptable commercial agricultural or silvicultural practices applicable to the product involved;*
- (xi) Such other factors as may from time to time become applicable.*

To the extent a final determination is made that land clearing activities do not constitute bona fide silvicultural or agricultural activities and are not otherwise exempt from Policy 3.5.5, the provisions of Policy 3.5.5 shall be applicable to such activities.

A. For purposes of Policy 3.5.6, "silvicultural or agricultural use of the land" shall mean all necessary farming and forestry operations which are normal and customary for the area, such as natural seeding, direct seeding, control burning, preparation of land management plans, site preparation, clearing, fencing, contouring to prevent soil erosion, soil preparation, plowing, planting, harvesting, construction of access roads, creation of

fire lanes and placement of bridges and culverts conducted in accordance with applicable rules of the St. Johns River Water Management District.

B. Bona fide silvicultural and agricultural activities shall be required to comply with all provisions of the Silvicultural "Best Management Practices" Manual published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

Objective 3.6

The City shall promote through acquisition or incentives the establishment of carefully selected and designed wildlife corridors connecting viable habitat in order to allow the survival of far ranging species and prevent the isolation of natural communities and their gene pools. This process will be developed in cooperation with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service, the Department of Environmental Protection, the St. Johns River Water Management District, Department of Agriculture and Consumer Services, and affected landowners.

Status: The objective is being met and the underlying policies followed. However, the Preservation Project Jacksonville (PPJ) program has transitioned from the property acquisition phase to the access and activation phase and these policies should be evaluated in the context of the achievements of the PPJ.

Policy 3.6.1 The City shall develop incentives such as tax credits or other measures for the incorporation of wildlife corridors in the management of agriculture and silviculture lands.

Policy 3.6.2 The establishment of wildlife corridors shall be a primary consideration in the prioritization of land for acquisition.

Policy 3.6.3 The City shall implement procedures for the City Council at the request of the landowner, to designate or qualify lands as being environmentally endangered so as to encourage the preservation of such lands through: (i) the conveyance of such environmentally endangered lands to the City or to the Board of Trustees of the Internal Improvement Trust Fund, or (ii) the imposition of a conservation easement or other restrictive covenant upon such environmentally endangered lands whereupon the City shall consider the value of the lands so conveyed or restricted in setting the ad valorem assessment for such environmentally endangered lands in accordance with the provisions set forth in Section 193.501, F.S. (1989).

Objective 3.7 The City of Jacksonville Manatee Protection Plan 4th Edition, dated November 2017 (MPP), as adopted by the City Council and approved by the State of Florida and the U.S. Fish and Wildlife Service, is hereby incorporated into the City of Jacksonville Comprehensive Plan by reference. The City shall implement the MPP in order to ensure both immediate and long-term plans for manatee and manatee habitat protection including consistency review of the boat facility siting plan located in the Manatee Protection Plan.

Status: This objective is being met and the underlying policy is being followed. However, the objective and policy are redundant of MPP language included in Goal 10 of this element and the concepts should be consolidated within the element.

Objective 3.8

The City shall institute programs to support the protection, management, and improvement of local fisheries and fish habitat in order to increase ecological, recreational, scientific, educational, aesthetic, and economic values and therefore make Jacksonville a more desirable place to live and work.

Status: The Objective and underlying policies should be re-evaluated as provided in the policy analysis provided below.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 3.8.2, 3.8.5 and 3.8.7 should be removed or revised. In 2008, the SJRWMD published its 20-year report on SWIM and that is the last known action under SWIM. It is not known if the City has ever applied for or received funding for habitat mapping and protection. The report can be found at the following link: http://www.sjrwmd.com/SWIMplans/2008_LSJRB_SWIM_Plan_Update*

Policy 3.8.2 The City shall participate through the SWIM Act and other programs to recommend and receive funding for fisheries habitat improvement efforts in the lower St. Johns River basin.

Policy 3.8.5 As part of the Special Management Areas Program, The EQD shall encourage and support the lower St. Johns River SWIM Plan efforts to ensure that valuable grassbeds and nursery areas utilized by fish species important to commercial and recreational fishing in the City are identified and mapped. The City will assist the SJRWMD in development of protection strategies for submerged aquatic vegetation in Duval County.

Policy 3.8.7 The EQD will continue to aggressively pursue inclusion of significant aquatic biological studies in the SWIM Plan for the Lower St. Johns River.

- *Policy 3.8.4 should be revised to accurately reflect current shellfish bed and harvesting area activities. EQD continues to implement its 40-year pollution control programs. Currently, the State BMAP and TMDL in the NPDES permit drives the means for achieving water quality. EQD did complete a shellfish area special study in March 2015, with a recommendation that the State should undertake investigation of reopening the beds to harvesting.*

Policy 3.8.4 The City shall monitor and recommend action to protect its shellfish beds and potential shellfish harvesting areas from pollution. ~~The City shall protect its shellfish beds and potential shellfish harvesting areas from pollution.~~

GOAL 4

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

Objective 4.1

The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes. In order to achieve this objective and its associated policies, the City shall continue to work with the applicable regional, state and federal agencies charged with these regulatory responsibilities.

Status: The objective is being met and underlying policies being implemented with some exceptions as noted in the policy specific recommendations listed below. Consideration should be given to updating the Land Development Regulations to include implementing language regarding permitted uses, limitations on permitted uses and buffers. Opportunities to simplify, consolidate and clarify the wetlands related policies should be considered.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 4.1.1 should be updated to refer to the definition of each category of wetland as provided for in the definitions section of this element. The definition of Category II wetlands should be re-evaluated for opportunities to clarify what is considered a direct impact to the City's waterways.*

Policy 4.1.1 The City of Jacksonville has identified three categories of wetlands,

as more specifically depicted on Maps C-3 and L-5:

- *Category I wetlands shall mean those wetlands classified as Saltwater Marshes;*
 - *Category II wetlands shall mean those wetlands classified as Riverine/Estuarine; and*
 - *Category III wetlands shall mean those wetlands not classified as Category I or II wetlands.*
- ***Policy 4.1.6 should be revised to clarify that silvicultural uses and agricultural uses are permitted but are subject to additional performance standards.***

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.

- ***Policy 4.1.8 should be removed, as there is no need or benefit related to modifying the wetlands designation of a parcel. The Wetlands map identified as Map C-3 is intended to serve as a guide for preliminary identification of the potential for wetlands on a site or in a given area. Pursuant to Policy 4.1.7, an applicant or***

property owner is required to provide more detailed wetlands surveys in order to determine the location, type(s), size, quality and functional value of all wetlands located within the boundaries of an application site.

Policy 4.1.8 The City reserves the right to modify the wetland designation on any parcel where reliable information becomes available to the City such as a jurisdictional determination, Uniform Mitigation Assessment Method (UMAM) analysis, or permit issued by the SJRWMD depicts such area different than depicted on the overlay map Map C-3. A UMAM analysis resulting in a score of 4 or less for each of the three categories of indicators of wetland function: location and landscape support, water environment, and community structure, shall result in reclassification of Category I and II wetlands to Category III.

- ***Policy 4.1.9 should be incorporated into the Land Development Regulations as stated in the text of the policy or the policy should be removed.***

Policy 4.1.9 The City of Jacksonville shall modify the Land Development Regulations as follows in order to protect water quality and preserve natural wetland functions:

- *The City shall require new development to provide a 15 foot minimum upland buffer between developed areas contiguous to Category I and II Wetlands;*
- *The City of Jacksonville shall require a Low Maintenance Zone (LMZ) to be established between developed areas contiguous to any pond, stream, water course, lake, wetland or seawall in accordance with Chapter 366, Part 6, Ordinance Code;*
- *All buffers shall be measured from the St. Johns River Water Management District (SJRWMD) or Florida Department of Environmental Protection Wetland jurisdictional line;*
- *Buffers shall consist of Florida Friendly Landscape plants or ground cover which is planted and managed in order to minimize the need for fertilization, watering and mowing;*
- *The aforementioned minimum buffers are required, except for those circumstances where an averaging of the buffer width, because of an unavoidable buffer reduction, achieves a greater overall upland buffer width;*
- *Buffers are not required for wetlands permitted for filling; and*
- *In all cases, the applicable buffer shall be depicted on all site plans, development plans, and other documents submitted to authorize the review for development.*

The City shall allow administrative approval by the Director of Planning for the purposes of unavoidable wetlands impacts upon finding that all of the following criteria are met:

- a. All required valid and unexpired permits from state and federal regulating agencies have been issued and are provided with the Development application or will be made a contingency for approval.*
- b. The request is limited to one of the following:*
 - 1. A road crossing;*
 - 2. Public infrastructure and utility crossings or rights-of-way that are related to transmission or conveyance of a service;*
 - 3. A driveway on a Legal Lot of Record to a single-family residence;*
 - 4. Reasonable access to waterways; and*
 - 5. Circumstances where there could be no reasonable use of the property.*
- c. Administrative approval shall not be allowed for self-created hardships such as, but not limited to:*
 - 1. Placing a road crossing, utility crossing, rights-of-way, driveways, or other features in wetlands instead of uplands for the sole purpose of providing additional upland area for Development.*

Marinas, public access including riverwalks and boardwalks, and structures necessary for the public health and safety are exempt from the buffer requirements and administrative approval procedure.

- Policies 4.1.10, 4.1.11, 4.1.12 and 4.1.13 should be revised, simplified and clarified based their relationship to the City's authority to regulate the permitted land uses, densities and intensities of uses within wetlands and the SMRWMD's authority to grant wetlands environmental resource permits for dredging, filling and mitigation. Revisions should also reflect the relationship to Objective 4.3 and Policies 4.3.1, 4.3.2, 4.3.3 and 4.3.4. Consideration should be given to consolidating Objective 4.3 and Objective 4.1.***

Policy 4.1.10 In determining whether an encroachment in the wetland is the least damaging to the wetland and that no practicable on-site alternative exists, the City shall evaluate the following prior to the issuance of a final development order:

- (a) the land use category according to the Future Land Use Map series (FLUMs) and existing zoning of the site and surrounding parcels; and*
- (b) alternative designs which could accomplish the purposes of the development including the encroachment on the wetland of such alternative designs; and*

(c) the wetland functions being served by the area proposed to be encroached upon.

Policy 4.1.11 Mitigation shall be considered only as a last resort, and only if it is determined that encroachment in the wetland is the least damaging alternative and no practicable on-site alternative exists. Such mitigation activities should replace similar habitat and function, and shall result in no net loss of wetland functions and shall be subject to all applicable local, State and Federal permitting and regulations.

Policy 4.1.12 The City shall consider cumulative impacts when reviewing proposals for construction within wetlands. In deciding whether to grant or deny a development order for construction in wetlands which will affect wetlands, the City shall consider:

- A. The impact of the development for which the development order is sought.*
- B. The impact on developments which are existing, under construction, or for which land development orders have been previously issued.*
- C. The impact of developments which are under review, approved, or vested pursuant to Section 380.06, F.S., or other developments which may reasonably be expected to be located within wetlands based upon applications for final development orders pending at the time of the review.*

Policy 4.1.13 The City's Environmental Protection Board (EPB) established pursuant to Chapter 73, Ordinance Code, shall have the authority to promulgate appropriate rules by which it may exempt or waive specific provisions of Policies 4.1.1 - 4.1.12 above for i) developments with alternative designs which can be shown to be the least damaging and that no practicable on-site alternative exists and which results in no net loss of the wetland functions, ii) public facilities/utilities/roadways or iii) in the case of hardships. The EPB shall uphold the policies of the City of Jacksonville's 2030 Comprehensive Plan. Any waiver granted by the Environmental Protection Board shall be a development order or permit subject to challenge under Section 163.3215, F.S. In determining exemptions or waivers, the EPB rules shall consider the following:

- A. wetland functions being served by the wetland proposed to be impacted, 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**

B. compliance with the following stormwater quality standards which are used to protect water quality in wetlands in the design and review of developments which will discharge stormwater into the wetland:

- i Stormwater runoff shall be subjected to best management practices prior to discharging into natural or created mitigation wetlands. Best management practices shall mean a practice, or combination of practices determined by the local government to be the most effective, practical means of preventing or reducing the amount of pollution generated by the development to a level compatible with Florida Surface Water Quality Standards found in Chapters 17-301 and 17-302, F.A.C.*
- ii No site alteration shall result in violation of State and local water quality standards caused by siltation of wetlands or pollution of downstream wetlands, or reduce the natural retention or filtering capability of wetlands.*
- iii No site alteration shall allow water to become a health hazard or contribute to the breeding of mosquitoes.*
- iv All site alteration activity shall provide for such water retention, filtration, and settling structures, and flow attenuation devices as may be necessary to ensure that the foregoing standards and requirements are met.*

- *Policy 4.1.14 The policy should be updated to reflect changes to Florida Statutes Section 163.3191 that eliminate the mandatory comprehensive evaluation of the Plan and to identify an appropriate timeframe for this wetlands related assessment to take place.***

The City of Jacksonville Environmental Protection Board commissioned the University of North Florida to complete the 2017 State of the Lower St. Johns River Basin River Report. According to the report, the status and trend of wetlands is unsatisfactory and worsening as wetlands continue to be lost to development pressures. However, the objectives and policies listed under Goal 4 meet the requirements listed in Section 163.3177(6)(d)(2)(k), F.S., which states that comprehensive plans must include a conservation element that:

- 1. Contains principles, guidelines and standards to protect and conserve wetlands and their natural functions;***
- 2. Directs incompatible land uses away from wetlands;***
- 3. Considers the type, intensity or density, extent, distribution and location of allowed land uses permitted within wetlands;***

- 4. Considers the types, values, functions, sizes, conditions and location of wetlands when directing land uses away from wetlands; and**
- 5. Where incompatible land uses are permitted within wetlands, provides that mitigation shall be one means to compensate for loss of functions.**

The SJRWMD has jurisdiction over dredge, fill and mitigation permitting functions and once an environmental resource permit has been issued, the bulk of the wetlands related policies are deemed met as they are related to compliance with dredge, fill and mitigation requirements addressed in review and approval of the SJRWMD environmental resource permit. However, applications for land use map amendments and rezonings are reviewed for compliance with the wetlands policies listed under Goal 4. Additionally, land use amendments on sites greater than one acre in size that have a direct connection to a water body are submitted for review and comment by the City's Waterways Commission.

Site plans reviews completed by the Development Services Division are also reviewed for compliance with wetlands policies.

Policy 4.1.14 The City shall assess and evaluate the success or failure of the 2030 Comprehensive Plan to protect the natural functions of wetlands as part of the evaluation and appraisal report required pursuant to Section 163.3191, F. S. The City shall amend the 2030 Comprehensive Plan as needed, including reformulated objectives, policies and standards to protect the natural functions of the wetlands.

- *Policy 4.1.15 should be removed. The City maintains the Lobolly Mitigation Bank but there are currently no proposals to establish additional mitigation banks. The City can establish additional mitigation banks with or without policy reference in the Comprehensive Plan.***

Policy 4.1.15 The City of Jacksonville currently has a freshwater wetlands mitigation bank known as Lobolly in the southwest quadrant of the City. The City shall consider, by 2015, establishing additional mitigation banks that will offer the ability to create, restore, enhance, and preserve wetlands and/or other aquatic resources to provide opportunities to mitigate for impacts to wetland resources throughout the City of Jacksonville. Consideration shall include saltwater marsh mitigation and incorporation of Preservation Project Jacksonville (PPJ) lands for preservation or restoration of wetlands. As part of the program, the City shall establish a system of incentives to encourage developers to utilize the City's mitigation banking program.

- ***Policies 4.1.16, 4.1.17, 4.1.18 and 4.1.19 should be removed. These policies were added during the last comprehensive update of the Plan in 2009. No activities have taken place in development of an environmentally sensitive lands acquisition project and no money has been allocated. Removal of these policies does not prevent the City from creating such a program should funding become available. Further, the PPJ project was a high profile project intended to acquire and protect environmentally sensitive lands. The PPJ achieved substantial success through the acquisition of 81 square miles of land.***

Policy 4.1.16 The Planning and Development Department shall coordinate with EQD and the Recreation and Community Services Department to evaluate and recommend lands for designation as “Environmentally Sensitive Lands (ESL)”. Lands types for consideration into this system are as follows:

- *The St. Johns River and its tributaries;*
- *Salt Marshes;*
- *Riverine and floodplain wetlands;*
- *Bald Cypress and other wetlands;*
- *Buffer areas and wetlands associated with the St. Johns River and its tributaries;*
- *Special Management Areas after evaluation to remove impacted or high probability of impact by development;*
- *Parklands and preserves used for passive recreation which should also include areas owned by the Federal Government, State, City, and trust lands;*
- *High valued environmental areas that are not publically owned;*
- *Coastal beach and dune areas;*
- *Listed species;*
- *Unique native plant communities; and*
- *Preservation Project Jacksonville lands.*

Policy 4.1.17 The Planning Department, Recreation and Community Services Department, EQD, and the Real Estate Division of the Public Works Department shall synthesize acquisition data for sites determined to be Environmentally Sensitive Lands (ESLs) into a database managed and maintained by the Planning Department.

Policy 4.1.18 The Planning Department shall track the ESL acquisition information provided by contributing City departments via the database referenced in Policy 4.1.17. A corresponding map shall be created and updated as new information is provided.

Policy 4.1.19 The City shall sponsor placing “Environmentally Sensitive Lands” into Conservation land use category and zoning district and/or conservation easement, where there is a willing property owner.

Objective 4.2

The City shall maintain management and protection strategies for those contiguous and isolated wetlands which have particular ecological values for the City. Particular ecological values may include, but not be limited to, habitat utilized by listed species or other significant populations of wildlife, ecologically productive areas, water purification functions, or flood control.

Status: Objective 4.2 and the underlying policies should be evaluated for opportunities for simplification, consolidation and the resources available to fulfill the commitments.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 4.2.1 should be updated to remove the second sentence referring to Environmentally Sensitive Lands (ESL). The ESL references were added during the last comprehensive update of the Plan ten years ago. No activities have taken place in development of an environmentally sensitive lands acquisition project and no money has been allocated. Removal of these policies does not prevent the City from creating such a program should funding become available. Further, the PPJ project was a high profile project intended to acquire and protect environmentally sensitive lands. The PPJ achieved substantial success through the acquisition of 81 square miles of land.*

Policy 4.2.1 Every three years, the City shall continue to identify those contiguous and isolated wetlands which have particular ecological values for the City. These lands will be included for consideration in the ESL areas pursuant to Policy 4.1.16.

- *Policy 4.2.2 should be updated to reflect the Basin Management Action Plan (BMAP) and Total Maximum Daily Loads (TMDL) programs that were developed based on the 2008 SWIM Plan Update. Consider opportunities to combine policy references to BMAP listed under Objective 6.6.*

Additionally, references to land acquisition through the PPJ program should be removed. The PPJ has transitioned from the acquisition phase to the access and activation phase.

Policy 4.2.2 For those areas identified under Policy 4.2.1 which are also potential candidates for the Surface Water Improvement and Management (SWIM) program, the City shall aggressively pursue inclusion in the program by the SJRWMD and the preservation project Jacksonville (PPJ) program.

- *Policy 4.2.5 should be reviewed for opportunities to consolidate concepts with other wetlands related policies listed under Goal 4 and to remove redundancy among the requirements. Policy revisions should also consider resources available to review and comment on all SJRWMD wetlands resource permit applications and how collected data will be utilized. Additionally, the relationship to land acquisition programs referred to under Objective 5.1 should be considered in updating this policy.*

Policy 4.2.5 The City shall continue coordination with the SJRWMD for:

- a. the review and comment on all wetland resource aspects of all proposed permits to be issued by the SJRWMD within the City of Jacksonville.*
- b. review of all wetland resource aspects of all permits issued by the SJRWMD within the City of Jacksonville for the purpose of creating a database of information based upon the City's wetland categories including, but not limited to:*
 - i. number of existing acres of wetlands according to Map C-3 of this Element (same as the adopted Map L-5 of the Future Land Use Element) within each drainage basin within the City.*
 - ii. number of acres of wetlands within each drainage basin within the City by category being impacted by permits issued by the SJRWMD.*
 - iii. number of acres, location and type(s) of mitigation.*
 - iv. mapping of existing wetlands, mitigation areas including mitigation parks, conservation easements, lands within the conservation land use category, special management areas, etc.*
 - v. coordinating, exchanging and annual sharing of information collected in sections i - iv above with the SJRWMD, Department of Community Affairs and other interested parties.*
- c. developing a method of coordination of acquisition and/or mitigation to Special Management Areas designated pursuant to Objective 5.1 and related policies.*

Objective 4.3

The City shall regulate land development activities in wetlands so as to complement and not duplicate existing wetland protection programs of the Florida Department of Environmental Protection DEP, St. Johns River Water Management District (SJRWMD) and the U.S. Army Corps of Engineers (USACOE).

Status: The objective is being met and the underlying policies followed. Objective 4.3 and the underlying policies should be evaluated for opportunities to simplify and consolidate concepts with other wetlands policies under Goal 4 and to remove redundancy.

- ***Policy 4.3.1 should be revised as it duplicates and conflicts with language in Policy 4.2.5.***

Policy 4.3.1 The City's Environmental and Compliance Department shall review all DEP, SJRWMD and USACOE dredge and fill, management and storage of surface waters and stormwater permit applications within the City and comment where appropriate. The Environmental and Compliance Department shall review and comment on all permit applications which involve locally adopted standards involving such matters.

- ***Policy 4.3.4 should be evaluated to determine how this coordinated review process is implemented and who identifies the need to meet. The NEFRC is included in the review process for large-scale land use map and text amendments to the Comprehensive Plan. The NEFRC Board members, as representatives of adjoining governments, consider potential negative regional impacts when approving comments related to the NEFRC review. Under the former Development of Regional Impact (DRI) process, the NEFRC also reviewed and commented on proposed DRIs.***

Policy 4.3.4 The City will meet as necessary with adjoining counties, municipalities, and the Northeast Florida Regional Council (NEFRC) to review applications for any development, including stormwater discharge, which may adversely impact the quality of estuaries within the jurisdiction of more than one local government.

Objective 4.4

The City shall consider incentives and other market-based programs to protect high functional valued wetlands and environmentally sensitive lands that are critical to the health of the City's waterways and water quality.

Status: The objective is being met and the underlying policy is being followed.

GOAL 5

The City shall manage and protect unique or environmentally sensitive environments by establishing special management areas.

Objective 5.1

The City of Jacksonville shall continue its Special Management Areas program after the City's 2030 Comprehensive Plan is found in compliance by the Department of Community Affairs (DCA).

Status: The objective should be updated to eliminate the reference to a DCA compliance finding but to maintain the intent to recognize the Special Management Areas. References to the

creation of a prioritized acquisition list, to ESL, and to the PPJ program should be removed, as these are no longer active programs.

GOAL 6

The City shall protect, conserve, and manage its sandy beach coastline and dune system and the St. John's River and its tributaries. The City shall continue to ensure access to beaches, coastal shoreline, and the St. John's River and tributaries are available to the public.

Objective 6.1

The ocean fronting beaches and dunes within the City's jurisdiction shall be maintained predominantly in their natural state for conservation and recreational uses.

Status: The objective is being met and the underlying policy is being followed.

Objective 6.2

The City shall encourage the continuance of the federally authorized Jacksonville Beach Restoration Project.

Status: The objective is being met and the underlying policy is being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 6.2.3 should be removed. The local governments participating in beach restoration activities maintain professional planning staff capable of incorporating appropriate Land Development Regulations to protect the performance and longevity of restored beaches. Any interlocal agreements for beach restoration can include appropriate stipulations as deemed necessary and mutually agreeable.*

Policy 6.2.3 The City, acting as Duval County, shall recommend Land Development Regulations to participating local governments to protect the performance and longevity of restored beaches.

Objective 6.3

The City shall maintain construction standards which minimize the impacts of man-made structures on beach or dune systems.

Status: The objective is being met and the underlying policy is being followed. Consider opportunities to combine this objective and policy with similar concepts within this element.

Objective 6.4

The City shall encourage the further development and implementation of a River Restoration Plan to help protect and restore the water quality health of the Lower St. Johns River, and the City's creeks and tributaries.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 6.4.1 should be revised to remove specific references to the River Accord and the St. Johns River Alliance. The City shall participate in the multi-agency River Accord partnership and the St. Johns River Alliance to promote restoration of the Lower St. Johns River Basin.***

Policy 6.4.1 The City shall participate in the multi-agency ~~River Accord partnership and the St. Johns River Alliance~~ coordination efforts to promote restoration of the Lower St. Johns River Basin.

- ***Policy 6.4.2 should be revised to recognize the Water/Wastewater System Improvement Program (WWSIP) that is adopted pursuant to Ordinance 2016-490-E. The WWSIP targets 35 areas that are experiencing septic tank failures and that do not have water line systems in place. Specific references to the River Accord partnership should be removed.***

Policy 6.4.2 The City shall promote the Septic Tank Enforcement Program proposed by the River Accord partnership in order to ensure proper installation, inspection and maintenance of septic systems.

Objective 6.5

The City shall continue to ensure that access to beaches, coastal shoreline, and the St. John's River and its tributaries is available to the public.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 6.5.1 should be updated to remove references to the Planning and Development Department. Development of and updates to the Master Recreation Improvement Plan are managed by the Parks, Recreation and Community Services Department.***

Policy 6.5.1 The Planning and Development Department in coordination with the Parks, Recreation and Community Services Department has developed and will continue to update a Master Recreation Improvement Plan which includes a program to expand the availability of public access, to include saltwater fishing facilities, boat ramps parking, public parks and buffer zones with recommendations for a method to fund acquisition and construction.

Objective 6.6

The City shall implement the goals of the Tributary Assessment Team (TAT) and the Florida Department of Environmental Protection's (FDEP) adopted Basin Management Action Plan (BMAP) to restore the health of the tributaries.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 6.6.1 should be considered for removal. The statutory requirement for implementation applies without need for cross-reference in the Comprehensive Plan.***

Policy 6.6.1 The City shall implement and adhere to the BMAP and enforce all TMDL requirements outlined therein in accordance with Section 403.067(7), F.S.

- ***Policy 6.6.5 is not relevant and can be removed. The City does not have any responsibilities within the scope of this policy but will continue efforts under the TAT and BMAP program.***

Policy 6.6.5 The following items should be addressed in future watershed management cycles to ensure the most accurate information is utilized for future TMDL allocations:

- Channel profile changes – The river channel in the hydrodynamic model is based on the 1997 profile and, since that time, several modifications have been made to the channel. Because the differences in the channel profile could affect the assimilative capacity and water quality data, the channel profile in the model should be updated to match the current profile to ensure greater accuracy of the model results.*
- Ocean boundary – The ocean boundary in the model should be expanded to better simulate processes on the Atlantic inner shelf in the vicinity of the mouth of the river, which impact water quality in the river. Improved monitoring must also occur in this region to verify assumptions upon which the current TMDL is based.*

- (iii) *APRICOT/Reverse Osmosis (RO) – To meet future demands, existing and new wastewater treatment facilities will most likely require APRICOT discharges in which advanced waste treatment (AWT) facilities that provide reclaimed water are allowed to discharge 30 percent of their effluent during periods of low demand. In addition, there are proposed RO water treatment facilities in the basin, which will generate concentrate as a byproduct of the filtration process that will have to be disposed. These sources have been provided allocations, but the allocations may need to be revised during future TMDL cycles once more information is available on the number of proposed facilities in the basin and their capacities.*
- (iv) *Wastewater facilities above head of tide – Currently, the facilities above head of tide have not been provided with allocations. These facilities may need to be assigned load allocations in future cycles.*
- (v) *Future development – While increased loads from future growth are included by adjusting the starting point loads for projected growth (five years for point sources and projected 2008 land use for MS4s and nonpoint sources), it may be necessary in future cycles to project out further (i.e., 10 years instead of five), provide a separate allocation to future development, or some other measurement. During future TMDL cycles, it will need to be decided how any additional allocations to future sources will be accomplished.*
- (vi) *Wetlands – There are several facilities in the basin with wetlands discharges (e.g. Blacksford and Spencer’s Crossing WWTFs). The loads associated with these facilities will be evaluated in the next TMDL cycle because they are expected to increase.*
- (vii) *Failing Septic Tanks – Additional research specific to the conditions in the Lower St. Johns River Basin is needed to quantify the loads associated with failing septic tanks in the watershed. Considerations such as water table elevation, soils and system design could be important to the amount of nutrient load contributed to surface waters by a failing system. Improved estimates would document the benefits of removing these systems, which would influence management and funding decisions.*
- (viii) *Upstream Loads – The current TMDL includes a 30 percent reduction in upstream anthropogenic nitrogen and phosphorus loads. The achievability of this reduction has not been assessed; therefore, the upstream nutrient load should be studied and modeling should be conducted to examine eutrophication in the major upstream*

lakes, including Lake Crescent, Lake George, Lake Monroe, and Lake Jesup. The modeling effort for future TMDL cycles should expand upstream to include Lake George.

- (ix) Alterations in Hydrology – Proposed surface water withdrawals from the river for consumptive uses will alter the hydrology by increasing residence time and the upstream intrusion of salinity. These changes could affect the water quality relationships that are the basis for the TMDL targets and increase the effect of discharges to the river. The potential impacts of surface water withdrawals should be studied and any necessary modifications made to the TMDL in future cycles.*
- (x) Model Enhancements – Future enhancements to the model will incorporate interactions with wetland areas in the marine portion of the Lower St. Johns River.*

Objective 6.7

The City shall consider the impact of development on the river and its tributaries during the land development review process.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- Policy 6.7.3 should be revised or removed. Phase I of the LID manual is complete. There are no discussions on continuing with a second phase at this time and elimination of this policy would not prohibit such a project from proceeding.*

Policy 6.7.3 The City, in conjunction with the Low Impact Development (LID) subcommittee of the Subdivision Standards Policy Advisory Committee (SSPAC) and the St. John's River Water Management District, shall construct an LID manual by September 2012. The LID Manual shall include meaningful and predictable guidelines and standards that the City shall use to encourage LID in order to reduce the impact of new and existing development and manage stormwater at its source. Encouragement strategies may include: offering credits to off-set the Stormwater Utility Fee and allowing alternative designs to be permitted without deviations or variances from the Land Development Regulations.

- Policy 6.7.4 should be re-evaluated. The City is preempted from consumptive use regulation and this policy may conflict with the pre-emption.*

Policy 6.7.4 In order to conserve fresh water, JEA, subject to permitting requirements of state law, shall have first priority of reclaimed municipal water use for electrical power production-related purposes, such as cooling water for generating units, because they constitute essential public infrastructure; provided, however, that following such use the remainder of such water, if any, shall be returned to the JEA reclaimed water system for further reuse so long as all water quality requirements are met.

Objective 6.8

The City shall continue to promote financial support for research and planning to ensure water quality health for the St. Johns River and its tributaries, as well as to meet the City's water supply needs.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 6.8.1, 6.8.2 and 6.8.3 are in the process of being updated to reflect development of the 2018-2028 Water Supply Plan (WSP). The WSP, required by Florida Statutes Sections 373.709 and 163.3177(6)(c)3, must be incorporated into local government comprehensive plans following the approval of an updated regional water supply plan. The North Florida Regional Water Supply Plan was approved in January 2017.*

Policy 6.8.1 The City, acting as Duval County, shall continue to seek endorsement from the SJRWMD ~~and the Florida Water Protection and Sustainability Program (WPSP)~~ in order to fund county-level water protection and water supply planning efforts.

Policy 6.8.2 Duval County's water resources and projected needs through 2025 come from both groundwater and surface water sources. Detailed data regarding water use, projections and sources are included in the background data for this element. ~~The City~~ JEA shall continue to identify and promote water conservation, alternative water supply sources and other water management strategies, consistent with the St. Johns River Water Management District's (SJRWMD) ~~District~~ Regional Water Supply Plan and the provisions of the Potable Water and Natural Groundwater Aquifer Recharge Sub-Elements, in order to meet the City's growing water supply needs.

Policy 6.8.3 The City of Jacksonville shall continue to participate in the development of updates to the St. Johns River Water Management District's (SJRWMD) ~~Water Supply Assessment and District~~ Regional Water Supply Plan, as well as other applicable water supply development-related initiatives facilitated by SJRWMD.

GOAL 7

The City shall make every reasonable effort to ensure the public safety, health, and welfare of people and property from the effects of coastal storm and hurricane damage.

Objective 7.1

The City, acting as Duval County, shall reduce excessive hurricane evacuation times where they exist within specific areas of designated Hurricane Evacuation Zones and maintain all other evacuation times within the acceptable standard.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 7.1.1 should be updated to reflect post 2009 activities. The City has not developed a citywide mitigation program. On January 11, 2011, the City provided an update on remedial actions required related to DOAH Case No. 084193GM. The City's response clarified that the City evaluated the definition of Coastal High Hazard Area (CHHA) as defined in Policy 7.3.1 and determined that the definition should not be modified, that the City has not transmitted any amendments that rely on that definition and that the City will not transmit any future land use amendments that rely on the definition until such time as the new policies are adopted pursuant to the remedial process permitted under Section 163.3184(16), Florida Statutes. DEO responded in a letter dated May 11, 2011 stating that the remedial actions were deemed satisfactory. On June 17, 2011, the State of Florida Administration Commission issued a final order closing the file by accepting the DEO letter of satisfaction and then relinquished jurisdiction over the imposition of sanctions.*

Policy 7.1.1 The City, acting as Duval County, shall establish a local working group to consider, by December 2009, a set of policies that would allow for a citywide local mitigation program that would take the place of the site-specific and case-by-case approach that is currently used to determine appropriate mitigation when a future land use map amendment is proposed that would impact hurricane evacuation time. Until and unless the City determines a citywide local mitigation program, all assessments of future land use map amendments that impact hurricane evacuation times shall be considered case-by-case.

- *Policy 7.1.9 should be combined with other policies within this objective.*

Policy 7.1.9 The cumulative impact of development orders or permits shall not exceed the established hurricane evacuation time.

- ***Policy 7.1.12 should be updated to reflect ongoing practices.***

Policy 7.1.12 The Emergency Preparedness Division shall continue to participate in discussions and evaluations conducted by FDOT, JTA, and the City of Jacksonville to identify additional roads to be included in the City's evacuation system and in the CIP ~~when the City's local road needs analysis is available by 2010.~~

Objective 7.2

Adequate shelter space shall continue to be available for the population in the Hurricane Evacuation Zones at risk under a Category 3 storm event. The City, acting as Duval County, shall have a mechanism in place to assist in providing shelter and transportation for people with special needs during an emergency.

Status: The objective is being met and the underlying policies are being followed.

Objective 7.3

Limit public expenditures that subsidize growth by ensuring that building and development activities are carried out in a manner which minimizes danger to life and property from natural disasters and restricting the intensity of development within designated Coastal High Hazard Areas consistent with public safety needs.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 7.3.10 should be updated to recognize that the PPJ program is no longer in the property acquisition phase.***

Policy 7.3.10 The City shall use Preservation Project monies as one of the sources of funds available to purchase lands in the Coastal High Hazard Areas – (CHHA). These land purchases shall reduce the development potential in the CHHA which, in turn, assists in reduction of evacuation times, number of persons living in these areas, and property loss damages. At least 25% of the total lands (67,573 acres) within the Coastal High Hazard Area shall be acquired through the Preservation Project to maintain or reduce hurricane evacuation times by removing the potential for residential development on these lands.

Objective 7.4

Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA, and mitigate the impact of natural hazards in the area.

Status: The objective is being met and the underlying policies are being followed.

Objective 7.5

Within 60 days of the occurrence of a major destructive storm or similar disaster, the City shall prepare a post-disaster redevelopment plan designed to reduce or eliminate the exposure of human life and property to natural hazards.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 7.5.6 should be updated to recognize that the Local Mitigation Strategy (LMS) was updated in 2015 and will be updated again in 2020.*

Policy 7.5.6 As part of its Local Mitigation Strategy, the City shall adopt prior to October 1, 1999 a formal decision making process to evaluate redevelopment options, considering such factors as cost to construct, cost to maintain, repetitive damage, impacts on land use, impacts on the environment, and public safety.

- *Policy 7.5.7 should be revised to provide a schedule by which the Emergency Management Organization should review and, if appropriate, propose amendments to the Comprehensive Plan to reflect various hazard planning and mitigation reports. This policy is also identical to Future Land Use Element Policy 1.5.12 and as such, consideration should be given to opportunities to consolidate this policy under the CCME.*

Policy 7.5.7 The Emergency Management Organization shall propose amendments to the 2030 Comprehensive Plan which reflect the recommendations in any interagency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act of 1974 (PL 93-288).

- *Policy 7.5.8 should be revised to reflect language in the Florida Building Code.*

Policy 7.5.8 If rebuilt, structures which suffer damage in excess of fifty percent of their appraised value shall be rebuilt to meet all current building and code requirements, including those enacted since original construction of the structure.

- *Policy 7.5.9 should be revised to clarify the relationship of this policy to flood zone regulations.*

Policy 7.5.9 Structures which suffer substantial damage to pilings, foundations, or loadbearing walls shall be required to rebuild landward of their current location or to modify the structure to delete the areas most prone to damage.

GOAL 8

The City shall provide for the protection, preservation, and sensitive reuse of historic resources in the coastal area.

Objective 8.1

To protect historic and archaeological resources in the coastal area in accordance with the objectives of the Historic Preservation Element of this plan.

Status: The objective is being met and the underlying policies are being followed. However, the content of Goal 8, Objective 8.1 and Policy 8.1.1 are covered in the Historic Preservation Element and consideration should be given to removing and limiting repetitive language where possible.

GOAL 9

The appropriate services and infrastructure as required to maintain the Level of Service standards established within the 2030 Comprehensive Plan shall be provided in the coastal area as proposed development occurs, consistent with the Future Land Use Element.

Objective 9.1

Establish Levels of Service, service areas and phasing of improvements for the coastal area consistent with the Public Utilities Element of the 2030 Comprehensive Plan.

Status: The objective is being met and the underlying policy is being followed. However, the content of Goal 9, Objective 9.1 and the underlying policies are repetitive of those contained in other elements. Consideration should be given to removing or limiting repetitive language where possible. The reference to the Public Utilities Element in Objective 9.1 needs to be revised, as that element no longer exists. Level of Service standards are contained in the Capital Improvements Element. Additionally, the term “costal area” should be defined in a manner that relates to the objective.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 9.1.3 The Levels of Service, service areas and phasing of improvements for sanitary sewer facilities within the coastal area shall be those contained within the Infrastructure Element Sanitary Sewer Sub-Element ~~Solid Waste~~ of the 2030 Comprehensive Plan.*

Policy 9.1.3 should be amended to reference the Sanitary Sewer Sub-Element in place of the Solid Waste Sub-Element.

GOAL 10

To provide for the siting and operation of boat facilities in such a manner as to protect water quality, maintain propagation of fish and wildlife, and maintain fishing, recreation, and swimming in a manner consistent with the Future Land Use Element, the Recreation and Open Space Element and Conservation/Coastal Management Element of the 2030 Comprehensive Plan, and the Manatee Protection Plan, dated November 2017 (MPP) as adopted by the City Council and approved by Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (USFWS).

Objective 10.1

Boat facilities shall be sited in a manner which is compatible with existing and future land uses and consistent with the Boat Facilities Siting Plan of the MPP.

Status: The objective is being met and the underlying policy is being followed.

Objective 10.2

New or expanding boat facilities shall be sited and built with adequate upland support services.

Status: The objective is being met and the underlying policy is being followed.

Objective 10.3

New or expanding boat facilities shall provide adequate protection against storm surges, winds, hurricanes, petroleum, chemicals, or other hazardous material spills.

Status: The objective is being met and the underlying policy is being followed.

Objective 10.4

All boat facilities must ensure protection of water quality consistent with water quality requirements of the 2030 Comprehensive Plan.

Status: The objective is being met and the underlying policy is being followed.

Objective 10.5

New or expanding boat facilities must provide adequate depth for the type of vessels anticipated, and shall provide for safe access to channels.

Status: The objective is being met and the underlying policy is being followed.

Objective 10.6

New or expanding boat facilities must be designed to minimize environmental disruptions and mitigate for such disruptions when unavoidable.

Status: The objective is being met and the underlying policy is being followed.

Objective 10.7

Subject to available funds and staffing, new boat facilities shall be inspected at least once during construction, and all boat facilities may be inspected on an annual basis to ensure compliance with all requirements.

Status: The objective is being met and the underlying policy is being followed.

- *Policy 10.7.2 should be evaluated and removed if there are no opportunities to enter into interagency agreements to enforce regulatory functions of non-city entities.*

Policy 10.7.2 The City shall continue to coordinate and enter into interagency agreements with regulatory and planning agencies to enforce regulatory functions effectively and efficiently.

GOAL 11

To ensure that development and redevelopment within the Coastal Area is compatible with the Coastal Area's natural character and that flood risk is managed through principals, strategies and engineering solutions.

Objective 11.1

To establish land use criteria which give priority to the siting and development of water-dependent uses within the Coastal Area, as compared with other shoreline uses.

Status: The objective is being met and the underlying policies are being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- ***Policy 11.1.1 should be updated to reflect that the activities called for in the policy have been completed and that the list of prioritized uses should be considered in the review of amendments to the Future Land Use Map. Consideration should be given to consolidating policies in this element and the Future Land Use Element regarding the preservation of recreational and working waterfronts.***

Policy 11.1.1 ~~Upon adoption of the 2030 Comprehensive Plan,~~ The City shall prioritize the siting of water-dependent and water-related uses according to the chronology listed hereinafter. Uses listed first shall generally be given the highest priority when being sited along the shoreline and uses listed last would be given the least priority when being sited along the shoreline.

1) Conservation or Public Use

2) Water-dependent

a) Military (where necessary to assure the security of the United States)

b) Ports and other water-dependent industry

c) Water-dependent transportation facilities

d) Water-dependent utilities

e) Water-dependent commercial

3) Water-related industrial

4) Water-related commercial

5) Residential

6) Proposed amendments to the Future Land Use Map (FLUM), where water-dependent and/or water-related uses are proposed to be prohibited or removed from the permitted use of waterfront properties. This is the least desirable option, as other alternatives to

protect working waterfront components should be considered prior to amendments to the FLUM.

- ***Policy 11.1.3 should be evaluated in coordination with recommendations related to Future Land Use Element Goal 8.***

Policy 11.1.3 Implement the regulatory criteria, incentives and strategies outlined under Future Land Use Element Goal 8 to preserve recreational and commercial working waterfront uses (RCWW).

Objective 11.2

The City shall support the Jacksonville Port Authority in the orderly development, promotion and use of the Port of Jacksonville insofar as those efforts are in compliance with the 2030 Comprehensive Plan.

Status: The objective is being met and the underlying policy is being followed.

- ***Policy 11.2.5 should be re-evaluated. The Environmental Quality Division does not enforce federal or State rules and does not have jurisdiction to do so. Additionally, there are no local rules specific to “marine industrial projects.”***

Policy 11.2.5 RESD shall ensure that stormwater runoff from marine industrial projects complies with the applicable stormwater management requirements of the St. Johns River Water Management District, federal, State and local agencies.

Objective 11.3

The City shall implement development and redevelopment principles, strategies and engineering solutions to reduce or eliminate flood risk in coastal areas when opportunities arise.

Status: The objective is being met and the underlying policy is being followed.

Objective 11.4

The City of Jacksonville shall be consistent with, or more stringent than, the flood resistant construction requirements of the Florida Building Code (FBC) and applicable flood plain management regulations (44 C.F.R. part 60). Construction activities seaward of the coastal construction control lines shall be consistent with Chapter 161, Florida Statutes.

Status: The objective is being met and the underlying policy is being followed.

Objective 11.5

The City has established an Adaptation Action Area (AAA) and shall consider appropriate responses to address current and future risks related to the associated impacts of sea-level-rise.

Status: The objective is being met and the underlying policy is being followed.

GOAL 12

Protect, conserve and manage the natural resources on NAS Cecil Field.

Objective 12.1

Ensure the protection of natural resources and historic resources on NAS Cecil Field.

Status: The objective is being met and the underlying policy is being followed.

Objective 12.2

Provide a natural and recreation corridor between the Cary State Forest and the Jennings State Forest which creates the opportunity for a migratory corridor for wildlife in the area.

Status: The objective is not accompanied by policies to state how the objective will be implemented and therefore, the objective must be re-evaluated. Either create policies to clarify how to implement the objective or consolidate the objective as a policy under an existing objective.

Objective 12.3

Provide for the productivity of forest resources and maintain the diversity of habitat types and overall biological productivity.

Status: The objective is not accompanied by policies to state how the objective will be implemented and therefore, the objective must be re-evaluated. Either create policies to clarify how to implement the objective or consolidate the objective and associated policies under an existing objective.

Objective 12.4

Coordinate land use development with contamination clean-up and investigation.

Status: The objective is being met and the underlying policy is being followed. However, more than 92% of the area is clean of contamination. Some of the remaining sites have long (30-

year) clean-up terms and these areas are well mapped. The objective and underlying policies should be updated to reflect ongoing activities.

GOAL 13

The City shall promote and encourage energy conservation in an effort to reduce greenhouse gas emissions and protect the environment.

Status: The goal, objectives and underlying policies should be reevaluated based on changes provided in Chapter 2011-139 Laws of Florida.

Objective 13.1

The City shall promote responsible management of energy with the goal of protecting natural resources.

Status: The objective is being met and the underlying policy is being followed. However, the underlying policies should be reviewed for consistency with current Florida Energy Code requirements.

Objective 13.2

JEA shall continue to promote energy conservation programs and education.

Status: The objective is being met and the underlying policy is being followed.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 13.2.2 should be re-evaluated to ensure that is it reflective of current programs.*

Policy 13.2.2 JEA shall continue to offer cost effective energy saving incentive programs such as the JEA Compact Fluorescent Light Bulbs (CFLs) Instant Rebate Program, the JEA Solar Incentive Program and the Green Built Homes of Florida Incentive Program offered by JEA in conjunction with the Northeast Florida Builders Association.

Objective 13.3

The City shall implement tools and continue to evaluate opportunities to further energy conservation and reduce greenhouse gas emissions.

Status: The objective is being met and the underlying policies implemented.

JAXPORT MASTER PLAN – March 2009

GOAL 1

To increase public awareness of the benefits derived from the Jacksonville Port Authority, known by the trade name *JAXPORT*, for the City of Jacksonville, surrounding communities, and the State of Florida. To enhance the economic viability of *JAXPORT* through the operation, maintenance and expansion of public port facilities.

Objective 1.1

JAXPORT shall maintain a public information program to inform local governmental agencies and citizens about current *JAXPORT* activities and future growth plans.

Status: The objective is being met and the underlying policy is being followed.

Objective 1.2

JAXPORT shall strengthen the cooperative relationship between public and private Port facility owners and users.

Status: The objective is being met and the underlying policy is being followed.

Objective 1.3

JAXPORT will work to improve the competitive position of the Port in relation to other ports in the Southeastern United States.

Status: The objective is being met and the underlying policy is being followed.

Objective 1.4

Mediation or conflict resolution may be required in instances where there is an inconsistency or conflict between *JAXPORT* and the City, or the Port Master Plan and Comprehensive Plan.

Status: The objective is being met and the underlying policy is being followed.

GOAL 2

To ensure that sites best suited for Port related development, water-dependent uses are reserved for that purpose.

Objective 2.1

Utilize appropriate planning studies and processes that identify and reserve areas for Port development.

Status: The objective is being met and the underlying policy is being followed.

Objective 2.2

Redevelopment of declining areas adjacent to Talleyrand Avenue shall be consistent with the provisions of the City's Future Land Use Element.

Status: The objective is being met and the underlying policy is being followed.

Objective 2.3

JAXPORT shall contribute to, where appropriate, protect and maintain the public investment in the infrastructure and facilities serving its activities.

Status: The objective is being met and the underlying policy is being followed.

GOAL 3

To develop and maintain an efficient and effective surface transportation network adequate to support existing and future Port facilities. Ensure that navigation channels are provided which adequately serve the needs of the Port.

Objective 3.1

JAXPORT shall work with all appropriate agencies to encourage the planned development of a surface transportation system that will serve Port users.

Status: The objective is being met and the underlying policy is being followed.

Objective 3.2

JAXPORT shall develop new and maintain existing navigation channels as necessary for current and expanded Port operations.

Status: The objective is being met and the underlying policy is being followed.

Objective 3.3

JAXPORT shall provide dredge spoil areas for public dredging projects in the lower St. Johns River located in Duval County, Florida and administer a dredged materials management program.

Status: The objective is being met and the underlying policy is being followed.

GOAL 4

To develop financing mechanisms to facilitate the development and expansion of *JAXPORT* terminals in support of forecasted growth.

Objective 4.1

Identify and obtain funding from other sources not currently utilized and update the Capital Improvements Program annually.

Status: The objective is being met and the underlying policy is being followed.

GOAL 5

To provide for the protection and conservation of natural resources consistent with the operation, maintenance, and expansion of *JAXPORT* facilities.

Objective 5.1

Operation and expansion of *JAXPORT* facilities shall be planned and conducted to protect and conserve coastal resources, to the extent feasible.

Status: The objective is being met and the underlying policy is being followed.

GOAL 6

Recognize that *JAXPORT* is unique in its ability to serve as an economic engine for the State of Florida and the Northeast Florida region.

Objective 6.1

JAXPORT must remain able to move efficiently when presented with new Port-related opportunities.

Status: The objective is being met and the underlying policy is being followed.

Capital Improvements Element Assessment

GOAL 1

The City shall undertake actions to provide and maintain, in a timely and efficient manner, necessary and adequate public facilities to all residents within its jurisdiction and to promote compact urban growth in areas identified through the 2030 Comprehensive Plan as having existing capacity.

Objective 1.1

The City shall provide capital improvements to correct existing public facilities determined to be deficient, to accommodate desired future growth, and replace those facilities determined to be irreparable in a capital improvements schedule within the element.

Status: The objective is being met and the underlying policies are being followed. However, references to Chapter 9J-5, Florida Administrative Code (FAC) should be updated with the correct citation, Sec. 163.3177(3)(a), F.S. Public facility level of service standards listed in Policy 1.1.4 should be reviewed to ensure that accurate current standards are reflected. Additionally, references to the Concurrency Management System should be updated to the Concurrency and Mobility Management System Office (CMMSO).

Additionally, the following specific recommendations were:

- *Objective 1.1 explains that the replacement of a facility should be included in a capital improvements schedule. For clarification, consider including that replacing an entire facility with a new structure requires Council authorization.*
- *Policy 1.1.4 should be evaluated for updates necessary to reflect current LOS standards. While the City coordinates LOS reviews, JEA is the testing agency for water and sewer and the LOS standards provided under this policy should be coordinated with JEA. Specific recommendations are provided in the LOS standards outlined in Policy 1.1.4 below.*

In regards to School LOS, on June 20, 2018, the Joint Planning Committee (JPC) issued a resolution respectfully asking that parties to the Public Schools Interlocal Agreement (ILA), at their next joint meeting, consider and provide direction as to how to address the impacts of development proposals on the school system. A copy of the resolution is included at the end of the Public Schools and Facilities Element Assessment.

Policy 1.1.4 The City shall use the following LOS standards in reviewing the impacts of new developments upon the enactment of its Concurrency Management System in accordance with Chapter 163 (Part II), F.S., excluding the sections regarding transportation.

PUBLIC FACILITY LEVEL OF SERVICE STANDARDS

DRAINAGE

These Levels of Service shall define the depth of flooding allowed within and adjacent to the street rights-of-way as stated below and shall be based on a 5-year design storm.

LOS A - For new systems: Hydraulic gradeline at or below inlet grate; lowest roadway grade elevation at or above the 25-year design high-water elevation for the stormwater management facility.

LOS B - For retrofitting an existing system: Flooding of streets and some yard areas but contained within the right-of-way.

LOS C - For existing system: Flooding up to the finished floor elevation of structures.

SANITARY SEWER

1. *Effluent discharged from wastewater treatment plants shall meet all federal, state, and local standards.*

2. *Proposed wastewater collection, transmission, treatment and disposal facilities shall be designed and constructed to maintain the capacity associated with the following wastewater generation rates:*

Residential : ~~100 gallons per capita per day (gpcd) [includes an infiltration/inflow factor of 25 gpcd]~~ Recommend updating references to 64E-6.008 FAC or as addressed in JEA Development Design Guidelines.

Non-Residential: flows to be evaluated on a site specific basis using Section ~~64E-6-10D-6, 48(1)~~ F.A.C.

Peak Flows will be determined in accordance with Recommended Standards for Sewage Works, latest edition (Ten State Standards) and the Water Pollution Control Federation Manual of Practice #9.

SOLID WASTE

The Level of Service for solid waste disposal facilities shall accommodate a solid waste generation rate of 6.7 lbs. per capita per day.

POTABLE WATER

The Levels of Service for potable water facilities within the City shall be as follows:

1. *Existing and proposed water facilities shall be designed and constructed in such a manner as to maintain the capacity associated with the following water consumption rates:*

Residential: 100 gallons per capita per day (gpcd)

Non-Residential: As it applies to non-residential land uses, demand for potable water will be evaluated on a site specific basis, in accordance with Table PW-1

TABLE PW-1: COMMERCIAL WATER DEMAND IN THE UNITED STATES

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>Airports (per passenger)</i>	<i>3-5</i>
<i>Apartments, multiple family (per resident)</i>	<i>60</i>
<i>Bath house (per bather)</i>	<i>10</i>
<i>Camps: _____</i>	
<i>Construction, semipermanent (per worker)</i>	<i>50</i>

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>Day with no meals served (per camper)</i>	<i>-15</i>
<i>Luxury (per camper)</i>	<i>100-150</i>
<i>Resorts, day and night, with limited plumbing (per camper)</i>	<i>-50</i>
<i>Tourist with central bath and toilet facilities (per person)</i>	<i>-35</i>
<i>Cottages with seasonal occupancy (per resident)</i>	<i>-50</i>
<i>Courts, tourist with individual bath units (per person)</i>	<i>-50</i>
<i>Clubs:-</i>	
<i>Country (per resident member)</i>	<i>100</i>
<i>Country (per non-resident member present)</i>	<i>-25</i>

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>Dwellings:—</i>	
<i>Boarding houses (per boarder)</i>	-50
<i>Additional kitchen requirements for non-resident boarders</i>	-10
<i>Luxury (per person)</i>	100-150
<i>Multiple family apartments (per resident)</i>	-40
<i>Rooming houses (per resident)</i>	-60
<i>Single family (per resident)</i>	50-75

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>Estates (per resident)</i>	<i>100-150</i>
<i>Factories (gal. per person per shift)</i>	<i>15-35</i>
<i>Hotels with private baths (two persons per room)</i>	<i>60</i>
<i>Hotels without private baths (per person)</i>	<i>50</i>
<i>Institutions other than hospitals (per person)</i>	<i>75-125</i>
<i>Hospitals (per bed)</i>	<i>250-400</i>
<i>Laundries, self-service (gal. per washing, per customer)</i>	<i>50</i>
<i>Motels with bath, toilet and kitchen facilities (per bed space)</i>	<i>50</i>
<i>Motels with bed and toilet (per bed space)</i>	<i>40</i>

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>Parks:—</i>	
<i>Overnight with flush toilets (per camper)</i>	<i>-25</i>
<i>Trailers with individual bath units (per camper)</i>	<i>-50</i>
<i>Picnic Areas:—</i>	
<i>With bath houses, showers, and flush toilets (per picniker)</i>	<i>-20</i>
<i>With toilet facilities only (gal. per picniker)</i>	<i>-10</i>
<i>Restaurants with toilet facilities (per patron)</i>	<i>7-10</i>
<i>Without toilet facilities (per patron)</i>	<i>21-23</i>

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>With bar and cocktail lounge (additional quantity (per patron))</i>	-2
<i>Schools: ———</i>	
<i>Boarding (per pupil)</i>	75-100
<i>Day with cafeteria, gymnasium and showers (per pupil)</i>	-25
<i>Day with cafeteria, but no gymnasiums or showers (per pupil)</i>	-20
<i>Day without cafeteria, gymnasiums or showers (per pupil)</i>	-15
<i>Service stations (per vehicle)</i>	-10
<i>Stores (per toilet room)</i>	400
	+0

<i>TYPES OF ESTABLISHMENTS</i>	<i>GPD</i>
<i>Swimming pools (per swimmer)</i>	
<i>Theatres: —</i>	
<i>Drive in (per car space)</i>	<i>5</i>
<i>Movie (per auditorium seat)</i>	<i>5</i>
<i>Workers: —</i>	
<i>Construction (per person per shift)</i>	<i>50</i>
<i>Day (school or offices per person per shift)</i>	<i>15</i>

In cases where ranges are shown, the lower number shall be used for testing purposes.

2. *The water supply system within the City shall operate with a rated capacity, which is no less than 5 percent above the historical maximum daily flow. Reference 64E-6.008 F.A.C or as addressed in JEA Development Design Guidelines.*
3. *Minimum Pressure--All systems and grids:*

CONDITION

PRESSURE

Minimum

20 psi

Normal Operations

40 to 80 psi

4. Storage Volume

a. System-wide storage capacity for the regional system for finished water shall equal no less than 17 percent of system-wide average daily demand.

b. Nongrid systems without ground or elevated storage reservoirs shall provide for ten (10) minute retention time within the hydropneumatic tank along with adequate and redundant well capacity to meet the fire peak demand condition of the system.

5. Fire Flow

Unless otherwise stipulated by the City Public Safety Department, minimum fire flows based on land use shall be maintained as follows:

LAND USE

GALLONS PER MINUTE (GPM)

Single Family 1,000 (500 gpm if automatic sprinklers used)

2-family homes and Mobile Homes..... 750

Multi-family Residential, and Commercial..... 1,500 (750 from 2 hydrants)

Institutional and Industrial 2,000 (1,000 from 2 hydrants)

RECREATION AND OPEN SPACE

The City shall provide a variety of recreational facilities in the recreation and park system in order to achieve and maintain adopted levels of service standards.

The City shall maintain the following Level of Service (LOS) standards for the provision of parks in the City as shown in the Capital Improvements Element of this comprehensive plan:

The City shall provide 1.93 acres per thousand population of "Active/Passive" parks by Planning District.

The City shall provide 2.50 acres per thousand population of "Regional" parks Citywide.

However, in no event shall existing park and open space acreage be reduced in accordance with Section 122.408 of the Ordinance Code.

The City shall provide one week of open public swimming at all public aquatic facilities per each 70,000 population.

The City shall provide one athletic field per each 2,000 population.

The City shall provide one court per each 2,400 population.

The City shall provide one mile of trail per each 50,000 population.

The Planning and Development Department shall track the participation/use data collected by the Recreation Department Community Services Department in order to further define recreation facility guidelines based on demand.

SCHOOLS

The City shall ensure that the capacity of schools is sufficient to support residential development order approvals at the adopted level of service (LOS) standards

The LOS standards shall be applied consistently by the City within Duval County and by DCPS district-wide to all schools of the same type.

The uniform LOS standards for all public schools including magnets and instructional facility types, shall be 105% of the permanent Florida Inventory of School House (FISH) capacity, plus portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF).

- (a) *The designated middle schools in CSA 5 shall be identified as backlogged facilities and an interim level of standard within CSA 5 shall be 115% until January 1, 2018, after which the uniform LOS standard shall apply.*
- (b) *The implementation of long term concurrency management shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service standards for middle schools in CSA 5 over the 10-year period.*
- (c) *The City shall adopt DCPS Long Range Capital Improvements Plan as the 10-year long-term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within CSA 5. The long-term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for backlogged facilities within the 10-year period. The long-term schedule improves interim level of service standards for backlogged facilities and ensures uniform LOS, as established in policy above, is achieved by 2018. The long-term schedule will be updated by December 1st of each year, in conjunction with the annual update to the DCPS Five-Year Capital Facilities Plan and the City's Capital Improvements Element.*
- (d) *The City's strategy, in coordination with DCPS, for correcting existing deficiencies and addressing future needs includes:*

- a. *implementation of a financially feasible Five Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;*
- b. *implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service standards to the district-wide standards;*
- c. *identification of adequate sites for funded and planned schools; and*
- d. *the expansion of revenues for school construction*

By December of each year, the City, shall consider for adoption the DCPS Five-Year Capital Facilities Plan to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained at the end of the five-year schedule of capital improvements. If the City determines that the DCPS Five Year Capital Facilities Plan is not financially feasible, then the City shall notify the DCPS that the Five Year Capital Facilities Plan is not financially feasible, and request that DCPS modify the Five Year Capital Facilities Plan to make it financially feasible.

If there is a consensus to amend the LOS, it shall be accomplished by the execution of an amendment to this Interlocal Agreement by all Cities and DCPS and the adoption of amendments to each local government's Comprehensive Plan, following an advisory review by the ILA Team and the Joint Planning Committee. The amended LOS shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed. No level of service shall be amended without showing that the LOS is financially feasible.

- ***Policy 1.1.5 should be relocated as it separates the LOS standards that should flow directly under Policy 1.1.4.***

Policy 1.1.5 The City shall implement a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation. The City is removing transportation concurrency requirements and replacing the transportation concurrency system with a Mobility Fee System that addresses roadways, mass transit, and transportation facilities in general.

Objective 1.2

The City shall coordinate with local and/or regional transportation agencies in order to budget for anticipated capital improvements and to explore opportunities regarding matching funds and alternative financing mechanisms.

Status: The objective and some of the underlying policies require review as noted in the specific recommendations listed below. An additional objective or policy should be considered to address the advancement of Smart City Technology throughout city infrastructure.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policy 1.2.3 should be revised to recognize modern transit service and coordinated planning efforts pursuant to the JTA's current vision.*

Policy 1.2.3 The Jacksonville Transportation Authority and the City shall ensure that Downtown and the adjacent residential neighborhoods are served with autonomous the Skyway or an alternative non-polluting transit services system will be extended to residential portions of the City as federal funds matched with State, local and private monies become available.

- *Policy 1.2.4 should be removed pursuant to JTA's recommendation.*

Policy 1.2.4 The JTA and the City shall provide for an efficient, non-polluting light rail system as an integrated transit mode outside of the CBD. Construction of this efficient, non-polluting transit system and park and ride facilities along the right of way shall be, contingent upon receipt of federal, State and local funds.

Objective 1.3

The City shall coordinate its land use decisions and manage its fiscal resources in a manner that maintains adopted Level of Service standards, ensures that existing and future facility needs will be met, and does not conflict with adjacent local governments' comprehensive plans or with State or regional agency functional plans.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.4

The City shall limit public expenditures in Coastal High Hazard Areas, as defined in the Conservation/Coastal Management Element, to those improvements which restore or enhance natural resources or which maintain existing public facilities and services at their existing levels, except for public recreational facilities, which may be expanded and improved.

Status: The objective is being met and the underlying policies are being followed.

Objective 1.5

The City shall manage its fiscal resources and its development review process to ensure the provision of needed capital improvements identified in the other plan elements, for previously issued development orders, and future development and redevelopment.

Status: The objective is being met and the underlying policies implemented. However, references to the Concurrency Management System should be updated to the Concurrency and Mobility Management System Office (CMMSO).

Policy 1.5.1 Prior to the issuance of a Certificate of Occupancy, the City through the implementation and enforcement of its Concurrency Management System, shall ensure that all public facilities, including adequate water supplies but excluding transportation, needed to serve development for which development orders were previously issued are provided concurrent with the impacts of said development. Additionally, prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

Additionally, the following specific recommendations were made to the underlying policies:

- *Policies 1.5.2 and 1.5.3 should be reviewed to ensure and validate appropriateness of the policies' current assessments.*

Policy 1.5.2 Direct Net Debt shall not exceed 5% of assessed valuation.

Policy 1.5.3 Annual General Fund debt service requirements of tax supported debt shall not exceed 20% of General Fund operating revenues.

Objective 1.6

The City's process for assessing, receiving and applying a landowner's mobility fee for a proposed development shall be governed by the following policies:

Status: The objective is being met and the underlying policies followed. The objective and underlying policies should be reviewed for consistency with and revised in accordance with the 2018 Mobility System Update.