

203010 COMPREHENSIVE PLAN

**FUTURE LAND USE
ELEMENT**



October 2009

The Honorable John Peyton
Mayor

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Director of Planning & Development

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT
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CITY OF JACKSONVILLE
The Honorable John Peyton, Mayor

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INTRODUCTION

Pursuant to the requirements of Chapter 163, Part II, Florida Statutes (F.S.) and Chapter 9J-5, Florida Administrative Code (FAC), the City of Jacksonville adopted the 2010 Comprehensive Plan, which included a Future Land Use Element, on September 1990. Section 163.3191, F.S. requires that the plan be updated periodically. Prior to the update of the plan, the local governments are required to prepare an Evaluation and Appraisal Report (EAR) on the adopted plan. The City of Jacksonville's first EAR was submitted to the Florida Department of Community Affairs (DCA) for review on September 1, 1997 and determined to be sufficient on October 31, 1997. The City of Jacksonville's second EAR was submitted to the DCA on October 1, 2008.

~~The first EAR for the 2010 Comprehensive Plan comprises the 1990-1995 period. and the second EAR comprises the 2000-2007 period. The second EAR identifies major issues of concern to Jacksonville residents, reviews implementation of the plan since the last EAR, assesses achievements, successes and shortcomings of the Plan, identifies necessary changes and provides updated population projections. The EAR summarizes the condition of the element at the time of adoption of the 2010 Comprehensive Plan (1990) and the conditions at the time of preparation of the EAR (1995), analyzes the changes since adoption, identifies the success or failure in implementing the policies and recommendations in the plan and the reasons thereof, analyzes the impact of any unforeseen problems or opportunities presented, and identifies the mandatory statutory and rule changes since the adoption of the Plan. Based on this analysis, the report makes recommendations for revisions to update the Plan.~~

The update of the Future Land Use Element (FLUE), presented in the following pages, reflects ~~all the changes recommended in the second EAR. Objectives and policies requiring only one time action by the City, which have already been implemented and require no further action, have been deleted. Other more ongoing policies in which action recommended in the adopted plan has been completed but should continue, and policies which have been partially implemented, have been modified appropriately. Finally, some ~~new~~ policies have been added as recommended in the EAR and mandated by updates to the Florida Statutes and Florida Administrative Code, including extending the planning time frame to 2030 and renaming the plan the 2030 Comprehensive Plan. Issue statements have been removed in an effort to streamline the element and to remove text not belonging in the Goals, Objectives and Policies Section of this document. Various editorial, organizational and other appropriate agency or reference ~~organizational~~-name changes have been made as well.~~

In addition to the aforementioned revisions, the Background Report of this document has also been updated to support the amended Goals, Objectives and Policies.

TABLE OF CONTENTS

	PAGE
INTRODUCTION	
A.....	1
GOALS, OBJECTIVES AND POLICIES	1
GOAL 1 Ensure that the character and location of land uses optimizes 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	2
GOAL 2 Enhance and preserve geographic areas with unique economic, social, historic or natural resource significance to the City.....	16
GOAL 3 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	35
GOAL 4 Ensure implementation of the future land use element of the 203040 Comprehensive Plan.....	46
GOAL 5 Ensure implementation of an educational campaign geared to help citizens better understand the City's planning process	55
GOAL 6 Increase coordination between land use, transportation, and utility infrastructure	55
GOAL 7 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 ..	57
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...	59
OPERATIVE PROVISIONS	62
DESCRIPTION AND INTERPRETATION OF THE FUTURE LAND USE MAP SERIES	64
DETERMINATION OF FUTURE LAND USE MAP CATEGORY BOUNDARIES ...	65

PLAN CATEGORY DESCRIPTIONS	65
VESTED DEVELOPMENT RIGHTS	90
DETERMINATION OF USE CONFORMITY	91
LOCAL INTEGRATED PLANNING PROCESS	92
Table L-20	94
MAP L-3 SOILS	96
MAP L-4 100 YEAR FLOODPLAIN	97
MAP L-5/MAP L-8 WETLANDS, BEACHES AND ESTUARINE SYTEM	98
MAP L-9 COASTAL HIGH HAZARD AREAS (CHHA)	99
MAP L-12/MAP L-13 HISTORIC RESOURCES AND DISTRICTS	100
MAP L-19 FUTURE LAND USE	101
MAP L-20 URBAN REDEVELOPMENT AREA	102
MAP L-21 DOWNTOWN CONCURRENCY EXCEPTION AREA (TCEA)	103
MAP L-22 MILITARY INFLUENCE ZONES	104
MAP L-23 INDUSTRIAL PRESERVATION	105
MAP L-24 ENERGY CONSERVATION	106
B	107
DEFINITIONS	107

203010 COMPREHENSIVE PLAN

**FUTURE LAND USE
ELEMENT**

A

**GOALS, OBJECTIVES
AND POLICIES**

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT

*City of Jacksonville 203010 Comprehensive Plan
Future Land Use Element
Revised October 2009*

GOALS, OBJECTIVES AND POLICIES

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.

Issue: Land Development Patterns

Its consolidated form of government gives the City an unusually strong role in promoting integrated land development patterns.

Presently only about 30 percent of the City's total land area is developed in urban and suburban uses. Outside of the Urban Area, most of the new development is spread out in the form of low density suburban land uses.

As a result of an abundance of rural and semi-rural land available for development the City is provided with unique opportunities to guide the emergence of new employment centers and their adjacent residential areas, while protecting the economic and social viability of existing development.

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.

Policies 1.1.1

The City shall ensure that all new development and redevelopment after the effective date of the 2030~~40~~ Comprehensive Plan is consistent with the Future Land Use Map series, and textual provisions of this and other elements of the 2030~~40~~ Comprehensive Plan, as provided in Chapter 163 (Part II), Florida Statutes (F.S.).

1.1.2

The Land Development Regulations shall include locational criteria and standards for densities or intensities of use for each future land use category as described in the Plan Category Description of the Operative Provisions. In order to ensure the development of a variety of neighborhoods and living environments, the Land Development Regulations shall include several zoning districts with different minimum lot size and density of development requirements in each residential land use category.

1.1.3

The Land Development Regulations shall contain several zoning districts in each residential category, which will allow a range of residential densities in order to ensure that the total population capacity in any land use category does not exceed the holding capacity determined in Appendix LA-2 in the FLUE for each planning district.

1.1.4

The Planning and Development Department shall monitor the implementation of the Future Land Use Element by ensuring that the allocation of the various residential zoning districts permissible within each functional land use classification does not exceed the projected holding capacity reflected in Background Report of this Element. The results of this analysis shall ensure that the allocation of residential zoning districts in the Land Development Regulations will be consistent with the range in density and holding capacity established in the above policy. Final Development Orders will not be issued where holding capacity is exceeded.

1.1.5

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.

1.1.6

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.

1.1.7

Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

1.1.8

Require that all new non-residential projects be developed in either nodal areas, in appropriate commercial infill locations, or as part of mixed or multi-use developments such as Planned Unit Developments (PUDs), cluster developments, Traditional Neighborhood Design (TND) developments, and Locally Designated Historic Preservation Districts, as described in this element.

1.1.9

Permit commercial infill on commercially designated sites outside nodal areas where the infill development would:

1. Create a more compact land use pattern than development of new commercial nodes in the same area;
2. Incorporate shared access with adjacent commercial sites, and/or direct access to a frontage or parallel road facility rather than a collector or arterial street; or
3. Support the commercial integrity of an historic district.

1.1.10

Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

1.1.11

Ensure that mixed and multi-use projects enhance, rather than detract from, the character of established developed areas by requiring site plan controlled zoning such as Planned Unit Developments (PUDs) for all mixed and multi-use projects and conforming with the following criteria:

1. The type of land use(s), density, and intensity is consistent with the provisions of the land use category, particularly the category's predominant land use;
2. The proposed development is in conformity with the goals, objectives, policies, and operative provisions of this and other elements of the ~~2030~~2040 Comprehensive Plan; and
3. The proposed development is compatible with surrounding existing land uses and zoning.

1.1.12

Exempt the internal arrangement of uses within Developments of Regional Impact (DRIs) from the nodal and other locational criteria of the ~~2030~~2040 Comprehensive Plan, subject to required local and regional reviews.

1.1.13

The Planning and Development Department shall develop a land use mediation conflict resolution process to assist public and private entities in siting locally undesirable land uses (LULUs).

1.1.14

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.

1.1.15

Require public and private infrastructure facilities to be located and designed in a manner that complements surrounding development.

1.1.16

Prohibit scattered, unplanned, urban sprawl development without provisions for facilities and services at levels adopted in the ~~2030~~2040 Comprehensive Plan in locations inconsistent with the overall concepts of the Future Land Use Element.

1.1.17

Offer economic incentives through the Jacksonville Economic Development Commission (JEDC) to induce development to locate in 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.

1.1.18

Limit urban scale development to the Urban and Suburban Areas of the City, as identified in the ~~2030~~2040 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, except for those developments which meet the required standards for Rural Villages, large scale Multi- Use developments (such as DRIs or Regional Activity Centers RAGs) and Master Planned Communities which are designed to provide for the internal capture of daily trips for work, shopping and recreational activities, and low density residential development adjacent to or nearby to preservation lands and existing water and sewer lines. For the purpose of this Policy, “nearby” means land within one-half mile of existing water and sewer, or within Jacksonville Electric Authority (JEA) plans for expansion. The property may be up to three miles from the boundary of the preservation project lands. For preservation lands, “adjacent to” or “nearby” means up to three miles from the inward boundary of the preservation project lands. Inward is measured from that part of the preservation lands closest to the existing Urban/Suburban boundary such that the preservation land 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. The extension of the Urban/Suburban line will be noted in each land use amendment where this is allowed (i.e. Low-Density Residential, Multi-Use, Master Planned Communities). The Urban/Suburban line will not be extended for Rural Villages under the Agricultural Land use Category of the Future Land Use Element.

1.1.19

Future amendments to the Future Land Use Map series (FLUMs) must be based on the amount of land required to accommodate anticipated growth and the projected population of the area. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology.

1.1.20

Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl.

1.1.21

To help ~~and~~ ensure a more balanced population distribution and utilization of public resources, the City will focus greater efforts on revitalizing existing communities and developments through such measures as the Neighborhood Action Plan program, allocation of Community Development Block Grants, ~~and~~ the use of economic incentives through JEDC, and public funds distributed through the Northwest Jacksonville Economic Development Fund (NWJEDF).

1.1.22

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.

1.1.23

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. Mixed use development which encourages internal capture of trips;
4. Use of the urban and suburban area boundaries as urban growth boundaries;
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.

1.1.24

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.

Issue: Coordinating Land Use With Urban Service Delivery

Development in the City has occurred, and is continuing to occur, in areas with inadequate recreation, transportation, potable water, sewage, drainage and other facilities and services. This kind of development not only results in unsatisfactory living conditions, but can also be hazardous to the health and safety of the residents and workers in the area. Many of the City's infrastructure deficiencies predate consolidation and have not been corrected due to lack of sufficient funds to retrofit existing facilities while also supporting new development. As a result, the City's urban service delivery system is a combination of public and private systems that make cost effective service difficult, if not impossible in some areas. For example, wastewater disposal is currently provided in various areas through a combination of city owned sewage treatment facilities, a number of private utility systems, small package treatment plants. In many cases, this has resulted in severe degradation of the water quality in the City's streams and rivers.

By delineating Urban, Suburban, and Rural Areas partially on the basis of the existing and future urban service system, future land uses will be located in a manner that will not only protect the public health, safety, and welfare, but also result in significant infrastructure cost savings to both the public and private sectors over time.

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 transportation, 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.

Policies 1.2.1

The City shall ensure that the location and timing of new development will be coordinated with the ability to provide public facilities through the implementation of growth management measures such as development phasing, programming and appropriate oversizing of public facilities, and zoning and subdivision regulations.

1.2.2

No development order shall be issued which does not meet the standards of Chapter 9-J5.0055, 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.

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 for public facilities, and deny it in areas with deficient capacities, unless needed facilities can be provided concurrently with

development by the public or private sectors in conformance with the 203040 Comprehensive Plan.

1.2.4

Through implementation of a Concurrency Management System, limit urban scale development to the Urban and Suburban Areas of the City, as identified in the 203040 Comprehensive Plan, in order to minimize the cost of public facilities and service delivery, and to conserve open space.

1.2.5

Limit 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.

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.

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.

1.2.8

Ensure that projected growth in the City's Urban and Suburban Areas will be provided with 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.

1.2.9

Require new development and redevelopment in the City's Urban 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 may be permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

1.2.10

JEA shall continue to extend water and sewer systems to portions of the 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 the

*City of Jacksonville 203040 Comprehensive Plan
Future Land Use Element
Revised October 2009*

Planning and Development Department in the review of all extension or expansion plans for utility services to ensure urban growth is directed to areas suitable for development.

1.2.11

Continue to deny development orders or permits until the applicant has demonstrated compliance with applicable federal, state and local requirements for wastewater collection and disposal, and potable water treatment and distribution.

1.2.12

~~Encourage developments to participate in recovered water reuse programs when such programs are established in the project's service area.~~ 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.

1.2.13

Develop procedures through the Public Works, JEA, and ~~Parks, Recreation, and Entertainment~~ Recreation and Community Services Departments to update facility demand and capacity information as development orders and permits are issued.

1.2.14

The City shall give priority consideration to use of properties acquired in the implementation of the Master Stormwater Management Plan for recreational purposes where facilities are of substantial size.

1.2.15

The City's Land Development Regulations shall include standards and criteria for drainage and stormwater management in all types of development based on Level of Service standards established in the ~~203040~~ Comprehensive Plan.

~~**1.2.16 – 1.2.24**~~

~~Reserved~~

1.2.2416

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**

<u>LAND USE CATEGORY</u>	<u>SITE DEVELOPMENT POTENTIAL</u>
AGRICULTURE (iv) - [AGR(iv)]	1 Dwelling Unit Per 2.5 Acres (Up to 40 Acre Lot)
AGRICULTURE (iii) - [AGR(iii)]	1 Dwelling Unit Per 10 Acres (40+ to 160 Acre Lot)
AGRICULTURE (ii) - [AGR(ii)]	1 Dwelling Unit Per 40 Acres (160+ to 640 Acre Lot)
AGRICULTURE (i) - [AGR(i)]	1 Dwelling Unit Per 100 Acres (640+ Acres Lot)
RURAL RESIDENTIAL (RR)	2 Dwelling Units Per Acre (With Water and Sewer)
	1 Dwelling Unit Per Acre (With No Water and Sewer)
LOW DENSITY RESIDENTIAL (LDR)	5 Dwelling Units Per Acre
MEDIUM DENSITY RESIDENTIAL (MDR)	15 Dwelling Units Per Acre
HIGH DENSITY RESIDENTIAL (HDR)	45 Dwelling Units Per Acre
RESIDENTIAL/PROFESSIONAL/INSTITUTIONAL (RPI)	0.5 FAR (Non-Residential)
NEIGHBORHOOD COMMERCIAL (NC)	0.45 FAR
COMMUNITY/GENERAL COMMERCIAL (CGC)	0.35 FAR
REGIONAL COMMERCIAL (RC)	0.4 FAR
CENTRAL BUSINESS DISTRICT (CBD)	Per Approved DRI
BUSINESS PARK (BP)	0.35 FAR
LIGHT INDUSTRIAL (LI)	0.4 FAR
HEAVY INDUSTRIAL (HI)	0.4 FAR
WATER DEPENDENT-WATER RELATED (WD-WR)	0.25 FAR
MULTI-USE (MU)	Per Approved Development Plan/Policy
PUBLIC BUILDINGS & FACILITIES (PBF)	0.3 FAR
RECREATION AND OPEN SPACE (ROS)	0.15 FAR

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.

Policies 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:

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

1.3.2

No zoning variance to reduce the required front yard setback, as established by Land Development Regulations, 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 determination.

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 City Traffic Engineer 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 City Traffic Engineer and JPDD.

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 City Traffic Engineer and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

1.3.5

Access to new residential parcels with frontage along two or more roadways shall be located on the roadway with the lower functional class, or the lower average daily traffic (ADT) inclusive of development traffic for roadways of the same functional class, unless it can be demonstrated in a traffic study submitted to the City Traffic Engineer and JPDD that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation.

1.3.6

Access to new and redeveloped non-residential parcels with frontage along two or more roadways shall be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right-turn-in/right-turn-out only, unless it can be demonstrated in a traffic study submitted to the City Traffic Engineer and JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation.

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 City Traffic Engineer and JPDD.

1.3.8

The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

1.3.89

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 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.

1.3.910

All new master-planned communities shall contain an integrated and connected network of roads and provide multiple alternative travel paths or modes. The location of the roadways and rights-of-way shall be established in the local development agreements taking into consideration factors such as access and wetlands.

Issue: Development in the Context of the Natural Environment

Because of its location along the Atlantic Ocean, relatively flat topography, and other geographic features, Jacksonville is blessed with many unique natural resource areas. These include salt and freshwater wetlands, shorelines, beaches, barrier islands, estuaries, and forests. These areas are part of an ecosystem that provides many important functions such as drainage, filtration of stormwater, flood protection, habitat for valuable plant and animal life, air and water quality protection, and groundwater recharge. Because of the highly sensitive nature of these areas, indiscriminate development in or around them can have a severely detrimental effect. Destruction of environmentally sensitive areas and the functions they perform can affect the safety of life and property, in addition to having other long-term adverse impacts on the natural environment's ability to sustain life. Sensitive land development can ensure that most potentially harmful impacts are properly mitigated.

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.

Policies 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.

1.4.2

The City shall require development to use appropriate methods of controlling erosion and sedimentation to help minimize the destruction of soil resources during site development and use.

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, F.A.C.

1.4.4

The City shall require all development within the 100 year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

1.4.5

Through Land Development Regulations and incentives and other means, the City shall require integration of natural topographic and other physical features in project designs in order to enhance the relationship of development to the natural environment.

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.

Policies 1.5.1

The City shall protect the natural environment in part by implementing incentives to locate future urban growth into existing urbanized areas.

1.5.2

Permit no new development, expansion or replacement of existing development in areas designated on the Future Land Use Map series as Conservation, unless development is undertaken by federal, state or local government in the public interest, and the impacts are mitigated.

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.

1.5.4

By 2000, develop a computerized natural resource data system through the ~~Air & Water Quality Division, (AWQD)~~ Environmental Quality Division (EQD) to inventory natural resources and ascertain capacity for development.

1.5.5

Coordinate the review and approval of development proposals through the Planning and Development Department with applicable federal, State, regional and local environmental agencies. Notify affected public agencies of any land development requests adjacent to environmentally sensitive lands held in public ownership.

1.5.6

Use public lands for appropriate multiple uses, such as parks, stormwater management systems, and preservation of natural habitats.

~~1.5.7~~

~~Investigate the feasibility of providing incentives for, protecting environmentally sensitive areas on-site, with emphasis on credits for development that is sensitive to, preserves, and maintains the environmental integrity of:~~

- ~~1. Wetlands;~~
- ~~2. High value wildlife habitats; and~~
- ~~3. Sensitive coastal areas.~~

~~1.5.8~~

~~Develop a comprehensive program through the Preservation Project, which may include tax incentives, transfer of development rights (TDRs), purchase of land, conservation easements, mitigation banks, and clustering of development intensity as a means of protecting environmentally sensitive lands.~~

1.5.97

Public open space lands within Coastal High Hazard Areas shall be designated for Conservation land use classification.

1.5.408

Limit new construction to areas landward of the primary dune line, except as provided for by Florida's Coastal Construction Control Line regulation pursuant to Chapter 161, F.S. Prohibit the use of non-emergency or maintenance vehicles on the City's primary dune system except as provided pursuant to an approved beach management plan.

1.5.449

Revise the Land Development Regulations to include provisions designed to protect wetland functions in connection with development in and adjacent to wetlands.

1.5.4210

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 and Health, Welfare, and EQD AWQD.

1.5.4311

The City shall consider and implement, where appropriate, the recommendations of the Hazard Mitigation Annex of the local Comprehensive Emergency Management Plan.

1.5.4412

The Emergency Management Organization shall propose amendments to the 203040 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.

1.5.13

Through site plan review, the City shall encourage the following methods to support low impact development:

- The use of topography, physical environment and other natural features;

*City of Jacksonville 203040 Comprehensive Plan
Future Land Use Element
Revised October 2009*

- The use of energy-saving techniques and devices, including sun and wind orientation;
- Impact on wetlands;
- Listed species regulations.

1.5.14

In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

GOAL 2

To enhance and preserve for future generations geographic areas with unique economic, social, historic or natural resource significance to the City.

Issue: Historic Preservation

History is an ongoing biography of an area. Sites and structures of historic and cultural significance are physical reminders that provide important linkages in the continuum of time and changing conditions. Protection of these valuable assets is not only necessary for the preservation of the City's historic and cultural heritage, but also has economic, environmental and psychological benefits. Historic monuments help identify an area, and their protection/restoration enhances not only aesthetic appearance and civic pride, but also stimulates revitalization through an improved investment climate, increased property values, and creation of tourist attractions.

Jacksonville has played a very active role in the history of the nation, as well as Northeast Florida. The area was involved in battles between the French, Spanish, British and American forces for possession of the state. The area was also active in the American Civil War. Several sites of fortifications, battlefields and military camps still exist in the area. Ruins and remnants of 18th and 19th century plantation homes are also found at certain locations, as are Indian mounds and middens dating back to circa 800 B.C. In addition, several unique architectural structures having significance in the development of the City are still in existence.

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.

Policies 2.1.1

Complete and maintain a complete inventory of major historic and cultural resources through the Planning and Development Department.

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.

2.1.3

Require the adaptive reuse of historic landmarks 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.

2.1.4

Continue the efforts of the 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.

2.1.5

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.

2.1.6

Amend the City's Land Development Regulations to enhance the preservation of historic resources through the assignment of 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 not be permitted.

Issue: Downtown Development and Redevelopment

Many areas in the City are old and in poor physical condition. Some of these are experiencing decline, decay and blight caused by aging structures, substandard lot sizes, outmoded street layout, crumbling infrastructure, and/or inadequate community facilities and services. Blighted areas pose not only problems of physical and visual pollution, but also encourage crime, hinder economic development, and are hazardous to the health, safety and welfare of local residents. Many of these areas are in and around the old core City, including the Central Business District (CBD), and suffer from long-standing blighted conditions.

In some instances these areas have an abundance of vacant lots, and/or abandoned, boarded-up properties, which could serve as a nucleus for redevelopment efforts.

Redevelopment actions by the City, in concert with private efforts, will ensure the continuing dominance of the downtown area as the City's primary employment center and stabilize those close in residential areas that are not yet in a cycle of decline.

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

Objective 2.2 ~~By 1999, develop~~ Through the use of neighborhood plans and studies, the City shall continue to maintain and implement an comprehensive 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 in proximity to the City's CBD.

Policies 2.2.1

~~Where feasible, the Planning and Development Department shall Pprepare through the Planning and Development Department 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.~~

~~2.2.2~~

~~Continue an ongoing inspection program through the Property Safety Division which shall be coordinated with the survey referred to in Housing Element Policy 1.4.12 and the inspection program referred to in Housing Element Policy 1.5.4, and prepare or update area revitalization plans through the Neighborhood Department and/or the Planning and Development Department for all redevelopment areas and target neighborhoods in the City based on the results of these inspection programs and surveys.~~

2.2.2

All new neighborhood plans and studies shall require consideration of infrastructure needs and improvements to further redevelopment and investment in blighted areas.

2.2.3

~~Improve through enforcement of the Property Safety Division, the quality and condition of existing building stock in redevelopment areas and target neighborhoods by eliminating substandard conditions.~~

The City of Jacksonville shall amend Section 656 of the City's Ordinance Code to allow for the provision of affordable housing units, as defined in the Housing Element.

Options include:

- 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.

2.2.4

Maintain existing stable neighborhoods through coordinated rehabilitation and conservation action by the ~~Housing Safety~~ 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.

2.2.5

Develop incentive mechanisms to be used by the Housing and Neighborhoods and Planning and Development Departments to encourage redevelopment of physically or economically depressed areas. Use extension of public utilities and other capital improvement projects, and joint public-private projects, as catalysts to revitalize these areas.

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.

2.2.7

Develop and implement through the Planning and Development Department, urban design guidelines for redevelopment areas identified in the Housing Element.

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.

2.2.9

Develop and implement through the Planning and Development Department 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.

2.2.10

Prohibit construction of commercial parking lots and parking garages with access points deep into residential neighborhoods. When access to the parking facility is required to be located off a minor roadway, require access within the maximum and minimum distances prescribed in this element.

2.2.11

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.

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.

Objective 2.3 Continue to strengthen Downtown Jacksonville as the regional center of finance, government, retail and cultural activities for Northeast Florida.

Policies 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 are included in the 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.

2.3.2

Require projects using the zoning incentive provisions referenced in the preceding policy to ensure compatibility with existing development both within the CBD and its periphery by use of land use transition, and provision of amenities and public benefits beyond those required by law. Benefits or amenities that should be awarded bonuses include:

- Housing
- Transportation improvements
- Day care
- Pedestrian/streetscape improvements
- Water and other natural resource amenities
- Open spaces
- Public space
- Public access
- Cultural contributions
- Preservation of historic structures
- Other innovative amenities or linkages

2.3.3

Consolidation or amendment of existing downtown area DRIs shall not limit or modify vested rights pursuant to Section 163.3167(8), F.S. The City shall follow the guidelines contained in the Transportation Element regarding potential impacts to the Federal Interstate Highway System, the Strategic Intermodal System and other specified roads downtown.

2.3.4

The Jacksonville ~~Downtown Development Authority (DDA)~~ Economic Development Commission (JEDC) and the Jacksonville Planning and Development Department have developed downtown urban design guidelines through the adoption of “Celebrating the River: A Plan for Downtown Jacksonville”, 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.

2.3.5

The ~~DDA~~ JEDC, through adoption of “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.

2.3.6

“Celebrating the River: A Plan for Downtown Jacksonville” 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.

2.3.7

The ~~DDA~~ JEDC, through adoption of “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.

2.3.8

~~DDA~~ and JEDC shall continue promoting downtown redevelopment through the use of “Celebrating the River: A Plan for Downtown Jacksonville”, the Downtown Zoning Overlay and the Downtown Signage Overlay that creates regulatory incentives that will

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

encourage mixed use residential, office and commercial developments, thereby reducing the number of trips. Detailed requirements are included in the Transportation Element.

2.3.9

The ~~DDA~~ JEDC, through adoption of “Celebrating the River: A Plan for Downtown Jacksonville” and the Downtown Zoning Overlay permits developers locating in the downtown Transportation Concurrency Exception Area (TCEA) to provide required parking at peripheral locations within the TCEA, 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, creates minimum/maximum parking requirements that promote the use of various mass transit options available, consistent with the provisions of the Transportation Element. The TCEA Implementation Plan contains a map (Figure 21) that identifies the boundaries of the area (outside a core area bounded by the River, Broad, Union and Liberty Streets) that may be considered for required parking at peripheral locations.

2.3.10

The Downtown DRI shall maintain adopted Levels of Service in the ~~2030~~ 40 Comprehensive Plan for all public facilities (drainage, sanitary sewer, solid waste, potable water, recreation, and when applicable, schools) reviewed under concurrency, except for transportation facilities, which shall be governed by the Transportation Concurrency Exception Area criteria referenced in this Section and the Transportation Element. The Mitigation Plan contained in the Transportation Element contains the guidelines to address impacts to public facilities, including State facilities and the Strategic Intermodal System.

2.3.11

~~DDA~~ JEDC continues to promote the development and redevelopment of mixed-use projects that include housing and retail uses in the downtown area by providing regulatory incentives to developers of such uses. Examples of regulatory incentives consistent with this policy and Policy 2.3.15 are the lessening of parking requirements, flexibility in location of required parking and regulatory relief on Brownfields projects.

2.3.12

The City, ~~DDA~~, JEDC, and the Jacksonville Transportation Authority (JTA) will continue to promote the development of the Multi-Modal Transportation Center in the downtown area.

2.3.13

The City, ~~DDA~~, JEDC and JTA will continue to promote the Automated Skyway Express as a mass transit option for meeting parking requirements of downtown development and redevelopment projects on the periphery, but within, the TCEA.

2.3.14

The City, ~~DDA~~, JEDC, 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.

2.3.15

The City, ~~DDA~~, and JEDC shall establish a Transportation Concurrency Exception Area (TCEA) for the CBD as shown in Map L-21. Growth shall be encouraged to locate within the CBD. More specifically, the City, ~~DDA~~ and JEDC shall continue implementing its current regulatory incentives to promote downtown revitalization to encourage growth to locate in the identified downtown revitalization area in order to discourage urban sprawl, reduce development pressures on rural lands, maximize the use of existing public facilities and centralized commercial, government, retail, residential, and cultural activities.

2.3.16

The City, ~~DDA~~ and JEDC shall continue encouraging development and redevelopment within the designated TCEA by exempting development and redevelopment projects in the CBD from transportation concurrency. The Consolidated Downtown DRI Development Order will be modified by the filing of a DRI Notice of Proposed Change (NOPC) to all applicable regulatory agencies, including the Northeast Florida Regional Council, the Florida Department of Transportation (FDOT), and the Florida Department of Community Affairs, to remove the previously approved transportation improvements required to support the DRI development rights in Phase II and Phase III and to reduce the amount of development rights available in those Phases. Previously approved transportation improvements will be replaced by the improvements included in the TCEA Implementation Plan, which is incorporated into the Comprehensive Plan by reference. Transportation analysis included in the Implementation Plan will be used to support the TCEA and will also be used to support the DRI NOPC modification referenced above. Additional strategies and improvements may be analyzed and included in the NOPC. If they are found to be satisfactory approaches by the reviewing agencies, then the available development rights may be adjusted to reflect them. If the additional mitigation strategies and improvements in the NOPC are found to be satisfactory by the reviewing agencies, then the available development rights may be adjusted to reflect the incorporation of these mitigation strategies and improvements into the DRI. Improvements, if any, that are included in the revised development order that are not listed in the financially feasible Capital Improvement Plan that is part of the Implementation Plan, will be adopted into a subsequent Capital Improvement Plan.

2.3.17

As further addressed in the Transportation Element, the ~~DDA~~, JEDC and FDOT will continue to monitor development within the TCEA annually according to the remaining conditions of the Consolidated Downtown DRI Development Order. Should monitoring show the rate of development or land use mix vary significantly from projections which has an adverse effect on mitigation, the ~~DDA~~/JEDC in conjunction with the City may

reanalyze the TCEA traffic impacts on the roadway network. The monitoring effort may also include a review of implementing policies of the TCEA and adjustments to their schedules or strategies as necessary based on the actual rate of development as necessary based on the actual rate of development, to be applied prospectively to development projects which do not already have an allocation of development rights from the master developer of the Downtown DRI, an approved Planned Unit Development, a redevelopment agreement or development agreement with the City, or other recognized approvals from the City or the JEDC which would facilitate development of a project.

2.3.18

The TCEA is not included in the Coastal High Hazard Area. However, three of the four bridges included in or bordering the TCEA are included in designated hurricane evacuation routes as shown on Map T-9 in the Future Transportation Map series. These bridges in the downtown area have the potential to be “bottlenecks” at a strategic location along the routes. In order to prevent the additional residential density desired in downtown from exacerbating the problems associated with evacuation, additional shelter spaces are needed to get cars off the roads before they reach downtown. For this reason, residential developments or redevelopments proposed within the TCEA may meet the requirements of Conservation/Coastal Management Element Policies 7.2.6 and 7.2.7 as one of the capacity improvements pursuant to Table 1 of the Transportation Element.

2.3.19

Nothing contained in amendments to Objective 2.3 and related policies adopted pursuant to Ordinance 2005-1242 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 Ordinance 2005-1242. Specifically, the provisions of amendments to Objective 2.3 and related policies adopted pursuant to Ordinance 2005-1242 shall not be applicable to any development for which development rights have been assigned or allocated by the City and the JEDC ~~and/or DDA~~ from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City and the JEDC ~~and/or DDA~~ and such developer prior to the adoption of Ordinance 2005-1242 which vested allocation shall inure to the benefit of such developer, its successors and assigns. In addition, the provisions of amendments to Objective 2.3 and related policies adopted pursuant to Ordinance 2005-1242 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 the JEDC ~~and/or DDA~~ from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City and the JEDC ~~and/or DDA~~ and such developer prior to the adoption of Ordinance 2005-1242.

Issue: Intermodal Transportation

Jacksonville's ports, aviation and rail facilities share an important economic niche in the community. Since it was founded on the banks of the St. Johns River, the City's economy has remained closely linked to water activities (i.e., the Port of Jacksonville and the U.S. Navy). Many of the City's most important economic activities still rely on the port, rail and aviation facilities that have made the City a major hub of transportation and distribution activities. A major deepwater port in the south Atlantic, the port's facilities extend along a 10-12 mile stretch of the St. Johns River along its western and northern shoreline, from the Alsop Bridge in downtown to Blount Island on the north side. Three major railroads (i.e., CSX Transportation, Norfolk Southern, and Florida East Coast railways) serve the City and connect the port with other major cities in the nation. Continued support of these vital commerce building transportation activities is essential if the City's economic base is to retain its current diversity.

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.

Policies 2.4.1

Protect the Port of Jacksonville from new encroachment by incompatible land uses such as residential, through designation of existing and future port and port-related areas as Water Dependent/Water Related on the Future Land Use Map series, and implement Land Development Regulations supporting such designations through the Planning and Development Department.

2.4.2

Redevelopment of areas in the vicinity of Talleyrand Avenue shall be reviewed by the Planning and Development Department and the Jacksonville Port Authority to ensure coordination with plans for the Port of Jacksonville, particularly the Port Master Plan.

2.4.3

The City shall revise and evaluate plans and capital improvement projects for development and redevelopment of port and port-related facilities consistent with all applicable elements of the ~~2030~~2040 Comprehensive Plan and federal, State, regional, and local regulations.

2.4.4

Identify and reserve suitable sites through the Jacksonville Port Authority (JPA) for maintenance dredge disposal, consistent with the requirements of the Conservation/Coastal Management and Transportation Elements.

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.

Policies 2.5.1

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

2.5.2

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

2.5.3

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

2.5.4

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

2.5.4A

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

2.5.4B

Within the APZ 2 area depicted on Map L-22, the City does not permit single family residential density greater than 2 dwelling units per acre. Residential structures that are unable to achieve a 30 decibel (dB) noise level reduction are not permitted. Uses not

allowed in APZ 1 may be allowed in APZ 2, however they too are subject to conditions regarding disclosure and noise attenuation in construction. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

2.5.4C

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

2.5.4D

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

2.5.4E

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

2.5.5

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

2.5.6

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

2.5.7

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

2.5.8

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

Limiting incompatibility:

In instances where these policies result in limiting the ability of a landowner to utilize their land pursuant to its current land use and zoning designation, the City of Jacksonville will support land use map amendments and rezoning to a compatible use. If an incompatible non-residential use ceases for twelve consecutive months or more, it cannot be restarted under the land development regulations.

Acquisition:

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

Development Practices:

Within the noise zones, the City of Jacksonville will use techniques such as Planned Unit Development zoning to cluster development away from accident potential zones.

Objective 2.6 Encourage rehabilitation of existing, and siting of new, heavy rail terminal facilities in proximity to other ground transportation networks, and investigate the feasibility of developing a rail transit system to serve the City by 2010.

Policies 2.6.1

Require railroad companies to locate general yards in areas that will not create major vehicular traffic or land use impacts. Give preference in land use permitting to siting such facilities in the rural or industrial areas of the City.

2.6.2

Permit development of piggyback trailer on-off loading terminals in industrial areas in proximity to major roadways and concentrations of customers.

2.6.3

~~Develop plans through the Planning and Development Department and the JTA that will support mass transit objectives related to the development of a rail transit system. Such plans will evaluate the ability of land use planning to reinforce mass transit system objectives, identify rail transit corridors, identify necessary land development regulation amendments, and create a broad framework for future implementation of the plans.~~

2.6.4

~~Once rail transit corridors are identified, develop and implement incentives to promote rail and bus transit station interfaces in site designs.~~

2.6.5

~~Plan for and construct urban infrastructure in proposed rail transit station areas to attract high intensity development that will support the operation of rail transit facilities and encourage high intensity developments to locate in proposed rail transit corridors.~~

Issue: Shoreline, Coastal and Major Recreational Areas

Jacksonville's estuarine system, which includes an extensive branching tributary system that feeds the St. Johns and Nassau Rivers, is the largest in the State. The City's waterways and wetland areas contribute a significant natural feature to virtually every identifiable geographic area. In fact, Jacksonville is best known as a shoreline city, and much of its appeal to residents and tourists alike focuses on its many water-related amenities.

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.

Policies 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.

2.7.2

Develop and implement open space/public access plans through the ~~Parks, Recreation, and Entertainment~~ 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.

2.7.3

Pursue the dedication of public access/visual easements along waterfront property by providing incentives to land owners in the development review process to provide public vistas, dedications of land interests, and pedestrian/bike paths that link public and private property within river corridors into a linear greenbelt system.

2.7.4

Require clustering of water oriented uses along the St. Johns River and its major tributaries, in order to avoid strip development.

2.7.5

Utilize public rights-of-way that adjoin the water for public access (e.g., street stub-outs), wherever economically and physically practical and in accordance with the Recreation and Open Space Element.

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.

Policies 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 or recreational land.

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.

2.8.3

The City shall provide active and passive recreation facilities and opportunities to meet existing and future needs of neighborhoods, consistent with the Recreation and Open Space Element.

2.8.4

The City shall provide easements for public access for recreation and open space uses on public land leased to private interests.

Objective 2.9 Enhance the appearance and function of roadways through the designation and establishment of scenic transportation corridors in the City of Jacksonville.

Policies 2.9.1

Establish criteria through the ~~MPO~~ Transportation Planning Organization (TPO) and Jacksonville Planning and Development Department for the identification and preservation of scenic corridors in order to:

1. Create a boulevard system of roadways to connect different neighborhoods within the City;
2. Protect existing roadways that exhibit attractive or scenic characteristics;
3. Enhance the aesthetic appearance of roadways through the use of landscaping and buffering;
4. Protect existing and future collector and arterial roadways that have residential characteristics that are considered desirable to preserve;
5. Protect roadways where significant tree coverage and landscaping already exist from unplanned future commercial development; and
6. Reduce the impact on existing and proposed neighborhoods from the building of new roadways and the rebuilding of existing roadways through residential areas.

2.9.2

Designate key stretches of roadways serving as gateways into the City of Jacksonville, and make them eligible for special treatment in terms of landscaping, buffering, and street tree plantings, in order to unify and enhance their identity as gateway areas.

2.9.3

Develop all plans for scenic corridors or gateways, and their related landscaping plans, through the public review process, including input from affected citizens and groups, City departments and agencies, and, where applicable, the Florida Department of Transportation.

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.

Issue: Urban Villages

~~The City, when founded in 1822, was laid out in the form of a formal rectangular grid. Over time, however, growth has resulted in a radial/spread grid pattern. This pattern~~

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

~~consists of several major arterial highways and expressways radiating outward from the CBD, which are intersected by circumferential routes at widely spaced intervals. With medium to high intensity development in the CBD and along the radial routes, the pattern changes to low density suburban development interspersed among rural lands in the outlying areas. The development of the sprawling low density pattern that currently characterizes the City has created opportunities for development of satellite employment centers and communities located in proximity to outlying suburban residential and retail commercial areas.~~

~~Properly designed, these satellite communities, or urban villages, have the potential to enhance the compact neighborhood unit growth pattern promoted in this element, as well as reduce traffic congestion and facilitate urban service delivery by concentrating residential and employment areas in proximity to each other. Recognizing the beneficial effects of urban villages in reducing the costs of outlying suburban development, the City will identify these areas as they emerge and build on their residential component through promotion of compatible supporting uses, at a scale consistent with their overall development pattern. Furthermore, urban villages will be designated as receiving areas for the transfer of development rights.~~

Objective 2.10 Apply the urban village concept 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.

Policies 2.10.1

The City shall incorporate, in the Land Development Regulations, a system of incentives to promote development and redevelopment opportunities through mixed and multi-use projects.

2.10.2

The City shall include incentives in the development review process to encourage residential development with supporting uses such as retail, restaurant, recreation and open space that relate physically and visually to nearby areas of the City through a design concept, which includes, but is not limited to:

1. Residential development with a full range of urban uses and support facilities; and
2. Physically connected neighborhoods bound together by pedestrian paths and public spaces.

Standards for Urban Villages

Urban Villages may be approved within all Residential land use categories, all Commercial land use categories, excluding the CBD, and the Business Park (BP) land use category in order to maximize the preservation of natural areas, not contribute to

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

urban sprawl, reduce the need for residents of the surrounding neighborhoods to travel to the City's downtown area for work, recreation and shopping and encourage the interconnection of roadways and bikeways, greenways and trails in these areas. Urban Villages shall be comprised of neighborhoods designed in a compact nature around a Village Center. The Urban Village shall be designed to serve the daily retail, office, civic, government uses and service needs of the residents of the village. The Village Center shall be the primary location for commercial uses.

Villages shall be designed to include such uses as: a mixture of residential housing types, institutional uses, commercial and recreational uses, all of which shall be sufficient to serve the daily needs of residents of the Village and the surrounding lands. The Urban Village is intended to encourage mixed-use development in areas served by mass transit and to encourage development in a concentrated center while providing for additional dwelling units in close proximity to transit and to create a walkable community. In addition, the following criteria and conditions shall apply:

Locational Restrictions

- An Urban Village must have direct access to a roadway classified as an arterial or collector roadway that is served by mass transit. Alternatively, access to the Village may be via a new collector roadway directly accessing an existing arterial or collector roadway. The cost of roads and transit shall be borne entirely by the developer.
- An Urban Village must have access to full urban services, access to mass transit that connects to an employment center, and public infrastructure. The cost of providing any of these services that are not already in place or that need upgrading in order to support the Village and not negatively impact levels of service shall be borne entirely by the developer(s). Provisions for these services shall include sewer and water hook-ups, sidewalks on both sides of all streets, street lighting, street furniture, bike racks, bus shelters, roads and all concurrency related services.
- It is encouraged that Urban Villages be located within walking distance of public schools, especially elementary schools.

Urban Villages Sizes and Density

- Urban Villages should be a maximum of approximately 500 acres.
- Village Centers should vertically incorporate residential uses.
- The minimum and maximum gross density of an Urban Village is between two (2) unit per gross acre and ten (10) units per gross acre for single family and ten (10) units per gross acre to sixty (60) units per gross acre for multi-family. Density distributions and concentrations throughout an

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

Urban Village shall be commensurate with the abutting roadway classification and shall transition densities toward the outer boundaries of the Urban Village compatible with surrounding development patterns.

Land Use Mix

- Urban Villages must contain a mix of at least the following four uses: residential, public recreation/open space, commercial/service/office uses and civic facilities that serve the daily needs of residents (i.e. dry cleaners, neighborhood grocers, restaurants, day care centers and similar uses). Between 50% and no more than 90% of the land area should be residential.
- As part of the development of Urban Villages, the plan of development is required to identify vehicular, pedestrian and bicycle access within the Village Center and the residential areas. There must also be an interconnected network of streets and bicycle/walking/riding paths. These standards shall protect and promote the Urban Village's character and be consistent with the adopted District Vision Plan. This type of development must be pedestrian focused.
- Urban Villages must be zoned as Planned Unit Development Satellite Community (PUD-SC) or shall be designated as Transit Oriented Development Zoning Overlay Districts.

Requirements for Designation as an Urban Village

- An Urban Village must be designated as a PUD-SC or as a Transit Oriented Development Zoning Overlay District.
- Urban Village applicants are required to provide data and analysis to illustrate how the mix of existing surrounding uses contributes to meeting the policies and criteria of the proposed Urban Village. If the analysis is deemed acceptable by the City, parcels identified in the analysis may be included as a means of satisfying the criteria for designation as an Urban Village.
- If land within a proposed Urban Village is not under common ownership, a letter of authorization from a minimum of 80 percent of all property owners shall be required in order to file for a PUD-SC or Transit Oriented Development Zoning Overlay District.
- Upon application for designation, the developer shall be responsible for holding a minimum of two (2) community meetings and for advertising of those meetings in accordance with local regulations. These meetings are

intended to incorporate community input into the final design of the proposed Urban Village.

- All property owners and lessees within the proposed Urban Village, if not under common ownership, and all property owners within 350 feet of the proposed Urban Village shall be notified of the date, time and location of the meetings as well as of the general intent of the holding the meetings.
- The requirements of this designation shall not apply to, affect or limit the continuation of existing developed areas.
- The City review of traffic impacts will consider the decrease in vehicle trips due to the increase in transit and pedestrian activity and shall reduce the required number of off-street parking spaces.
- Auto-oriented uses, large format warehouse/retail, large format food stores, drive-in/drive-through services, warehouse distribution, outdoor storage, regional parks, funeral homes, large format faith facilities, surface parking lots, low density single-family housing, and low intensity industrial uses are generally not encouraged in Urban Villages.
- The City of Jacksonville Design Guidelines and Best Practices Handbook must be followed for development of an Urban Village.
- A police substation office shall be provided within each Urban Village, unless a substation is not deemed necessary by the Jacksonville Sheriff's Office.

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.

Issue: Residential Development Patterns

The neighborhood is the functional unit of residential development. There is a need to protect existing, viable neighborhood units and the neighborhoods that will emerge in the future. However, much newer residential development occurs as enclaves, with little or no functional linkage to surrounding areas. Unplanned low density development has become a familiar land use pattern in Jacksonville as new subdivisions have been developed further and further out, away from the existing urban area. In fact, suburban development has overspilled into adjacent counties to the south, Clay and St. Johns, while thousands of acres remain vacant closer to the City's major employment centers.

Residential land use is a function of population, housing type and density of development. Population projections indicate that the City will grow from 690,996 persons in 1995 to 791,281 persons in 2010, thereby adding another 100,285 persons in the next 25 years. Additional housing units needed to accommodate the projected increase in population growth will be predominately single family units, since the current trend of low density residential development is projected to continue during the planning period. The Planning and Development Department projects that more than 88 percent of the City's new housing will be developed at an average gross density of less than four dwelling units per acre. Projections also indicate that high density, residential development will be located mainly in the CBD, and along the St. Johns River. A little over 11.5 percent of new housing will be developed at medium densities of 7 to 20 D.U.s per gross acre. These multi-family units will be located near the CBD along major highways adjacent to non-residential activity nodes, and in urban villages.

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 locational criteria of the 203010 Comprehensive Plan and subsequent Land Development Regulations.

Policies 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.

3.1.2

The City shall eliminate incompatible land uses or blighting influences from potentially stable, viable residential neighborhoods through active code enforcement and other regulatory measures.

3.1.3

The Planning and Development Department shall identify 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.

3.1.4

The City shall allow expansion of residential uses within identified residential enclaves, and permit renovation and reconstruction of existing structures in these areas.

3.1.5

The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

3.1.6

The City shall provide housing opportunities for low-income and moderate-income households throughout the City through the use of federal, State and local neighborhood improvement programs.

3.1.7

The City shall give high priority consideration to the provision of affordable housing in land development and funding decisions, especially those made relating to public/private cooperative efforts in which the City is participating.

3.1.8

The City shall recognize mobile and modular homes as a viable form of affordable housing, and permit their placement in rural and suburban areas, as provided in the ~~2030~~2040 Comprehensive Plan and the Land Development Regulations.

3.1.9

The City shall include incentives in the Land Development Regulations for projects serving the elderly that are accessible to medical services, transportation, and other necessary support systems.

3.1.10

The City shall require new residential areas to be designed to include an efficient system of internal circulation and connection to adjacent developments and neighborhoods.

3.1.11

The City shall protect residential neighborhoods from cut-through non-residential traffic by providing appropriate traffic control mechanisms (e.g., cul-de-sacs, signalization, four-way stop signs).

3.1.12

The City shall allow residential land use plan designations adjacent to limited access highways when the negative impacts of the roadway can be mitigated through such techniques as site design, landscaping to buffer visual effects, and the use of sound and barrier walls.

3.1.13

The City shall allow a broad mixture of supporting recreational, commercial, public facilities and services in mixed use residential developments utilizing 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 location criteria in this element.

3.1.14

The City shall require the mitigation of impacts of future roadway construction and reconstruction on adjacent residential neighborhoods through such techniques as landscaping to buffer visual effects, and the use of sound and barrier walls.

~~3.1.15~~

~~The City and JTA shall encourage the development of master-planned moderate-to-high density development with a mix of uses that is compact interconnected and form-based and pedestrian-oriented for areas to be designated with the TOD land use category.~~

3.1.15

Sites located ¼ mile walking distance (approximately 15 minutes) from the Jacksonville Transportation Authority's (JTA) planned Rapid Transit System (RTS) or Commuter Rail lines are presumed to be appropriate for the Community General Commercial (CGC) land use designation as suitable locations for 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.

3.1.16

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.

~~3.1.16~~**17**

The City shall develop incentives through the Planning and Development Department to encourage new transit oriented development and redevelopment outside of the Urban Core. Incentives shall include allowing increased residential density, reduced automobile parking, pedestrian oriented open space, mixed use, and reduced setbacks in areas designated for mass transit stations.

~~3.1.17~~**18**

The City shall adopt criteria and standards in order to limit the location of single-family attached and multi-family housing units to the periphery of established single-family detached neighborhoods and non-residential nodes, along collectors, arterials, and rail transit corridors, unless the higher density residential development is a component of a mixed or multi-use project.

3.1.1819

The City shall recognize and maintain neighborhoods through the development and implementation of district plans and/or neighborhood plans, which identify the needs of the City's neighborhoods and the opportunities to improve and maintain those neighborhoods in light of continued growth and development pressures within and surrounding them.

3.1.1920

The City shall limit urban residential densities in the Agriculture land use category 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, shall be left intact through proper site design, and such other methods as clustering, etc.

3.1.2021

Pursuant to the authority granted to local governments by Sec. 163.3179, Florida Statutes, the City shall, through Land Development Regulations, provide for the use of a parcel of property in Agriculture land use categories solely as a homestead by an individual who is the grandparent, parent, step-parent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map of the Comprehensive Plan. Such a provision shall apply only once to any individual. To implement this policy, the Land Development Regulations shall provide procedures for lot splits or subdivision of land for the purpose of conveying a lot or parcel to individuals meeting these requirements for the establishment of a homestead and shall provide for minimum lot size of the lots so created and the remaining lot. Lot splits or subdivisions of land permitted pursuant to this policy shall be subject to compliance with all other applicable Comprehensive Plan policies and Federal, State, Regional, and County regulations.

3.1.2122

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.

Issue: Commercial and Industrial Development Patterns

~~Growth in population is accompanied by increased demand for commercial facilities, requiring additional land for commercial development. The Planning and Development Department's 1996 existing land use inventory revealed the City 15,423 acres in commercial use. The decade of 1985 to 1995 has been a period of high growth rate and development in the City, especially for non-residential construction activity. The percentage of commercial and industrial land use in the City increased from just over 11% in 1985 to 14.6% in 1995. If current trends continue, future population growth will generate a healthy demand for additional commercial land during the planning period.~~

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

Despite a significant increase in the number of planned centers approved in recent years, a pattern of strip commercial uses lining the City's arterial and collector roadways still exists in Jacksonville. This development pattern is typically inefficient, unsafe, and aesthetically unattractive. It results in multiple curb cuts, sometimes up to 50 per mile, thereby reducing the traffic carrying capacity of highways while at the same time increasing the potential for accidents.

As more strip commercial uses have developed for the past several years, and as a result, new space has come on line at square footage costs that create strong competition with existing space. This competitive market results in relocations of existing businesses to newer projects, leaving many older commercial buildings semi-vacant and with little investment benefit to the owners. Without the hope of a reasonable economic return, owners may not invest funds to maintain their structures, and inevitably, commercial blight begins to develop. For these reasons, new commercial development will be strongly encouraged to occur in nodes or clusters in the form of office parks, shopping centers and mixed use developments and incentives for the redevelopment of existing centers will be explored. Strip commercial expansion along arterial streets will be discouraged, except for commercial infill of uses such as hotels, motels, restaurants, auto sales and service, mobile home sales, convenience stores and gas stations, which will continue to locate along highways. Mixed use developments which employ smart growth techniques will be encouraged. There has also been a major shift in recent years in the type of industries that are locating or expanding in Jacksonville, from heavy manufacturing to light service oriented establishments. These latter types of industrial uses are environmentally more acceptable, with few air or water quality impacts, and are designed more like offices, with landscaped buildings located in park-like settings. In the future, the City is expected to maintain and increase its diversified industrial base, including port related heavy industry, light industry and research and development type industries. In order to maximize the economic potential of industrial development, and to minimize the adverse impacts on other types of land uses, it is necessary to identify geographic areas suitable for various types of industry based on such factors as the labor force, accessibility to specific modes of transportation, need for expansion, and amenity factors for the labor force. A mixture of the lighter industrial and office uses with residential and commercial uses will also be encouraged. These types of mixes reduce longer trips on the roadways by providing shopping and living opportunities close to places of work. The Growth Management Task Force endorsed these types of developments, as do the advocates of Smart Growth. From a land use perspective, this will create a desirable development pattern that effectively maximizes the use of the land. From a development perspective, it provides the stability that will ensure that industry remains a vital part of the City's economy.

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.

Policies 3.2.1

The City shall promote, through the use of development incentives and other regulatory measures, development of commercial and light/service industrial uses in the form of nodes, centers or parks, while discouraging strip commercial development patterns, in order to limit the number of curb cuts and reduce conflicts in land uses, particularly along collectors and arterials.

3.2.2

The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

3.2.3

The City shall prohibit 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 and high density residential development as a viable alternative in land use reviews.

3.2.4

The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the residential character of and precludes non-residential traffic into adjacent neighborhoods.

3.2.5

The City shall require neighborhood commercial uses to be located in nodes at the intersections of collector and arterial roads. Prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

3.2.6

The City shall allow a broad mixture of supporting recreational, commercial, public facilities and services in mixed use residential developments and those utilizing the "Traditional Neighborhood Design" (TND) concept and/or developments which incorporate Smart Growth practices, 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 location criteria in this element.

3.2.7

The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

3.2.8

The City shall encourage the reorientation and combined use of existing curb cuts and/or parking lots to minimize the negative impacts of non-residential development on adjacent residential uses and the transportation system.

3.2.9

The City shall prohibit construction of parking lots with intrusive ingress/egress into residential neighborhoods in conformance with the provisions of this and other elements of the ~~2030~~2040 Comprehensive Plan. When access is required to be located off a roadway, it should conform to the City's and State's minimum applicable curb cut separation distance requirements.

3.2.10

The City shall encourage redevelopment and revitalization of rundown strip commercial areas through incentives such as the use of residential density credits for infill and mixed use development.

3.2.11

The City shall continue to establish public/private partnerships and revitalization strategies that include incentives for private reinvestment in under-utilized commercial areas.

3.2.12

The City shall designate areas inappropriate for less intense development due to conditions such as excessive noise levels and incompatible surrounding land uses for intense commercial and light industrial use. Require that these intense commercial uses are appropriately buffered from adjacent residential or retail commercial development. Uses in the airport noise/accident zones and other restricted use areas however, shall be guided by the provisions in the Land Development Regulations for such areas.

3.2.13

The City shall encourage commercial uses at interstate interchanges to use site design measures which serve to unify the projects by such techniques as cross access and interconnectivity. The site design measure should minimize impacts to surrounding areas.

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.

3.2.15

The City shall develop 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).

3.2.16

The City shall where feasible, increase open space in site designs beyond what is currently specified by Zoning Code through site design techniques (e.g., clustering of structures), in order to promote a park-like quality in non-residential developments.

3.2.17

The City shall, require the Land Development Regulations to include incentives for new industry to locate in the form of industrial parks, centers, etc., in areas shown for industrial use on the Future Land Use Map series. Allow light industry to locate as a supporting use in mixed use PUD's outside areas designated for industrial use when the locational criteria and other provisions of this element, and all applicable development regulations are met.

3.2.18

The City shall permit business parks in locations adjacent to, or near, residential areas, subject to applicable Land Development Regulations.

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.

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.

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.

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.

3.2.23

The City shall establish an industrial land use data base through the Planning Department and update it on a regular basis to monitor industrial development in the City, and to project the amount of land and public facilities needed to accommodate future industrial uses.

3.2.24

~~Reserved.~~

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 2011 in lieu of expanding the urban residential development pattern in this area.

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.

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 and transfer of development rights.

3.2.27

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

3.2.28

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

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”.

3.2.30

The area shown on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

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.

3.2.32

Where there is not an adopted ~~Neighborhood Action Plan recommendation to neighborhood plan and/or study recommending~~ the contrary, areas identified on the Industrial Preservation Map (Map L-23) as Industrial Sanctuary shall not be converted to non-industrial land uses.

3.2.33

Where there is not an adopted ~~Neighborhood Action Plan recommendation to 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.

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.

3.2.35

~~By 2010, the City’s land development regulations shall be amended to strengthen existing buffering standards and protect industrial lands from residential encroachment. The City shall continue to implement, and amend as necessary, the land development regulations established to strengthen existing buffering standards and protect industrial lands from residential encroachment.~~

3.2.36

~~By 2010, The City shall create an Industrial Technical Advisory Committee to evaluate all industrial land use and zoning changes. The City shall continue to route land use~~

and zoning changes for sites identified in Map L-23 to the Industrial Technical Advisory Committee for review and comment.

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.

Policy 3.3.1

The City shall ensure that the development and reuse of NAS Cecil Field is consistent with the Future land Use Map series (FLUMs) and textual provisions of the ~~2030~~2040 Comprehensive Plan. The planning horizon for Cecil Field and Cecil Commerce Center is year 2030. Notwithstanding the permitted uses of the foregoing, the uses within the natural and recreation corridor shall be consistent with the Memorandum of Understanding between the City of Jacksonville, the Jacksonville Port Authority, Clay County, the Department of Environmental Protection and the St. Johns River Water Management District.

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.

Policies 3.4.1

The City shall encourage development that cannot be connected to and is not a logical extension of existing neighborhoods to take the form of urban “centers.” These centers shall place homes, jobs, schools, shopping and recreation in close proximity and shall be linked with downtown Jacksonville and other important destinations by public transit.

GOAL 4

To ensure implementation of the Future Land Use Element of the ~~2030~~2040 Comprehensive Plan.

Issue: Future Land Development

Quite often in the past, plans were prepared and adopted but not implemented. The 1985 Local Government Comprehensive Planning and Land Development Regulations Act, as amended, specifically addresses this issue. Sections 163.3201 and 163.3202 F.S., require that the adopted comprehensive plans shall be implemented through adoption and enforcement of appropriate local regulations. This section summarizes regulatory mechanisms which need to be developed in order to implement the policies and other recommendations in this element.

Objective 4.1 Maintain and enforce citywide Land Development Regulations that are consistent with the 203040 Comprehensive Plan.

Policies 4.1.1

~~The City shall make all existing and future Land Development Regulations consistent with the 2010 Comprehensive Plan.~~ Upon completion of the revised Future Land Use 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. Prior to revising 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 203040 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 203040 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.

4.1.2

The City shall require that all development conform to the densities and intensities established in the Future Land Use Map series and Operative Provisions of this element and be consistent with the plan.

4.1.3

The City shall amend the Land Development Regulations to provide for the creation of family homestead partitions in Agriculture plan category areas. The intent of this policy is to allow the partition and continued residential use of existing family homesteads.

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.

4.1.5

Continue enforcement of existing Land Development Regulations in the City, which are consistent with this plan, including:

Zoning Code;
Code of Subdivision Regulations;
Flood Plain Regulations;
Landscape and Tree Protection Regulations;
Housing Safety Code;
Unsafe Buildings and Structures Code;
Community Redevelopment Programs; and
Building Code.

4.1.6

The City shall initiate studies to determine the feasibility of implementing the following mechanisms:

1. Transfer of development rights
2. Overlay district(s) for conservation areas
3. Cost recovery from users of capital improvement projects
4. Incentives for infill and contiguous development
5. Incentives for revitalization of physically, socially or economically depressed areas
6. Protection of aquifer recharge areas, natural vegetation along estuarine shoreline and freshwater swamps, and other valuable ecological resources (JPD and BESD).

4.1.7

The City shall implement a concurrency management system that will ensure development proposals are approved only when utilities and other public facilities and services are available, at or above the Level of Service standards established in the Capital Improvements Element, concurrently with the impacts of the proposed development.

4.1.8A

~~The City shall continue to develop and maintain with substantial public input, more detailed land use plans for the six planning districts in the City through the Planning Department. Following adoption by the City Council, use these detailed plans to guide zoning decisions in the City.~~ 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.

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.

4.1.8C

The City shall require all new vision plans and neighborhood plans and studies to include measurable, quantifiable implementation schedules.

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 Urban Affairs & Planning Committee of the City Council.

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 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.

4.1.11

Proposed semi-annual 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 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.

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.

Policies 4.2.1

The Parks, ~~Recreation and Entertainment~~ Recreation and Community Services Department shall maintain an agreement with the school board to implement

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

procedures for joint utilization of school sites for both educational and recreational activities.

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.

4.3.1

Regency Regional Activity Center (R.A.C.). Density and intensity of uses will be limited by traffic capacity based on specialized traffic studies and plans as agreed to by the City.

- High Density Residential
- Medium Density Residential
- Business Park
- Community/General Commercial
- Public Buildings and Facilities
- Parks and Open Space

4.3.2

The Bartram Park DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Residential-Professional-Institutional (RPI), Neighborhood Commercial (NC), Community/General Commercial (C/GC), Business Park (BP), Light Industrial (LI), Recreation and Open Space (ROS), Public Buildings and Facilities (PBF), and Conservation (CSV), Wetlands and Water consistent with the Multi-Use Land Use Category.

4.3.3

The Nocatee DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Neighborhood Commercial (NC), Community/General Commercial (C/GC), Business Park (BP), Light Industrial (LI), Recreation and Open Space (ROS), Public Buildings and Facilities (PBF), and Conservation (CSV), consistent with the Multi-Use Land Use Category.

4.3.4

The Westport Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Business Park (BP), Light Industrial (LI), Community/General Commercial (CGC), Residential-Professional-

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

Institutional (RPI), Medium Density Residential (MDR), Low Density Residential (LDR) , Conservation (CSV), Recreation and Open Space (ROS), and Public Buildings and Facilities (PBF), consistent with the Multi-Use Land Use Category.

4.3.5

The Deerwood Town Center DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (C/GC), Medium Density Residential (MDR), and Recreation and Open Space (ROS), consistent with the Multi-Use Land Use Category.

4.3.6

The Freedom Commerce Center DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (C/GC), Business Park (BP), Light Industrial (LI), and Recreation and Open Space (ROS), consistent with the Multi-Use Land Use Category.

4.3.7

The Route 9A, J. Turner Butler Boulevard and Baymeadows Road Transportation Management Area, (Sector C-2) which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-institutional (RPI), Community/General Commercial (CGC), Conservation (CSV), and Public Buildings and Facilities (PBF), consistent with the Multi-Use Land Use Category and the trip generation levels in Route 9A, J. Turner Butler Boulevard and Baymeadows Road Transportation Management Area and associated development agreements approved on April 8, 1999. In no event shall development on this acreage (Sector C-2), as defined by legal descriptions and shown on the land use maps associated with Amendment 2002A-010, exceed 2,251 residential units and 1,209,007 sq. ft. of nonresidential use. Land uses west of Baymeadows Road Extension may include Medium Density Residential (MDR), Residential-Professional-Institutional, Community/General Commercial (CGC), and Public Buildings and Facilities (PBF) uses. Land uses east of Baymeadows Road Extension may include Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), Conservation (CSV), and Public Buildings and Facilities (PBF) uses.

4.3.8

That portion of Cecil Field and Commerce Center, which is a Multi-use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential, (MDR), Residential-Professional-Institutional (RPI), Neighborhood Commercial (NC), Community/General Commercial (CGC), Business Park (BP), Light Industrial (LI), Heavy Industrial (HI), Recreation and Open Space (ROS), Public Buildings and Facilities (PBF), and Conservation (CSV), consistent with the Multi-Use Land Use Category. The development densities will be governed through the Multi-Use land use category, the PUD, the Zoning Code and Table I, "Development Potential For "The Preferred Reuse Plan", May 2002.

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

4.3.9

That part of Gran Park at Jacksonville DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC), Business Park (BP), Light Industrial (LI), and Conservation (CSV), and shall be consistent with the Multi-Use Land Use Category.

4.3.10

The Avenues Walk Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC), Medium Density Residential (MDR) and Recreation and Open Space (ROS), consistent with the Multi-Use Land Use Category, provided that development on this acreage shall not exceed 650,000 square feet of retail/office uses, 1,050 residential units, and 400 hotel rooms.

4.3.11

The Northwood Town Center Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (C/GC), Medium Density Residential (MDR), Low Density Residential (LDR), Light Industrial (LI), Public Buildings and Facilities (PBF), Conservation (CSV) and Recreation and Open Space (ROS), consistent with the Multi-Use (MU) Land Use Category.

4.3.12

The Route 9A/J. Turner Butler Boulevard/Baymeadows Road area of the Transportation Management Area (Sector A-3), which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), and Agriculture (II [AGR (II)]), consistent with the Multi-Use Land Use Category and the trip generation levels in the Route 9A/J. Turner Boulevard/Baymeadows Road portion of the Transportation Management Area and associated development agreements approved on April 8, 1999. In no event shall development on this acreage (Section A-3), as defined by legal descriptions and shown on the land use maps associated with Amendment 2002A-010, exceed 5,463 residential units and 6,128,892 square feet of non-residential.

4.3.13

The Westlake DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Business Park (BP), Community/General Commercial (CGC), Light Industrial (LI), and Recreation and Open Space (ROS), all consistent with the Multi-Use Land Use Category. The density and intensity of these uses within the Multi-Use Category shall be as follows:

- (1) 666.4 acres – Low Density Residential (LDR);
- (2) 174.2 acres – Medium Density Residential (MDR);

- (3) 273.2 acres – Business Park (BP), limited to 4,000,000 square feet of BP development rights;
- (4) 167.5 acres – Community/General Commercial (CGC), limited to 2,500,000 square feet of CGC development rights;
- (5) 1,570.0 acres – Light Industrial (LI), limited to 17,000,000 square feet of LI development rights; and
- (6) 437.7 acres – Recreation and Open Space (ROS).

4.3.14

The Palmetto Bay Regional Activity Center, which is a 1,760+/- acre Multi-Use Area on the Future Land Use Map, shall allow the following land use categories:

Community/General Commercial (CGC) for 200,000 square feet of commercial uses and 500 hotel rooms, Residential-Professional-Institutional (RPI) for 100,000 square feet of office uses, Low Density Residential (LDR) for 1499 single family residential units, Recreation and Open Space (ROS) for an eighteen hole golf course and other amenities, and Conservation (CSV) consistent with the Multi-Use (MU) Land Use Category.

4.3.15

The Pecan Park Regional Activity Center, which is a 847.6-acre Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: 120.7 acres of Community/General Commercial (CGC) for 115 hotel rooms and 799,000 square feet of commercial uses, 289.9 acres of Light Industrial (LI) for 6,000,000 square feet of light industrial uses, 30.0 acres of Heavy Industrial (HI) for 400,000 square feet of heavy industrial uses, 142.0 acres of Business Park (BP) and Residential-Professional-Institutional (RPI) for 325 multi-family dwelling units and 499,000 square feet of office uses, and 265.0 acres of Conservation (CSV) consistent with the Multi-Use (MU) Land Use Category consistent with the Multi-Use Land Use Category.

4.3.16

The Thomas Creek Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: 319.0 acres of Light Industrial (LI) for 4,900,000 square feet of light industrial uses, 172.35 acres of Low Density Residential (LDR) for 672 dwelling units, 26.72 acres of Business Park (BP) for 93,114 square feet of office uses, 6.0 acres of Community/General Commercial (CGC) for 26,136 square feet of commercial retail sales and service, 469.46 acres of Conservation (CSV) for jurisdictional wetlands, and 100.00 acres of Recreation and Open Space for public open spaces uses consistent with the Multi-Use (MU) Land Use Category. Any revision to the Thomas Creek Land Use Plan, as noted in this Policy, will require the developer or developers to provide a traffic impact analysis associated with the proposed and existing development. The methodology of this study must have the concurrence of the Florida Department of Transportation.

4.3.17

The Bayard Multi-Use Area is a 435.9 acre site designated on the Future Land Use Map. The location, density and intensity of uses in the Bayard Community shall be consistent with the Bayard Community Master Plan and will allow no more than 689 single family dwelling units, 789 multi-family dwelling units, and 326,111 sq. ft. of general commercial uses and 382,021 sq. ft. of office/institutional uses.

Issue: Site Specific Policies

~~Limiting maximum development potential or otherwise restricting development on specific sites through the Future Land Use Map Amendment process.~~

Objective 4.4 The following methods are used to establish maximum development potential or otherwise restrict development on specific sites:

Policies 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 web site 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.

4.4.2

In addition to Policy 4.4.1., a site specific policy may be adopted into the Comprehensive Plan. Site specific policies for sites within the Multi-Use Land Use category shall be listed under Objective 4.3

Objective 4.5 Update the Future Land Use Map (FLUM) and Future Land Use Element (FLUE) consistent with the recommendations of the September 2007 Evaluation and Appraisal Report (EAR)

Policy 4.5.1

Within one year after completing the remaining three planning district vision plans for the City, the City will complete an assessment regarding the need and feasibility of updating the Future Land Use Map (FLUM). The assessment shall be based on recommendations outlined in the City of Jacksonville Evaluation and Appraisal Report of the 2010 Comprehensive Plan dated September 2007. If an update to the FLUM is determined to be necessary and feasible, the City will transmit a final draft of the proposed FLUM update, and associated text amendments, to the State Department of Community Affairs (DCA) within the one year time frame. If an update to the FLUM is determined to not be necessary or feasible, the City will provide such documentation to the State DCA.

GOAL 5

To ensure implementation of an educational campaign geared to help citizens better understand the City's planning process.

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.

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.

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, and JEA.

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 for areas designated with a Multi-use (MU) or CGC land use category.
- 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 After the development of the revised Future Land Use Map, as outlined in Objective 4.5, the City will evaluate the need to develop Corridor Mobility Plans.

Policy 6.2.1

For any Corridor Mobility Areas (CMAs) the City designates, the City shall determine the feasibility of alternative forms of transportation and corresponding land uses within the designated corridor mobility areas. Designation of a CMA shall be coordinated with the JTA's plans for mass transit including the Rapid Transit System and Commuter Rail.

6.2.2

Pending the possible development of Corridor Mobility Plans, local funding resources should be evaluated to support the needed improvements that will be identified. In addition to federal, state and private funds the following local options should be considered to promote additional transportation funding: gas taxes, sales taxes, local option documentary stamp surtax, proportionate share contributions, user fee financing, private partner funding.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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.

Policies 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 walking distance (approximately 30 minutes) 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 or Commuter Rail lines;
- 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; and
- Identify opportunities for density bonuses, affordable housing, and credits for transit or other alternative forms of transportation to address concurrency requirements.

6.3.2

In addition to or in support of the City’s Land Development Regulations, developments within designated infill areas 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.

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.

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.

Policies 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)
- Septic Tank Failure Areas
- Environmentally Sensitive Areas
- Flood zones
- Aquifer recharge zones
- Wellhead protection areas

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.

7.1.3

The Planning and Development Department shall conduct development reviews consistent with the relevant policies of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan.

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).

Policies 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.

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.

Policies 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 Jacksonville Economic Development Commission 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.

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.

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.

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.

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.

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.

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.

8.1.9

Pursuant to FLUE Objectives 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).

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.

Policies 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.

8.2.2

In accordance with Conservation and Coastal Management Element (CCME) Objective 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.

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.

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.

8.2.5

In accordance with CCME Objective 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.

OPERATIVE PROVISIONS

Guidelines and Standards

At the core of the comprehensive planning process is the establishment of principles and standards governing the development and location of land uses based on the projection of future demand. Adherence to the provisions of this and other elements of the 2030~~40~~ Comprehensive Plan will ensure that future growth will occur in an economic and orderly fashion. One of the primary objectives of the Future Land Use Element and other elements of the 2030~~40~~ Comprehensive Plan is to insure protection of existing and emerging residential areas from encroachment by intrusive commercial, industrial and public/semi-public uses.

Locational Criteria

All of the plan categories described in this element allow for a variety of uses. Each category has a set of primary uses, which are intended to be the indicator of the overall development pattern of the area, and various types of secondary or supporting uses, which may also be allowed. The locational criteria in this section describe the factors to be used in determining appropriate locations for: (1) primary use plan categories in plan amendment requests, and (2) supporting uses in residential and other plan category areas.

The following factors, which were used in determining appropriate land uses and their boundaries on the Future Land Use Map series, will be considered in evaluating all zoning or subdivision site plan requests to determine appropriate locations for future development, redevelopment and expansion of existing uses within the City.

Street Classification: Function, size, design capacity, level of service, programmed, improvements.

Public Facilities and Services: Availability of municipal utilities (sewer, potable water), and mass transit in the urban service area, drainage, solid waste disposal, and recreational sites; ability to provide these facilities and services in a manner consistent with the level of service standards contained in the Capital Improvements Element and other applicable elements of the 2030~~40~~ Comprehensive Plan. Non-mandatory level of service facilities and services, such as the location of school sites to serve residential uses, the location of major health facilities, and police, fire and emergency service protection at applicable urban or rural levels, will also be considered.

Land Use Compatibility: Potential for the development of blighting or other negative influences, conforming with the goals, objectives and policies of this and other elements of the 2030~~40~~ Comprehensive Plan.

Development and Redevelopment Potential: Stability of the area, development and economic trends.

Structural Orientation and Other Site Design Factors: Orientation of buildings to each other and to major and minor streets, height, bulk, and scale of buildings in relation to surrounding uses, buffering, lighting, signage, and parking.

Ownership Patterns: Single lot or large tract ownership as a guide to determine the appropriate scale and design of potential development.

Environmental Impacts: Demonstration that environmental damage will not occur and/or can be mitigated in conforming with the goals, objectives and policies of this comprehensive plan, and all applicable federal, state and local development regulations.

Primary Uses: Primary uses are land use categories depicted on the Future Land Use map series (FLUMs). Criteria and standards which will be applied in determining appropriate locations for plan category amendments on the Future Land Use map series and in issuance of development orders permitting new non-residential primary use development and redevelopment by type within the City are included in the appropriate land use category description herein or in the Land Development Regulations.

Secondary Uses: Secondary or supporting uses are land uses which may not be depicted on the FLUMs. These uses may be allowed in various primary land use categories shown on the FLUMs.

In order to preserve and enhance existing residential neighborhoods and provide for safe, convenient employment locations within the City, all development order requests for secondary or supporting uses will be subject to review under the criteria described in this element. Nodal development patterns are preferred and new secondary uses will be encouraged to locate in nodes. An exception to this standard may occur in areas where infill can occur on commercially designated sites and where (1) infill would create a more compact secondary use pattern than development of new nodes in the same area, and (2) new development incorporates shared access with adjacent sites and/or direct access to a frontage or parallel facility, rather than a collector or arterial street. Locations for new secondary developments and redevelopment by type within the City shall be based on the location criteria included in this element.

The standards to be prepared as land development regulations and the criteria herein only designate locations that may be considered for secondary uses. Consideration does not guarantee approval of a particular use in any given location. With the exception of utility substations and other similar non-trip generating uses, secondary use sites should abut a roadway classified as a

collector or higher facility on the adopted highway functional classification system map, which is part of the 203040 Comprehensive Plan.

DESCRIPTION AND INTERPRETATION OF THE FUTURE LAND USE MAP SERIES

The Future Land Use Map series (FLUMs) depicts the generalized land use categories that will guide development and redevelopment through the planning period and has been prepared in conformance with Section 163.3177, F.S. and Section 9J-5.006, F.A.C. Each category permits a range of land uses, densities, and intensities through implementation of the City's Land Development Regulations. The exact type of land use, and the density and intensity appropriate at any one location will be determined using the criteria in this and the other elements of the 203040 Comprehensive Plan, as well as applicable Land Development Regulations.

In addition to the specific uses permitted in each land use category depicted on the FLUMs, as defined in this element, the following uses will be allowed in all plan categories subject to standards and criteria in the Land Development Regulations:

1. Roadways, public and private community facilities and essential services serving the areas;
2. Parks and open space areas;
3. Conservation and other natural areas, and
4. Agriculture, silviculture, and similar other low intensity open space uses.

Because of the graphic limitations of size and scale of maps, five acres is the minimum size land use generally depicted on the FLUMs. In most cases existing or proposed land uses of less than five acres are not normally depicted. Such uses shall be determined to be consistent with the FLUE, if they meet all of the following requirements:

1. The use is allowed as a secondary or supporting use in the predominant land use category depicted on the FLUMs;
2. The use meets the Goals, Objectives, and Policies, and Operative Provisions of this element;
3. The use meets the standards and other requirements of the Land Development Regulations adopted in accordance with 203040 Comprehensive Plan.

DETERMINATION OF FUTURE LAND USE MAP CATEGORY BOUNDARIES

Individual analysis of the conditions affecting land use locations is necessary in order to determine plan category boundary lines. Generally, the boundaries between different land use categories depicted on the FLUMs follow existing or proposed geographic features such as roadways, rail and utility rights-of-ways, section lines, natural and manmade watercourses, and the edges of water bodies. In areas where such features do not exist, or are inappropriate, existing property boundaries shall be used whenever possible to delineate plan category boundaries.

Where, due to large scale and small size of the adopted FLUMs, the exact location of the boundary between contiguous land uses is not clear, determination of a boundary location will be made by the Director of Planning and Development with the appeal of this decision to the City Council.

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 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 primary use that is intended for development within the category. Supporting uses may be developed subject to the provisions of this and other ~~203040~~ Comprehensive Plan elements.

Not all potential uses are routinely acceptable anywhere within the land use category. Each potential use must be evaluated for compliance with the goals, objectives and policies of this and other elements of the ~~203040~~ Comprehensive Plan, as well as applicable federal, State and local Land Development Regulations.

RESIDENTIAL

The residential categories primarily allow for single-family dwellings, multi-family dwellings, group homes, foster care facilities, community residential homes and other congregate living facilities in appropriate locations. Not included are hotels, motels, campgrounds, travel trailer parks for the transient population, and similar other commercial facilities. Also excluded are facilities such as jails, prisons, hospitals, sanitariums and similar other facilities and dormitories, etc.

Areas depicted for residential uses are shown under four residentially dominated plan categories; Rural Residential (RR), Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). Various housing types, ranging from detached single-family dwelling units at a density of one (1) unit per acre, to attached multi-family structures at densities of over 20

*City of Jacksonville ~~203040~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

dwelling units per acre, are allowed in the various categories. In order to encourage infill and redevelopment on existing lots of record within the Urban Area, the net density may exceed the allowable gross density limitation specified herein, provided such density is consistent with the applicable Land Development Regulation for such area. Pre-existing residential units may be restored to residential use at their original or historically significant (i.e., as existing 50 years previous) density, regardless of the land use plan category, as long as there is not an adopted ~~Neighborhood Action Plan~~ neighborhood plan and/or study recommending against it and they are made consistent with all other applicable Land Development regulations for the area. Achievement of the density ranges of the various categories will only be permitted when full urban services are available to the development site, subject to the provisions of this and other applicable elements of the ~~203040~~ Comprehensive Plan. It is not the intent of this plan to permit maximum allowable densities throughout the area depicted for a particular land use category on the Future Land Use Map series. Land Development Regulations that will be developed to implement the plan shall ensure that several development districts are established within each residential category to allow a variety of lot sizes and development densities. Accordingly, the average residential density in each category will be much lower than the maximum allowable density. Notwithstanding the density limitation of the residential categories, one dwelling unit will be permitted on any nonconforming lot of record, which was existing on the effective date of the 2010 Comprehensive Plan. Development on such nonconforming lots of record shall be subject to all other plan provisions.

Certain secondary and supporting non-residential uses are permitted in all residential categories subject to the provisions of this and other elements of the ~~203040~~ Comprehensive Plan. These uses may include neighborhood supporting recreation facilities and public facilities, such as schools, churches, day care centers, fire stations, branch libraries, community centers, essential services, as well as supporting commercial and service establishments and home occupations. Golf, yacht, tennis and country clubs, driving ranges, cemeteries and mausoleums but not funeral homes or mortuaries may be allowed in residential categories subject to the applicable Land Development Regulations. Bed and breakfast establishments meeting the performance standards and criteria in the Land Development Regulations are also allowed in appropriate locations in the designated historic residential districts.

In addition to the above, nursing homes, emergency shelter homes, rooming houses, residential treatment facilities, private clubs, animals other than household pets, borrow pits and drive through facilities associated with a permitted use may also be allowed as secondary or supporting uses in some of the residential land use categories.

Not all primary or secondary/supporting uses stated above would be permitted in all residential land use categories. The intensity and range of uses permitted in a

*City of Jacksonville ~~203040~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

specific land use category are subject to the provisions of this and other elements of the ~~2030~~ Comprehensive Plan, and all applicable Land Development Regulations. New neighborhood commercial uses shall not be allowed, as secondary/supporting uses, where such uses would constitute an intrusion into an existing single-family neighborhood.

In order to encourage more compact development pattern, mixed use, Traditional Neighborhood Design (TND) planned unit and cluster developments are allowed in all plan categories allowing predominantly residential uses. These types of conditionally controlled developments, whether at a development of regional impact (DRI) scale or below, are exempt from application of the nodal criteria of this element in their internal site designs.

Rural Residential (RR)

This category is intended to provide rural estate residential opportunities in the suburban area of the City. Housing developments at a gross density range of up to two (2) dwelling units per acre will be allowed when community scale potable water and sewer facilities are available to the site, and one (1) unit per gross acre when the site will be served with on-site water and wastewater facilities. Generally, single-family detached housing and mobile homes will be the predominant land uses in this category.

In addition to the secondary and supporting uses for all residential land use categories listed heretofore, borrow pits, animals other than household pets, foster care homes, community residential homes and drive through facilities in conjunction with a permitted use may also be permitted in the RR category subject to the standards and criteria in the Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Low Density Residential (LDR)

This category permits housing developments in a gross density range of up to seven (7) dwelling units per acre when full urban services are available to the site. Generally, single-family detached housing will be the predominant land use in this category, although mobile homes, patio homes and multi-family dwellings may also be permitted in appropriate locations. Mixed use developments utilizing "Traditional Neighborhood Design" (TND) concept, which are predominantly residential but include a broad mixture of supporting recreational, commercial, public facilities and services are also allowed subject to the standards and criteria in the Land Development Regulations. Minimum lot size shall be half acre per

*City of Jacksonville ~~2030~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

dwelling unit when both centralized potable water as well as wastewater are not available. The lot size shall be reduced to 1/4 acre per dwelling unit if either one of these services are not available. It is not intended to permit the maximum allowable density throughout the area depicted for this category on the Future Land Use Map series. Land Development Regulations shall include several development districts, each with different density range, which will be permitted in this category to permit a varied physical environment.

In addition to the secondary and supporting uses for all residential land use categories listed heretofore, borrow pits, animals other than household pets, foster care homes, community residential homes and drive through facilities in conjunction with a permitted use may also be allowed in the LDR category subject to the standards and criteria in the Land Development Regulations.

Medium Density Residential (MDR)

This category permits housing developments in a gross density range of up to twenty (20) dwelling units per acre when full urban services are available to the site. Generally, low rise multi-family housing such as apartments, condominiums, townhomes and rowhouses will be the predominant land use in this category, although duplexes, mobile home parks and single family homes/mobile home subdivisions may also be developed in appropriate locations. Mixed use developments utilizing "Traditional Neighborhood Design" (TND) concept, which are predominantly residential but include a broad mixture of supporting recreational, commercial, public facilities and services are also allowed subject to the standards and criteria in the Land Development Regulations. MDR developments may be cited as transitional uses between single-family and commercial or public/semi-public use areas. In the absence of the availability of centralized water and sewer, the density of development permitted in this category shall be the same as allowed in LDR without such services. It is not intended to permit the maximum allowable density throughout the area depicted for this category on the Future Land Use Map series. Land Development Regulations shall include several development districts, each with different density range, which will be permitted in this category to permit a varied physical environment.

In addition to the secondary and supporting uses indicated for all residential land use categories listed heretofore, nursing homes, emergency shelter homes, foster care homes, community residential homes, rooming houses, residential treatment facilities and private clubs are also allowed at appropriate locations in this category subject to the standards and criteria in the Land Development Regulations.

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

High Density Residential (HDR)

This category permits housing developments at gross densities of twenty (20) to sixty (60) dwelling units per acre outside the Central Business District (CBD). Residential densities within the CBD shall be based on site development plan approval as part of the development order for the Downtown DRIs. Because of the traffic and other infrastructure impacts such uses generate, HDR areas must be located in close proximity to an arterial road and be supplied with full urban services in order for development to occur. HDR areas shall be sited in or adjacent to mass transit corridors, particularly those served by fixed guideway systems. Generally, high rise multi-family and mixed use developments will be the predominant land use in this category. HDR developments are frequently appropriate transitional uses between residential and commercial or public/semi-public areas. It is not intended to permit the maximum allowable density throughout the area depicted for this category on the Future Land Use Map series. Land Development Regulations shall include several development districts, each with different density range, which will be permitted in this category to permit a varied physical environment.

In addition to the secondary and supporting uses indicated for all residential land use categories listed heretofore, nursing homes, emergency shelter homes, rooming houses, community residential homes, residential treatment facilities and private clubs are also allowed at appropriate locations in this category subject to the standards and criteria in the Land Development Regulations.

COMMERCIAL

This category is primarily intended to provide for all types of sales and service activities, such as retail trade, personal and professional services and storage, offices, hotels, motels, entertainment, and amusement facilities. Adult entertainment facilities are allowed by right in the heavy industrial land use category, but not in commercial. Commercial recreation and entertainment activities, such as amusement parks and marinas, are also allowed in this category. Single family dwellings and multi-family uses are also permitted consistent with the Medium Density Residential (MDR) and High Density Residential (HDR) plan category descriptions. A limited amount of warehousing, wholesaling, fabrication and light industrial uses may also be allowed subject to the standards and criteria in the Land Development Regulations.

The plan includes five types of commercially dominated land use categories: Residential-Professional-Institutional, Neighborhood Commercial, Community/General Commercial, Regional Commercial, and Central Business

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

District. The primary uses range from a small convenience store, laundry/dry cleaning shop to a large shopping center or a multi-story office building.

Secondary uses allowed in the residential categories are also allowed in all commercial categories. In addition, secondary and supporting uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: trade schools and colleges, hospitals, medical centers, and sanitariums, museums, art galleries, convention, exhibition and trade festival facilities, transit stations, and off-street parking lots and garages.

In addition to the above, criminal justice facilities, transportation terminals and facilities, stadiums and arenas, yard waste composting, dude ranches, riding academies, shooting ranges, commercial fishing or hunting camps, fairgrounds etc.; may also be allowed in some commercial categories.

Not all primary or secondary/supporting uses stated above would be permitted in all commercial land use categories. The intensity and range of uses permitted, in a specific commercial category, are subject to the provisions of this and other elements of the ~~2030~~²⁰⁴⁰ Comprehensive Plan, and all applicable Land Development Regulations.

Residential-Professional-Institutional (RPI)

This is a mixed use category primarily intended to accommodate office, limited commercial retail and service establishments, institutional and medium density residential uses. Large scale institutional uses, which require supporting residential and office components, are also permitted; as are office-professional uses as well as mixed use developments utilizing the "Traditional Neighborhood Design" (TND) concept, which are predominantly residential but also include a broad mixture of supporting recreational, commercial, public facilities and services, subject to the standards and criteria in the Land Development Regulations.

In addition to the secondary and supporting uses for all commercial land use categories listed heretofore, veterinarians, filling stations, off street parking, nursing homes, residential treatment facilities, day care centers, and other institutional uses such as libraries, public/private schools, colleges and universities, cemeteries, mausoleums but not funeral homes or mortuaries, private clubs, art galleries, museums, theaters and related uses may also be permitted when sited in compliance with this and other elements of the ~~2030~~²⁰⁴⁰ Comprehensive Plan and all applicable Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

This category permits housing and mixed use developments in a density range of up to twenty (20) dwelling units per gross acre when full urban services are available to the site. Generally, low rise multi-family dwellings such as apartments condominiums, townhomes and row houses will be the predominant land use in this category, although cluster and patio home mixed use projects, single family dwellings, Single Room Occupancies (SROs), and supporting neighborhood commercial retail, professional offices and institutional uses may also be developed in appropriate locations. The scale of individual commercial/residential buildings or developments will depend upon locational criteria established in the Land Development Regulations and on the Functional Highway Classification System Map.

New single-use developments in RPI may include only residential, office or ancillary transitional uses. Retail uses are not permitted as a single use in RPI. New mixed use developments may not include more than 50% of any single use.

Ancillary transitional uses may include the following:

1. Off-street parking facilities, as defined by the City's Land Development Regulations and subject to the restrictions below.
2. Stormwater facilities, as defined by the Infrastructure Element of the ~~2030~~ Comprehensive Plan.
3. Open spaces as defined in the Future Land Use Element of the ~~2030~~ Comprehensive Plan.

These uses may be shared and do not count as primary uses. They may fully occupy a parcel designated RPI only when the RPI serves as a transition between more and less intense uses, and the facilities are ancillary to the function of one of the adjacent uses; provided, however, that off-street parking facilities in the RPI land use category shall only serve primary uses also in an RPI land use category.

Neighborhood Commercial (NC)

These uses serve the daily needs of contiguous neighborhoods. Neighborhood commercial nodes will generally be located within a ten minute drive time of the service population.

The locational standards are in the Land Development Regulations to ensure that these uses do not penetrate into residential neighborhoods, but rather serve as they are intended, to provide for the daily needs of those areas. This category permits housing and mixed use developments in a gross density range of up to twenty (20) dwelling units per gross acre when full urban services are available to the site. Neighborhood

commercial uses may include convenience goods, personal services, veterinarians, filling stations and other low intensity retail and office-professional commercial uses developed in freestanding or shopping center configurations. Normally, such centers will be anchored by a food or drug store and will contain four to ten other supporting retail and office uses. New neighborhood commercial uses shall not be allowed as secondary uses in existing single-family residential neighborhoods when such uses would constitute intrusion.

Secondary and supporting uses included in all commercial categories as well as the additional uses allowed in the RPI land use category may also be permitted in this category. The standards to be prepared as Land Development Regulations and the criteria herein only designate locations that may be considered for neighborhood commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. The location and expansion of secondary, supporting uses in and on the peripheries of neighborhoods should be consistent in location and design with the development standards, as well as all applicable Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Neighborhood commercial sites should abut a roadway classified as a collector or higher facility on the adopted highway functional classification system map, which is part of the 203040 Comprehensive Plan. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations for neighborhood serving uses.

Community/General Commercial (C/GC)

Community/general commercial uses are generally developed in nodal patterns and serve large areas of the City, which include a diverse set of neighborhoods with a combined service population of at least 25,000 people or 10,000 dwelling units. Community/general commercial nodes will generally be located within a fifteen minute drive time of the service population. Such uses may only be developed within the commercial and commercially dominated mixed use plan categories of this element.

This type of development includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. Neighborhood commercial scale uses and projects may be part of a community/general commercial node. Transit-oriented Developments (TODs) are encouraged as a primary use within the CGC land use category within a ¼ mile walking distance (approximately a 15 minute walk) of the JTA's mass transit system

*City of Jacksonville 203040 Comprehensive Plan
Future Land Use Element
Revised October 2009*

including the planned Rapid Transit System or Commuter Rail lines. Transit-oriented or transit-ready developments are intended to promote compact, mixed-use development in these areas. A rapid transit station is an accessible hub or checkpoint that allows transit passengers to board, disembark, transfer, and/or purchase or redeem transit services. A rapid transit station may be existing or planned. If planned, the transit-ready development has provided right-of-way access for intended transit development. These developments must be supportive of transit and be pedestrian focused. Community/general commercial centers are generally developed with a variety of small department store(s) as its primary anchor. General commercial uses include business and professional offices, financial institutions, highway commercial such as auto repair and sales, mobile home/motor home rental and sales, off street parking lots and garages, boat storage and sales, hotel, motel, fast food establishments, commercial recreational and entertainment facilities such as carnivals or circuses, theaters, shooting galleries, skating rinks, athletic complexes, arenas, auditoriums, racetracks, and similar other types of commercial developments. In the case of a TOD, auto-oriented uses such as automotive sales and display, automotive services and repair, car washes, large format warehouse/retail, large format food stores, drive-in/drive-through services, warehouse distribution, outdoor storage, regional parks, funeral homes, large format faith facilities, low density single-family housing, and low intensity industrial uses are not considered supportive uses. Surface parking lots are permitted with restrictions. Adult entertainment facilities are allowed by right only in Zoning District CCG-2. In addition, warehousing, light manufacturing and fabricating could be permitted provided it is part of a retail sales or service establishment, and the use must be located on a road classified as collector or higher on the Functional Highway Classification Map. Commercial uses will comprise 70 to 90 percent of the land area of the category, while warehousing, light manufacturing and fabricating would constitute the remaining 10 to 30 percent. These uses may be developed as freestanding uses within the area of the Community/General Commercial node, or as separate general commercial projects.

To be considered a TOD, a site will generally need to be compact and connected, as defined in this Element. Other TOD characteristics include: parking shielded from pedestrians, pedestrian amenities such as open space benches and parks, a rapid transit station (existing or planned), storm water drainage that is clustered and efficient, a master plan, clearly defined pedestrian pathways, and vertically and horizontally mixed uses. The City review of traffic impacts will consider the decrease in vehicle trips due to the increase in transit, pedestrian activity and internal capture of trips.

Densities to the extent allowed within the HDR land use category may be permitted in the CGC category if the site is located in close proximity to a road classified as an arterial or higher on the Functional Highway Classification Map; within a ¼ mile walking distance (approximately a 15 minute walk) of a JTA planned Rapid Transit System or Commuter Rail line; and supplied with full urban services.

In addition to secondary and supporting uses allowed in all commercial categories, multi-family uses, nursing homes, group care facilities, trade schools and colleges, hospitals, medical centers, sanitariums, museums, criminal justice facilities, art galleries, exhibition and trade facilities and similar other institutional uses, dude ranches, riding academies, private camps, camping grounds, shooting ranges, fishing and hunting camps, fairgrounds, race tracks, stadiums and arenas, transit stations, bus and other transportation terminals (but not freight or truck terminals), personal property storage establishments, crematoria, blood donation and plasma centers, building trade contractors, rescue missions, residences in conjunction with a permitted use, and day labor pools etc. may also be allowed within the Community/General Commercial land use category. Single family and multi-family residences as part of a mixed use development ~~and~~ or those which were originally designed and legally built as single or multi-family residences prior to adoption of the Comprehensive Plan are allowed within this category, as long as there is not an adopted ~~Neighborhood Action Plan~~ neighborhood plan and/or study recommending against them. No new residential use will be more than 90% of the land area of a parcel of greater than 50 acres. Residential uses shall generally not be the sole use within the CGC land use category but may be greater than the commercial uses.

Land development regulations shall include standards for minimum setbacks and buffer zones between different types of uses allowed in this category, as well as locational criteria for such uses.

Not all potential uses are routinely acceptable anywhere within this land use category. Each potential primary or secondary use must be evaluated for compliance with this and other elements of the ~~2030~~²⁰⁴⁰ Comprehensive Plan as well as applicable Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Nodal development patterns at highway intersections are preferred, and generally all new community/general commercial uses will be developed in this pattern. An exception to this standard may occur in areas where commercial infill can occur on commercially designated sites and where

infill would create a more compact use pattern than development of new commercial nodes in the same area.

The standards to be prepared as Land Development Regulations and the criteria herein only designate locations that may be considered for community commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. Community commercial uses should abut a roadway classified as an arterial or higher facility on the adopted highway functional classification system map, which is part of the ~~2030~~ Comprehensive Plan. Sites with two or more boundaries on a transportation right-of-way will be considered preferred locations for these uses.

Regional Commercial (RC)

Regional commercial uses serve the City and outlying communities. Combined service populations generally exceed 80,000 people or 30,000 dwelling units. In size and scale, regional commercial development will meet generally the standards and guidelines for developments of regional impact (DRI) pursuant to Section 380.06 F.S.

Regional commercial nodes will generally be located with convenient access to transit corridors, and within a thirty minute drive time of the service population. Regional commercial uses may only be developed: (1) in a nodal pattern, and (2) within the commercial and commercially dominated mixed use plan categories. This type of development offers a full range of shopping goods, including general merchandise, apparel, home furnishings and related items. Community and neighborhood commercial uses and projects may be developed as part of a regional commercial node. Business and professional offices, financial institutions, other service commercial, entertainment, recreational, institutional and residential uses may be developed within the area of the regional commercial node, or as autonomous office-professional use projects.

Secondary and supporting uses allowed in other commercial categories may also be permitted in this category. Freestanding retail and other supporting uses developed in and around a primary regional commercial center will be sited within the area of the regional commercial node, subject to the provisions of this and other elements of the ~~2030~~ Comprehensive Plan. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

The standards in the Land Development Regulations and the criteria herein only designate locations that may be considered for regional

*City of Jacksonville ~~2030~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. Regional commercial uses should abut a roadway classified as a principal arterial or higher facility on the adopted highway functional classification system map, which is part of the 203040 Comprehensive Plan, except for sites located within the DDA's jurisdiction. Sites with two or more boundaries on transportation rights-of-way classified as principal arterials or higher will be considered preferred locations.

Central Business District (CBD)

This is a mixed land use category that is coterminous with the jurisdictional area of the Jacksonville Downtown Development Authority (DDA). The category allows medium to high density residential, commercial, industrial, institutional, recreational, and entertainment uses, as well as transportation and communication facilities. All the area in the CBD is included within the boundaries of the Downtown developments of regional impact (DRIs). The exact location, distribution, and density/intensity of various types of land use in the DDA's jurisdictional area will be guided by the site development plans approved as part of the development order for the Downtown DRI(s).

INDUSTRIAL

These uses are generally considered to be the most likely to create unacceptable impacts on residential areas. Noise, odors, toxic chemicals and wastes, and transportation conflicts are all associated with traditional industrial uses. Permitted uses in this category include mining, processing, manufacturing, packaging, warehousing, transportation and distribution operations. Also included are construction and utility maintenance yards, machinery repair shops, outdoor storage of scrap, bulk storage of inflammable liquids, radio and television studios, transmission towers, transportation facilities including land, air and water freight and passenger terminals, research labs, commercial, retail and service establishments, institutional uses, and business as well as professional offices. In addition, non-industrial supporting uses with similar external impacts are allowed. Such uses include railroad switching yards, truck terminals, bus and train stations, trade and technical training facilities, medical facilities, and utility plants and facilities, including spoil disposal sites, sanitary landfills, transfer stations, recycling centers and other similar facilities. On-site residential facilities for the use of watchmen or caretakers are also allowed in all industrial categories.

Public facilities and commercial uses allowed in residential and commercial categories may also be permitted as secondary or supporting uses in industrial land use categories.

The plan includes four industrial land use categories: Light Industry (LI), Heavy Industry (HI), Water Dependent-Water Related (WD-WR) and Business Park (BP). Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors. Business parks, for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing. These categories may include residences as described below. Not all primary or secondary/supporting uses stated above, therefore, will be permitted in all industrial categories. The type, intensity and range of uses permitted in a specific industrial category is subject to the provisions of this and other elements of the 203040 Comprehensive Plan and all applicable Land Development Regulations.

Business Park (BP)

This mixed land use category is primarily intended to accommodate low to moderate intensity office and industrial parks, which are generally developed as commercial subdivisions. Land uses permitted in this category include business/professional offices including banks and financial institutions, research and development activities, radio and T.V. studios, light manufacturing, fabrication and assembly, service establishments, major institutions, light industrial, and warehousing uses, outside storage incidental to a permitted BP use may be permitted provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations. Commercial offices comprise 70 to 90 percent of the land area in this category, while service, major institutional and light industrial uses constitute the remaining 10 to 30 percent. A portion of the land area in this category, not to exceed 25 percent, may be devoted to hotels, motels, restaurants, and similar supporting commercial uses.

In addition to the secondary and supporting uses allowed in all industrial categories, communication facilities, utilities, off-street parking lots, vocational trade, technical or industrial schools, private clubs, churches, day care centers, nursing homes and similar other public facilities meeting the performance standards and criteria in the Land Development Regulations will also be allowed in this category. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area. Residential uses may be allowed within this category including single and multi-family residences, which were originally designed and legally built as single and multi-family residences prior to adoption of the Comprehensive Plan, and newly constructed units, live/work lofts, and other mixed use projects as long as they are outside any airport environ where residential uses are not allowed

*City of Jacksonville 203040 Comprehensive Plan
Future Land Use Element
Revised October 2009*

as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, outside the Coastal High Hazard Area and within a density range of 1 to 20 units per acre. Newly constructed units in the Business Park land use category shall be for workforce persons and shall be allowed only if this site is located outside of an Industrial Sanctuary and is a component of mixed use development.

Business parks shall be located in areas designated for this category on the FLUMs. The standards as in the Land Development Regulations and the criteria herein only designate locations that may be considered for business parks. Consideration does not guarantee the approval of a particular site for business parks in any given location. Site access to roads classified as arterial or higher on the adopted Highway Functional Classification System Map, which is part of the ~~2030~~2040 Comprehensive Plan, is preferred except for sites located within the Jacksonville DDA's jurisdictional boundaries.

Light Industrial (LI)

This category includes industrial uses which have fewer objectionable impacts such as noise, odor, toxic chemical and wastes. Types of primary uses include light assembly and manufacturing, packaging, processing including scrap processing, manufacturing of paints, enamels and allied products but not the manufacturing of the resins and other components from which such products are made, concrete batching plants, storage/warehousing including bulk storage of liquids, research and development activities, transportation terminals including freight terminals, radio/T.V. studios, transmission and relay towers, yard waste composting, recycling facilities, business/professional offices, medical clinics, veterinarians, vocational/trade schools and building trade contractors. Secondary uses include railroad yards, truck terminals, bus and rail stations, solid waste management facilities including composting and recycling operations, institutional uses, and public facilities such as trade and technical schools, health clinics, fire stations, utility plants, churches and day care centers; commercial, retail and service establishments, broadcasting studios including transmitters, telephone and cellular phone towers, business as well as professional offices including veterinarians, filling stations, restaurants and similar other supporting commercial uses. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area. Residential uses allowed within this category may include single and multi-family residences which were originally designed and legally built as single and multi-family residences prior to adoption of the Comprehensive Plan, but shall not permit new residential units except as otherwise provided for in the Land Development Regulations as accessory uses.

*City of Jacksonville 2030~~40~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

Light industrial uses shall be located in areas designated for such use on the FLUMs. The standards in the Land Development Regulations and the criteria herein only designate locations that may be considered for light industrial uses. Consideration does not guarantee the approval of a particular light industrial use in any given location. Site access to roads classified as collectors or higher on the adopted highway functional classification system map, which is part of the ~~203040~~ Comprehensive Plan, is preferred except for sites located within the Jacksonville DDA's JEDC's jurisdictional boundaries.

Light industrial uses serving as complementary or supporting uses serving other primary land use categories may be permitted in mixed use planned unit developments (PUDs) outside the areas depicted for such use on the FLUMs.

Heavy Industrial (HI)

Heavy industrial uses are generally the most likely to produce adverse physical and environmental impacts such as noise, land, air and water pollution and transportation conflicts. Permitted uses in this category include mining, heavy manufacturing, repair, fabrication, assembly, packaging, processing, distribution and transportation operations. This may include manufacture, processing, storage or transportation of paper and pulp, scrap metal, explosives, paint, oil, turpentine, shellac, lacquer or varnish and similar other hazardous and toxic materials as well as petroleum refining including the various components and raw materials thereof. Railroad switching yards, solid waste management facilities, utility plants and similar other uses are also permitted, along with supporting commercial and institutional uses. In addition, all uses allowed in Light Industry category are also allowed in this category.

The standards in the Land Development Regulations and the criteria herein only designate locations that may be considered for heavy industrial uses. Consideration does not guarantee the approval of a particular industrial use in any given location. Compatibility of heavy industrial developments with surrounding land uses is a major concern. Heavy industrial land uses must be buffered by other less intense transitional land uses, such as office, light industry or open space, etc., to protect residential and other sensitive land uses; i.e., schools, health care facilities, etc. Heavy industries must be located with convenient access to the transportation network that includes major highways, railroads, airports and port facilities. Site access to roads classified as arterials or higher on the adopted highway functional classification system map, which is part of the ~~203040~~ Comprehensive Plan, is preferred except for sites located within the Jacksonville DDA's jurisdictional boundaries. Sites with railroad

*City of Jacksonville ~~203040~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

access and frontage on two highways are preferred locations for heavy industrial development. The location of heavy industrial uses shall be subject to the provisions of this and other elements of the 203040 Comprehensive Plan, and all applicable Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Water Dependent-Water Related (WD-WR)

This mixed use category is primarily intended for land uses that require deep water access to the St. Johns River. The primary purpose of the category is to protect, support and permit orderly expansion of the Port of Jacksonville. Ports, harbors, industrial docks, facilities for construction, maintenance and repair of vessels; ship supply establishments and facilities; freight, trucking, shipping or other transportation terminals and ancillary/accessory uses such as travel trailer parks, railroad yards, storage including bulk storage of flammable liquids and distribution facilities are the primary land uses in this category. Non-manufacturing, storage, processing, transportation, dredge disposal and other similar uses, which are related to and support the Port are also permitted, even though they may not require deep water access. Other water dependent uses, such as utility plants, water related recreation facilities, and fishing villages along with supporting commercial, service, institutional and public facilities are also permissible activities in appropriate locations. The intensity and range of uses permitted will be subject to the provisions of this and other elements of the 203040 Comprehensive Plan, and all applicable Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

MULTI - USE (MU)

The Multi-Use land use category is intended to accommodate, in a more innovating fashion, development or redevelopment of areas in a larger size and scale. The major purposes of this designation are to facilitate mixed-use development with horizontal and vertical land use integration, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. Design, aesthetics and environmental protection and enhancement are to be emphasized as part of the Multi-Use land use category. This designation will only be applied to areas that are of regional significance and offer a more practical means of their illustration of the Future Land Use Map series (FLUMs).

Areas which are appropriate for the Multi-Use designation include development which meets or exceeds the thresholds for a Development of Regional Impact (DRI), Florida Quality Development (FQD), or Regional Activity Centers (RAC) under Chapter 380, *Florida Statutes*, or a former military base closed pursuant to the Defense Base Closure and Realignment Act of 1990 and under Florida Statute 228 or subsequent Federal/local action or areas which have been approved as a Transportation Management Area with a Chapter 163 Agreement (TMA). These are the only areas to which the Multi-Use will apply. Developments in the Multi-Use category are authorized to use a proportionate share contribution provision in accordance with the provisions of Florida Statutes 163.3180(12) concerning transportation improvements.

The density and intensity of land uses permitted with the Multi-Use land use category shall be specified in the Future Land Use Element of the City's Comprehensive Plan. Additionally, this land use category would also still follow the set of circumstances under which proposed development in the designated area would be required to be reviewed through the provisions of Chapter 380, *Florida Statutes* DRI process, an approved Base Reuse Plan or through the provisions of an approved TMA.

For an area to qualify for the Multi-Use land use category, the following criteria must be met:

1. This land use designation shall not be approved where other land use designations within the City land use plan provide sufficient flexibility for the existing or proposed land uses.
2. The density and intensity of land uses permitted within this category shall include at least two different land uses and of these no one land use can exceed 70% of the land area involved in the particular amendment.
3. Multi-Use land uses will be of regional significance and either a DRI, RAC, FQD, former Military Base or TMA.
4. Multi-Use uses of this magnitude shall be DRI, FQDs, RACs, or former Military Bases and may be located in such areas as in the downtown and community redevelopment areas and areas surrounding regional community facilities such as airports, ports, convention centers or governmental complexes, commerce centers and regional activity centers.
5. Each Multi-Use land use designation shall be a defined geographical area, delineated on the Future Land Use Map series (FLUMs) of the Future Land Use Element of the ~~2030~~2030~~40~~ Comprehensive Plan. In addition, on the Map within the defined geographical area, the name of the multi-use development shall be inserted with an asterisk. Elsewhere on the map next to the asterisk shall be a cross reference to the specific policy in the Future Land Use

Element which refers to the development by name. Within that policy shall be enumerated all the future land use categories which will be utilized by the development without specific locations so that any land use category may be used anywhere in the development subject to the requirements of other applicable local land development.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

~~The TOD land use is intended to encourage mixed-use development in areas served by Regional Transit Stations. The major purposes of this designation are to emphasize multimodal options, to encourage development in a concentrated center, to provide for additional dwelling units in close proximity to transit and to create a walkable community.~~

~~This type of development must be supportive of transit and be pedestrian focused. In general this requires a roadway grid with good interconnectivity, parking shielded from pedestrians, pedestrian amenities, such as open space benches and parks, storm water drainage that is clustered and efficient, a master plan, clearly defined pedestrian pathways, and vertically and horizontally mixed uses. Uses generally found supportive include multi-dwelling residential, affordable housing, small lot single family, offices, hotels, health care facilities, medical clinics, high schools and colleges, daycare facilities, cultural institutions, athletic/recreational facilities, health clubs, personal services, retail shops, restaurants, grocery stores, coffee shops, local pubs, outdoor cafes, financial institutions, dry cleaners, entertainment facilities, and neighborhood oriented businesses. Auto-oriented uses such as automotive sales and display, automotive services and repair, car washes, large format warehouse/retail, large format food stores, drive-in/drive-through services, warehouse distribution, outdoor storage, regional parks, funeral homes, large format faith facilities, surface parking lots, low density single family housing, and low intensity industrial uses are typically not transit or pedestrian supportive uses. The City review of traffic impacts will consider the decrease in vehicle trips due to the increase in transit and pedestrian activity.~~

RECREATION AND OPEN SPACE (ROS)

This category includes lands used for activities that are associated with outdoor recreation, such as parks, playgrounds, golf courses, driving ranges, marinas, fairgrounds and spectator sports facilities in public and private ownership. Pastoral open space managed by the Recreation and Parks Community Services Department is also included.

Secondary and supporting uses include dude ranches, riding academies, boarding stables, private camps, campgrounds, travel trailer parks, country clubs, private clubs, sale and service of alcoholic beverages for on-site consumption in conjunction with a permitted use, rifle or pistol shooting ranges, archery ranges,

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

hunting and fishing camps and similar other recreational uses. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Areas designated as national or state forests, parks or preserves, although they offer excellent recreational opportunities, are included in the Conservation category. Private recreation and open space facilities that are part of residential, commercial or institutional land uses approved as integrated developments are also excluded since they are considered to be supporting uses to their projects.

The FLUMs depicts major existing recreational facilities only since neighborhood scale recreational areas are allowed as secondary uses within the residential and commercial categories. The location of new recreational facilities will be guided by the provisions of this and other elements of the ~~2030~~2040 Comprehensive Plan. Recommendations in the more specific planning district, neighborhood or functional plans will also be considered in siting future recreational facilities.

PUBLIC BUILDINGS AND FACILITIES (PBF)

This is a broad land use category that is intended to identify major public use or community service activities. Uses include all lawful government activities, public buildings and grounds, schools, colleges and universities, criminal justice facilities, military installations, transportation facilities including airports, train stations, terminals etc.; along with ancillary and accessory uses such as warehouses, general aviation uses, hotels, motels, restaurants, car rental agencies, public/private institutions, churches, hospitals, including professional offices, medical clinics, pharmacies, and other uses normally associated therewith, private clubs, sale and service of alcoholic beverages in conjunction with a permissible use, major public utilities, and off street parking lots. Nursing homes, group care homes, homes for the aged or orphans and other uses normally associated therewith are also permitted within this land use category. All types of public facilities; i.e., institutional, communication and utilities, and transportation are combined into one category on the FLUMs. Only major existing plants and facilities are depicted.

Secondary uses in this category include recreation and open space such as ball parks, stadiums arenas and equestrian facilities, etc.; sale and service of alcoholic beverages in conjunction with a permitted activity, off street parking lots, silviculture activities, conservation areas, sanitary landfills, construction and demolition debris landfills, yard waste composting facilities including the mulching plant and similar other uses.

Siting public/semi-public facilities that are allowed in commercial, light and heavy industrial, residential and institutional categories as supporting uses will not require plan amendment. Some major uses, however, because of their scale

and potential community impacts, may only be sited in this plan category. Not all potential primary or secondary uses are permissible anywhere within this land use category. Each potential use must be evaluated for compliance with the provisions of this and other elements of the ~~2030~~ Comprehensive Plan, and all applicable Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Activities that provide community service functions vary in character and locational need. A primary consideration in locating these uses is to ensure that each use will function as it is intended, as an important part of the urban service delivery system. The standards to be prepared as Land Development Regulations and the criteria herein only designate locations that may be considered for public/semi-public uses, and do not apply to military bases or other uses that do not directly serve the citizens of the City. Consideration does not guarantee approval of a particular use in any given location. With the exception of utility substations and other similar non-trip generating uses, community and regional serving public/semi-public sites should abut a roadway classified as a collector or higher facility on the adopted highway functional classification system map, which is part of the ~~2030~~ Comprehensive Plan.

CONSERVATION (CSV)

Conservation lands are areas with valuable environmental resources, such as sensitive vegetation, high value habitat, wetlands, high aquifer recharge potential and unique coastal areas. Some resource systems are highly sensitive and easily destroyed by indiscriminate human activity. These will be protected through public or private nonprofit ownership and management over time.

Areas in public or private ownership with unique environmental characteristics, such as coastal lands, may be designated as Special Management Areas (SMA) in accordance with the provisions of the Conservation/Coastal Management Element. In order to enhance and protect their unique resources, these areas will be subject to additional land use controls implemented through their specific management plans. The FLUMs series include an Environmentally Sensitive Areas Map (ESAM), which is used in concert with the Future Land Use Map series (FLUMs). The boundaries of the flood hazard areas on the ESAM are based on the federal Flood Insurance Rate Maps (FIRM), while the location and boundaries of wetlands and other environmentally sensitive areas potentially subject to additional regulatory controls are based on a variety of sources, including St. Johns River Water Management District and generalized United States Geological Survey (USGS) mapping. Accordingly, the location and boundaries of these areas are not precise, but are rather intended to serve as a guide in identifying sites that may be subject to regulatory mechanisms. Exact boundaries will be established for regulatory purposes using detailed site surveys

*City of Jacksonville ~~2030~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

completed prior to the issuance of development orders. These areas are depicted on the FLUMs under appropriate land use categories for which areas around these can be used/developed subject to applicable local, regional, State and federal regulations.

The Conservation category depicted on the FLUMs includes areas that are protected through public or private nonprofit ownership and management. Development potential in these areas is generally limited to open space, resource and recreational uses. Conservation areas may include regional, state or national forests, parks, sanctuaries, preserves and Special Management Areas. More specific uses and activities permitted in these areas are guided by the approved management plans for each area when such plans exist. This category also includes some sites that are presently privately owned, are located in DRIs or PUDs and are protected by development agreements or conveyed development rights, or the sites have been proposed for acquisition.

AGRICULTURE (AGR) (i) – (iv)

Most lands in the Rural Area of the City are designated Agriculture. Full urban services and facilities will not be provided by the City in the Rural Area during the planning time frame, and may not reach some portions of the urban service area because of access, topography and other restraints. Accordingly, the primary activities allowed in these categories agriculture and related uses, such as farming, horticulture, forestry and logging, storage, processing and wholesale distribution of farm supplies and products, and other resource dependent uses. These activities include, but are not limited to, raising of farm animals and poultry, dude ranches, riding academies, game preserves, bird sanctuaries, fish hatcheries and refuges, watersheds, reservoirs, control structures and wells, retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies, animal hospitals, veterinary clinics, animal boarding places, dog kennels meeting the standards and criteria in the Land Development Regulations. Resource based activities, such as conservation, recreation, and mining activities are recognized as consistent uses in this category. Marinas meeting the siting criteria of the Conservation/Coastal Management Element will also be permitted.

Parcels were placed in Agriculture (i), (ii), (iii), or (iv) based on their size at the time of adoption of the 2010 Comprehensive Plan (September 21, 1990) as follows:

- (i) Lots of record of 640 acres (section) or more in size at the time of adoption of the 2010 Comprehensive Plan;
- (ii) Lots of record of 160 acres (1/4 section) up to but not including 640 acres (section) in size at the time of adoption of the 2010 Comprehensive Plan;

- (iii) Lots of record of 40 acres and up to but not including 160 acres at the time of adoption of the 2010 Comprehensive Plan.
- (iv) Lots of record or contiguous lots of record under common ownership up to but not including 40 acres which were existing at the time of adoption of the 2010 Comprehensive Plan.

Landowners who wish to demonstrate that their land should have been placed in a different category than that shown on the Future Land Use Map will need to provide documentation to the satisfaction of the Department that a parcel was of legal record as of September 21, 1990, or in the case of AGR (iii) or AGR (iv), that contiguous parcels were not in common ownership.

Residential density standards for the Agriculture (i) – (iv) categories are as follows:

- (i) One Dwelling Unit (D.U.) per 100 acres of land
- (ii) One Dwelling Unit (D.U.) per 40 acres of land
- (iii) One Dwelling Unit (D.U.) per 10 acres of land
- (iv) One Dwelling Unit (D.U.) per 2.5 acres of land.

Notwithstanding this requirement, one dwelling unit shall be permitted on any nonconforming lot of record that was existing on September 21, 1990. Development on such nonconforming lots of record shall be subject to all other plan provisions.

Pursuant to the authority granted to local governments by Sec. 163.3179, Florida Statutes, exceptions to the density and intensity standards in the Agriculture (i)-(iii) categories may be granted for use of a parcel as a homestead by family members that meet the family relationship criteria under Future Land Use Element Policy 3.1.20 as follows:

- a) If the residual parcel is at least ten (10) acres, the exception to density standards may be granted through an administrative process provided that the resulting parcels are consistent with the Land Development Regulations.
- b) If the residual parcel is less than ten (10) acres, or if the resulting homestead parcels are not consistent with the Land Development Regulations, the eligibility for exception shall be determined by the Planning Commission through the variance process.

To encourage the preservation of agricultural, recreational and conservation uses in agricultural areas, the allowable residential densities may be transferred between contiguous parcels under a common site plan-controlled zoning district in the Agriculture Land Use Classifications (AGR i-iv). Residential development may be clustered on a site in accordance with the following standards:

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

- d) Both the development and the remaining undeveloped agricultural land must be part of a site-plan-controlled zoning district (PUD or PUD-SC) 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.
- e) Units may not be clustered at densities which would exceed the threshold for wells and septic tanks, nor located in areas which cannot sustain wells or septic tanks.
- f) The following non-residential uses may be included as part of the clustered development: conservation, recreation, farming, horticulture, raising of farm animals and poultry, dude ranches, riding academies, game preserves, commercial hunting and fishing camps, marinas meeting the siting criteria of the Conservation/Coastal Management Element, bird sanctuaries, fish hatcheries and refuges, watersheds, reservoirs, control structures and wells, retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies, bait and tackle shops, animal hospitals, veterinary clinics, animal boarding places, dog kennels, churches and other public facilities, and home occupations meeting the performance standards and development criteria in the Land Development Regulations.
- g) Wetlands and water bodies for which density credit is given shall be recorded as preservation or conservation areas or easements. Any proposed changes to said preservation or conservation areas or easements must be approved by the City Council.

The general objective is to hold to a minimum the number of residential units allowed in agricultural areas where full urban services and facilities are not available while nevertheless allowing some residential use for each owner of a lot of record. Another objective of the 203040 Comprehensive Plan is to encourage large landowners in the agricultural area to develop their respective properties in a mixed-use type of development in the future. Such development should be so designed as to provide for the "internal capture" of daily trips for work, shopping and recreational activities.

Other non-resource based uses may be permitted provided they meet the following criteria:

1. The provision of the facilities and services is in conformity with the provisions of this and other elements of the 203040 Comprehensive Plan;
2. The use meets all local, State and federal regulatory requirements and performance standards;

3. The location, scale, and design of the facilities are compatible with agricultural and rural activities;
4. The use does not attract spin-off urban development or may not be a desirable activity in the urbanized area because of external impacts on adjacent lands. Such uses include racetracks, solid waste management facilities including sludge disposal, power plants, major utility lines, airport, airstrips, prisons, slaughter houses, radio and television station antennas;

Secondary and supporting uses in the Agriculture category include race tracks, sawmills, bait and tackle shops, commercial hunting and fishing camps, truck stops and similar other supporting commercial uses, sale and service of alcoholic beverages in conjunction with a permitted activity, churches and other public facilities, and home occupations meeting the performance standards and development criteria in the Land Development Regulations. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

Standards for Rural Villages

Rural Villages may be approved within various Agricultural land uses in order to maximize the preservation of natural areas, not contribute to urban sprawl, reduce the need for residents of the surrounding lands to travel to the City's Urban area for work, recreation and shopping and encourage the interconnection of roadways and bikeways, greenways and trails in these areas. Rural Villages shall be comprised of several neighborhoods designed in a compact nature around a Village Center. Rural Villages may include several smaller Neighborhood Centers containing small-scale service, retail, office, and residential uses, and should include such items as a public park, square, or green. The Rural Village shall be designed to serve the retail, office, industrial, civic, government uses and service needs of the residents of the village. The Village Center shall be the primary location for commercial uses.

Villages should be surrounded by a green space in order to protect the character of the rural landscape and to provide separation between villages and the rural residential development, agricultural uses and conservation lands that may surround the village. Villages shall be designed to include such uses as: a mixture of residential housing types; institutional uses; industrial, commercial and recreational uses, all of which shall be sufficient to serve the residents of the Village and the surrounding lands. All industrial uses shall be located on the periphery of the Village. In addition, the following criteria and conditions shall apply:

Locational Restrictions

- A Rural Village should not be located any closer than 1 mile from another Rural Village. General locations of possible rural villages are shown on the map included in the background data and analysis. The map shall be updated to show actual boundaries as specific villages are approved.
- A Rural Village shall have direct access to a roadway classified as an arterial or collector roadway. Alternatively, access to the Village may be via a new collector roadway directly accessing an existing arterial or collector roadway, the cost of which shall be borne entirely by the developer.
- A Rural Village shall include public infrastructure, such as potable water and sewer facilities which are designed according to JEA standards and which do not encourage urban sprawl.

Rural Villages Sizes and Density

- Rural Villages should be a minimum of approximately 500 acres and a maximum of approximately 3,500 acres.
- Rural Villages shall include a Village Center and a minimum of two distinct residential neighborhoods, which may contain smaller neighborhood centers.
- The minimum and maximum gross density of a Rural Village is less than 1.0 unit per gross acre and 7.0 units per gross acre for single family, 2 units per gross acre to 15 units per gross acre for multi-family.

Land Use Mix

- There must be a mix of at least three uses, including public facilities as one. Between 50% and no more than 90% of the land area should be residential.
- As part of the development of Rural Villages, the City's Land Development Regulations shall identify the need for centrally located park or town square, vehicular, pedestrian and bicycle access within the Village Center and the residential areas. There should also be an interconnected network of streets and bicycle/walking/riding paths. These standards shall protect and promote a Rural Village character and be consistent with the adopted District Vision Plan.

- Rural Villages shall be zoned as Planned Unit Development Satellite Community (PUD-SC).
- The Neighborhood Centers should generally not exceed 10 acres each.
- The Village Center should range from approximately 20 acres to 150 acres.
- Office and industrial acreage should range from less than 50 and no more than 200 acres or around 10% of the land area.

The requirements of this designation shall not apply to, affect or limit the continuation of existing rurally developed areas.

WETLANDS

Wetlands generally include swamps, marshes, bogs and similar areas. Both freshwater as well as saltwater wetlands are shown on the FLUMs. The location and boundaries of wetlands on the FLUMs are based on a variety of sources, including St. Johns River Water Management District and generalized United States Geological Survey (USGS) mapping. Accordingly, the location and boundaries of these areas are not precise, but are rather intended to serve as a guide in identifying sites that may be subject to regulatory mechanisms. Exact boundaries will be established for regulatory purposes using detailed site surveys completed prior to the issuance of development orders. These areas therefore are depicted on the FLUMs under the appropriate land use category for which areas around these can be used/developed subject to applicable local, regional, State and federal regulations.

WATER

This category includes rivers, streams, creeks, sloughs and other waterways, lakes, open reservoirs, bays and estuaries. Only existing water bodies are depicted on the FLUMs. Small borrow pits, stormwater retention ponds, etc., are not shown.

VESTED DEVELOPMENT RIGHTS

In those instances where the ~~2030~~ Comprehensive Plan effects any change in the density or intensity of land use, or any other change in the use or regulation of land development, certain property owners may be vested from such provisions, provided that one of the following is shown by substantial competent evidence:

- (1) That the development was authorized as a development of regional impact, pursuant to Chapter 380, Florida Statutes, prior to the adoption of the ~~2030~~ Comprehensive Plan;

*City of Jacksonville ~~2030~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

- (2) That a final local development order was issued for the development and development has commenced and is continuing in good faith prior to the adoption of the ~~2030~~ Comprehensive Plan; or
- (3) That a property owner or other similarly situated person:
 - (a) has acted in good faith and in reasonable reliance;
 - (b) upon a valid, unexpired act or omission of the government; and
 - (c) has made such a substantial change in position or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights he has acquired.

~~By 1991, through the adoption of a land development regulation, the City shall provide an administrative procedure for the presentation of evidence to the City concerning claims to vested rights and for determination of whether such vested rights are valid and enforceable. The burden of proof as to the existence of a vested right shall be on the person claiming the vested right. Upon a determination by the City that such person has a vested right to develop land in a particular manner contrary to the 2010 Comprehensive Plan, such person shall be accorded a vested right to develop, subject always to such conditions as the City may determine to be appropriate. Any vested right determination shall be a development order or permit subject to challenge under Section 163.3215, F.S.~~

DETERMINATION OF USE CONFORMITY

The Future Land Use Map series (FLUMs) is a graphic translation of the goals, objectives and policies and other provisions of this and other elements of the comprehensive plan. Accordingly, the land uses shown on the FLUMs are presumed to be consistent with the ~~2030~~ Comprehensive Plan in its entirety. If a discrepancy is noted between the FLUMs and the provisions of this or other elements of the ~~2030~~ Comprehensive Plan, the written provisions of the plan will apply.

There may be cases where existing land uses and/or zoning on a property differ from the primary use of the underlying ~~2030~~ Comprehensive Plan category. The fact that the existing land use or zoning is different from the uses generally described in the plan category does not by itself establish inconsistency with the ~~2030~~ Comprehensive Plan. In many cases, these uses or zoning are consistent with the provisions of this and other elements because they are appropriate secondary or supporting uses that further the intent of the ~~2030~~ Comprehensive Plan.

In such cases, the Director of Planning shall determine the consistency of an existing use or zoning with the ~~2030~~ Comprehensive Plan. The decision of the Director of Planning and Development can be appealed to the Land Use and Zoning Community and Economic Development Committee of the City Council.

LOCAL INTEGRATED PLANNING PROCESS

With a land area of approximately 840 square miles, the City has both large urban and rural areas. To accommodate the diverse needs of the various urban, suburban, and rural communities, the City has developed a coordinated "step-down" planning program, which creates a stronger link between planning and implementation. This integrated planning process has historically proved to be successful in guiding growth and development in the City and will be continued through the planning period of the 203040 Comprehensive Plan. Briefly, the program is structured as follows:

The 203040 Comprehensive Plan

The plan, covering the corporate area of the City of Jacksonville excluding Urban Service Districts 2 through 5, has been prepared pursuant to the requirements of Chapter 163 (Part II), F.S. and Chapter 9J-5, F.A.C. The plan is primarily a policy document with generalized maps illustrating existing and future conditions. Definition of land use categories and locational standards, and distribution of those categories on the land use map will result in a development pattern that reflects the goals, objectives, and policies of this 203040 Comprehensive Plan.

Planning District Plans

The Jacksonville corporate area, excluding Urban Service Districts 2 through 5, is divided into six planning districts along census tract boundaries. Separate plans for each district have been or are being developed in conformance with the 203040 Comprehensive Plan. These plans have a great deal of grassroots public involvement and typically include specific recommendations for implementation and capital improvements. The district plan maps are produced at a larger scale and the data, analysis, and proposed land uses are more exhaustive than that found in the 203040 Comprehensive Plan. Because proposed densities and intensities are more exactly defined, these plans will be used to provide guidance for zoning and other reviews.

Special Studies and Neighborhood Plans

Small commercial or residential areas or corridors are sometimes selected for special planning studies as a response to identified community or governmental needs. These plans often include a lot by lot analysis of development trends and result in very site specific recommendations.

Small area and district plans are prepared in conformance with the Comprehensive Plan, which acts as a general guide to the community's long range vision of its future. Discrepancies between the various plans may occur in cases where the special study or district plan has been prepared prior to the 203040 Comprehensive Plan. In the event that the recommendations in existing

*City of Jacksonville 203040 Comprehensive Plan
Future Land Use Element
Revised October 2009*

special study and district plans conflict with the ~~2030~~ Comprehensive Plan, the ~~2030~~ Comprehensive Plan, as the document adopted under the provisions of Chapter 163 (Part II), F.S., will prevail.

In some instances, the special studies or district plans may contain more detailed information than the ~~2030~~ Comprehensive Plan. Upon findings by the City Council that a provision of a specific special study or district plan better serves the needs of the specific area and the City as a whole, the ~~2030~~ Comprehensive Plan will be amended, pursuant to applicable statutory and local laws, to reflect the provisions of the special study or district plan.

TABLE L-20

Type of Land-Use Category	FLUMs'				2005		2010		2015	
	Allocated Acreage	Developed Acreage*	Developable Acreage**	Undevelopable Acreage***	Acreage Need	% of Need	Acreage Need	% of Need	Acreage Need	% of Need
AGR-I	20,975.00	2,329.90	11,421.96	7,227.75	2,403.51	572%	2,671.03	515%	2,802.15	491%
AGR-II	49,469.94	3,989.94	22,141.21	30,497.89	4,116.00	461%	4,574.14	415%	4,798.68	395%
AGR-III	44,478.30	8,081.26	26,808.46	21,853.56	8,336.58	271%	9,264.48	244%	9,719.27	233%
AGR-IV	16,390.45	7,473.70	5,168.71	4,605.12	7,709.83	153%	8,567.97	138%	8,988.56	131%
BP	7,091.36	2,110.58	2,787.71	2,603.50	2,177.26	206%	2,419.60	185%	2,538.38	177%
CBD	1,675.95	785.07	186.21	745.79	809.87	115%	900.02	103%	944.20	99%
CGC	20,645.09	8,703.17	3,839.58	7,382.56	8,978.14	148%	9,977.45	133%	10,467.24	127%
GSV	24,455.37	2,494.18	0.00	15,621.75	2,572.98	343%	2,859.36	309%	2,999.73	294%
HDR	71.34	31.29	2.90	21.48	32.28	154%	35.87	139%	37.63	133%
HI	10,309.58	3,399.25	4,231.06	2,723.10	3,506.64	216%	3,896.95	195%	4,088.25	186%
LDR	139,844.73	73,660.47	24,073.47	41,629.55	75,987.69	129%	84,445.53	116%	88,590.89	111%
LI	17,676.17	6,723.21	7,325.39	6,576.24	6,935.63	160%	7,707.60	144%	8,085.96	137%
MDR	23,445.77	12,407.50	4,387.38	6,507.27	12,799.50	132%	14,224.16	119%	14,922.41	114%
MU	30,266.67	5,779.11	3,947.74	8,487.14	5,961.69	365%	6,625.26	329%	6,950.49	313%
NC	841.98	278.24	201.05	239.18	287.03	210%	318.98	189%	334.64	180%
PBF	40,172.89	23,472.84	0.00	16,640.55	24,214.44	97%	26,909.64	87%	28,230.61	83%
RC	1,210.00	604.65	319.77	285.53	623.75	148%	693.18	133%	727.20	127%
ROS	8,218.95	2,044.71	0.00	3,035.17	2,109.31	246%	2,344.09	221%	2,459.16	211%
RPI	10,103.28	3,197.65	3,477.52	3,087.37	3,298.68	213%	3,665.84	191%	3,845.79	182%
RR	19,745.98	6,656.44	7,471.49	4,792.06	6,866.74	218%	7,631.05	196%	8,005.65	187%
WD-WR	5,563.21	2,650.15	2,007.55	1,314.19	2,733.88	155%	3,038.18	140%	3,187.32	133%
Totals:	492,652.01	176,873.31	129,799.16	185,876.71	182,461.43		202,770.37		212,724.19	

Source: Planning and Development Department, City of Jacksonville—April 30, 2007

Notes: *All parcels with a structure (building value >\$5,000)
 **All properties have no building value, no wetlands, and are >1-acre
 ***All wetlands, water, and right-of way
 GSV, PBF, and ROS are assumed to not be developable
 Land area required assuming current densities: % of Need = (Allocated Acreage - Undevelopable Acreage)/Need

Acreage statistics are current through April 30, 2007 for Semi-Annual Adoptions 1991A to 2006B Series, 2006D Semi-Annual Transmittals, DRI-Related Adoptions 1999F-001 to 2005F-001, DRI-Related Approvals 2006-001 and 2006-002, and Small-Scale Adoptions 1993S01 to 2007S11.

L20-2007-03

Type of Land Use Category	FLUMS ¹ Allocated Acreage	Developed Acreage*	Developable Acreage**	Undevelopable Acreage***	2010 Gross Acreage Need	2010 % of Need ^o	2015 Gross Acreage Need	2015 % of Need ^o	2020 Gross Acreage Need	2020 % of Need ^o	2025 Gross Acreage Need	2025 % of Need ^o	2030 Gross Acreage Need	2030 % of Need ^o
AGR-I ¹	20,974.00	2,405.00	11,697.00	6,872.00	3,361.66	419%	3,109.54	454%	2,876.32	490%	2,660.60	530%	2,461.05	573%
AGR-II ¹	50,526.00	5,745.00	20,210.00	24,571.00	8,565.34	303%	7,922.94	328%	7,328.72	354%	6,779.06	383%	6,270.63	414%
AGR-III ¹	47,496.00	8,763.00	21,787.00	16,946.00	8,104.84	377%	7,496.97	407%	6,934.70	441%	6,414.60	476%	5,933.50	515%
AGR-IV ¹	16,822.00	7,979.00	5,103.00	3,740.00	2,993.26	437%	2,768.77	472%	2,561.11	511%	2,369.03	552%	2,191.35	597%
BP	7,317.00	2,411.00	2,464.00	2,442.00	2,774.11	176%	3,146.96	155%	3,508.99	139%	3,840.23	127%	4,139.24	118%
CBD****	1,717.00	742.00	273.00	702.00	742.00	137%	742.00	137%	742.00	137%	742.00	137%	742.00	137%
CGC	20,811.00	9,192.00	3,970.00	7,649.00	10,533.87	125%	11,911.76	110%	13,249.66	99%	14,473.75	91%	15,578.75	84%
CSV ²	24,527.00	2,940.00	6,731.00	14,856.00	2,940.00	329%	2,940.00	329%	2,940.00	329%	2,940.00	329%	2,940.00	329%
HDR	74.00	25.00	24.00	25.00	29.62	165%	33.81	145%	38.04	129%	42.21	116%	46.16	106%
HI	10,354.00	3,902.00	4,131.00	2,321.00	4,478.70	179%	5,070.88	158%	5,645.87	142%	6,171.95	130%	6,646.85	121%
LDR	138,949.00	79,305.00	18,384.00	41,260.00	88,147.09	111%	96,154.31	102%	104,251.25	94%	112,220.58	87%	119,786.28	82%
LI	18,498.00	6,979.00	5,910.00	5,609.00	7,876.09	164%	8,797.26	147%	9,691.69	133%	10,510.04	123%	11,248.77	115%
MDR	23,187.00	13,081.00	3,573.00	6,533.00	14,571.63	114%	15,921.51	105%	17,286.52	96%	18,630.02	89%	19,905.47	84%
MU	25,706.00	6,731.00	11,608.00	7,367.00	8,538.79	215%	10,395.10	176%	12,197.54	150%	13,846.66	132%	15,335.33	120%
NC	863.00	357.00	245.00	261.00	440.00	137%	525.23	115%	607.99	99%	683.71	88%	752.06	80%
PBF	40,071.00	25,704.00	8,052.00	6,315.00	26,565.57	127%	27,450.25	123%	28,309.27	119%	29,095.21	116%	29,804.69	113%
RC	1,211.00	713.00	361.00	137.00	796.00	135%	881.23	122%	963.99	111%	1,039.71	103%	1,108.06	97%
ROS	8,952.00	2,385.00	4,067.00	2,500.00	2,630.13	245%	2,881.85	224%	3,126.25	206%	3,349.87	193%	3,551.73	182%
RPI	9,118.00	3,475.00	2,596.00	3,047.00	3,819.74	159%	4,173.73	145%	4,517.44	134%	4,831.92	126%	5,115.80	119%
RR	19,858.00	7,043.00	7,546.00	5,269.00	8,260.93	177%	9,363.85	156%	10,479.14	139%	11,576.85	126%	12,674.56	115%
WD-WR	5,577.00	2,628.00	1,816.00	1,133.00	2,927.03	152%	3,234.09	137%	3,532.23	126%	3,805.01	117%	4,051.26	110%
WATER ³	49,890.00	361.00	480.00	49,049.00	-	-	-	-	-	-	-	-	-	-
Totals:	542,498.00	192,866.00	141,028.00	208,604.00	209,096.41		224,922.04		240,788.73		256,022.99		270,283.54	

Source: Planning and Development Department, City of Jacksonville
Acreage statistics are current through October 2, 2008 for Semi-Annual Adoptions 1991A to 2007D Series, Semi-Annual Transmittals 2008A Series, DRI-Related Adoptions 1999F-001 to 2007F-001, and Small-Scale Adoptions 1993S01 to 2008S14.

Notes:	*All parcels with a structure (building value >\$5,000)
	**All properties have no building value, no wetlands, and are >1 acre
	***All wetlands, water, and right-of-way
	****No net increase is anticipated for CBD acreage for the projection period.
	CSV, PBF, and ROS are assumed to not be developable
	^o Percent (%) of Need = [(Allocated-Undevelopable)/Need] --> this indicates how much land we have available in comparison with the gross acreage needed for each category.
	¹ No increase in agricultural land uses is anticipated for the projection period. Agricultural uses are expected to decrease throughout the projection period as urbanization increases.
	² CSV uses are based upon planned acquisitions of land. Currently, there are no planned acquisitions for the projection period.
	³ Water 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.

MAP L-3 SOILS

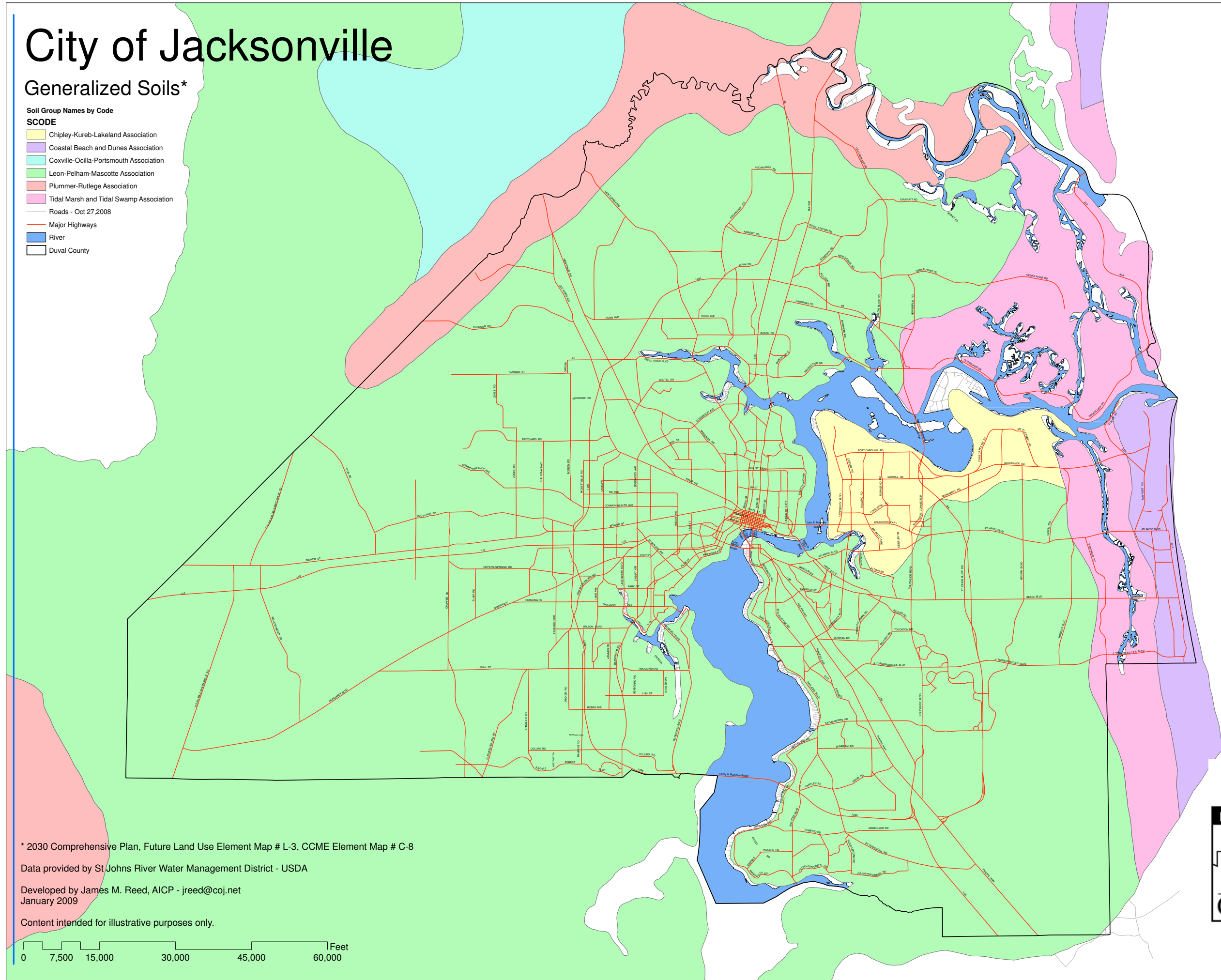
City of Jacksonville

Generalized Soils*

Soil Group Names by Code

SCODE

- Chipley-Kureb-Lakeland Association
- Coastal Beach and Dunes Association
- Coxville-Ocilla-Portsmouth Association
- Leon-Pelham-Mascotte Association
- Plummer-Rutlege Association
- Tidal Marsh and Tidal Swamp Association
- Roads - Oct 27, 2008
- Major Highways
- River
- Duval County

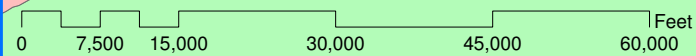


* 2030 Comprehensive Plan, Future Land Use Element Map # L-3, CCME Element Map # C-8

Data provided by St Johns River Water Management District - USDA

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.



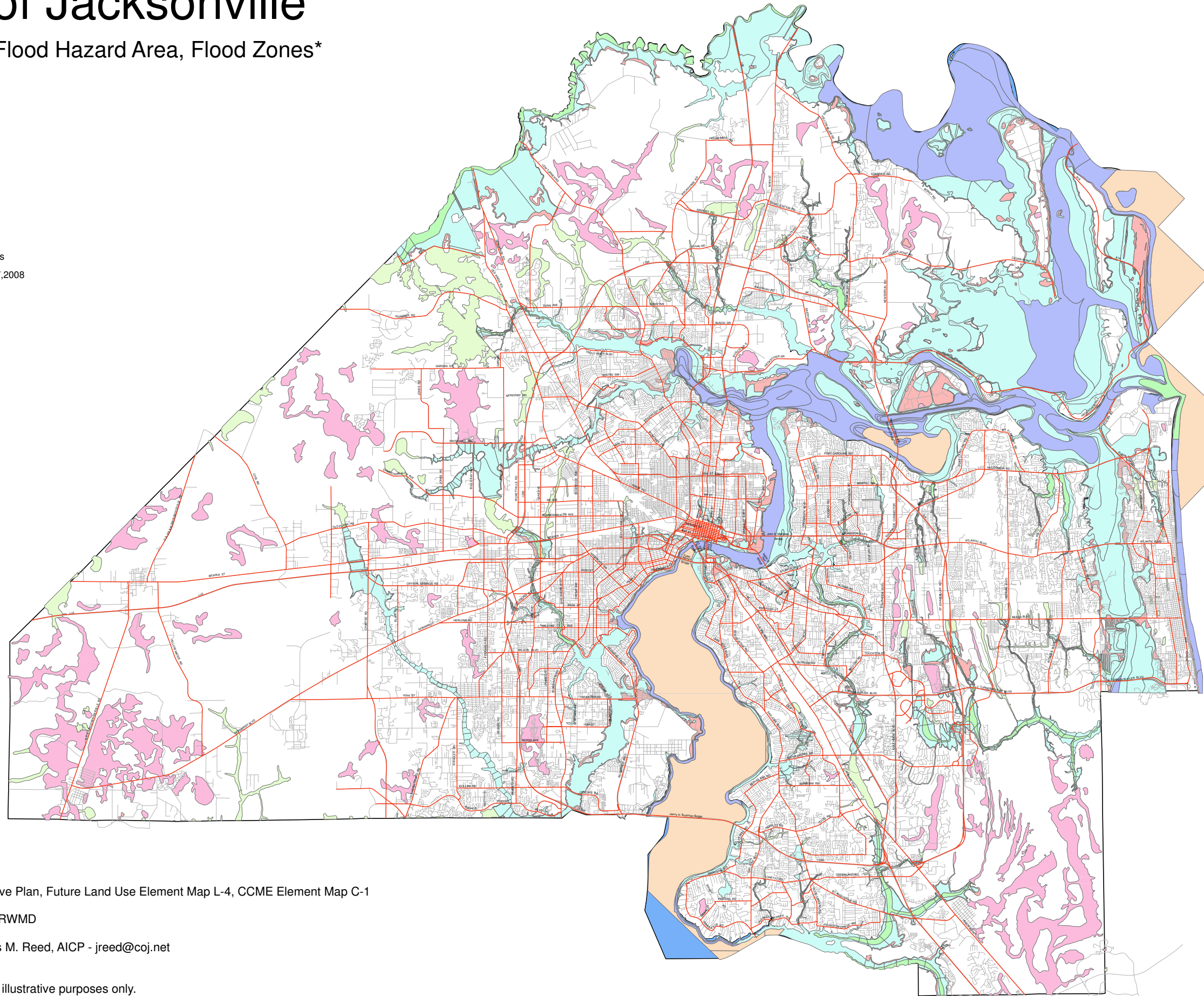
MAP L-4 100 YEAR FLOODPLAIN

City of Jacksonville

100 Year Flood Hazard Area, Flood Zones*

ZONES

- A
- AE
- AO
- D
- FW
- VE
- X5
- River
- Major Highways
- Roads - Oct 27, 2008
- Duval County

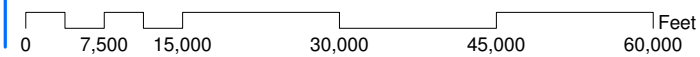


* 2030 Comprehensive Plan, Future Land Use Element Map L-4, CCME Element Map C-1

Data provided by SJRWMD

Developed by James M. Reed, AICP - jreed@coj.net
January 2009


Content intended for illustrative purposes only.




MAP L-5/MAP L-8 WETLANDS, BEACHES AND ESTUARINE SYSTEM


City of Jacksonville

Wetlands*


 Salt Water Marsh


National Wetlands Inventory (NWI) Data


 Riverine - Freshwater flowing water contained within a channel; salinity <0.5 ppt


 Estuarine - Tidal ecosystems, usually semi-enclosed by land, with varying salinities

NWI - Other Wetlands

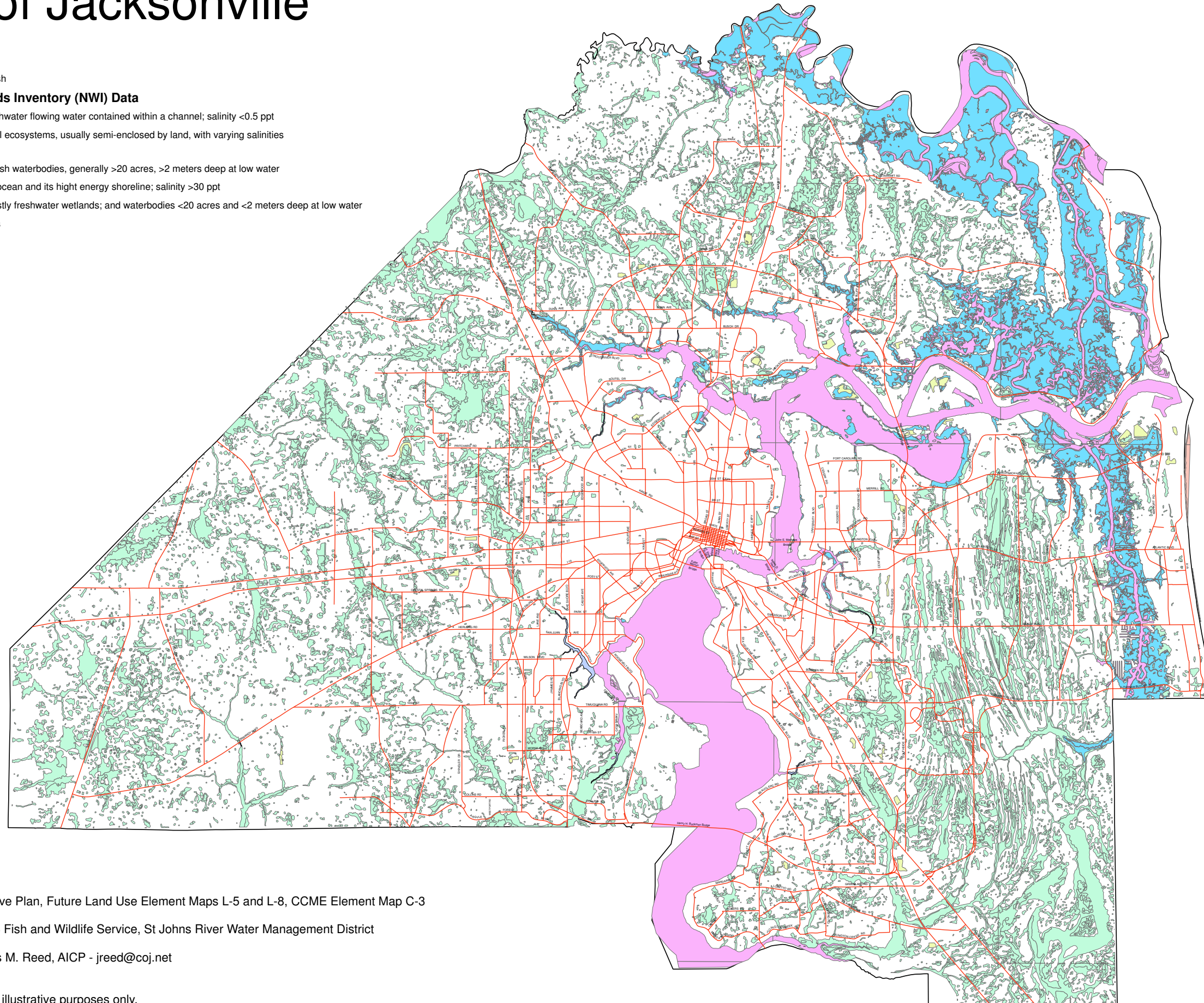
 Lacustrine - Fresh waterbodies, generally >20 acres, >2 meters deep at low water

 Marine - Open ocean and its high energy shoreline; salinity >30 ppt

 Palustrine - Mostly freshwater wetlands; and waterbodies <20 acres and <2 meters deep at low water

 Major Highways

 Duval County



* 2030 Comprehensive Plan, Future Land Use Element Maps L-5 and L-8, CCME Element Map C-3

Data provided by US Fish and Wildlife Service, St Johns River Water Management District

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.

0 8,000 16,000 32,000 48,000 64,000 Feet

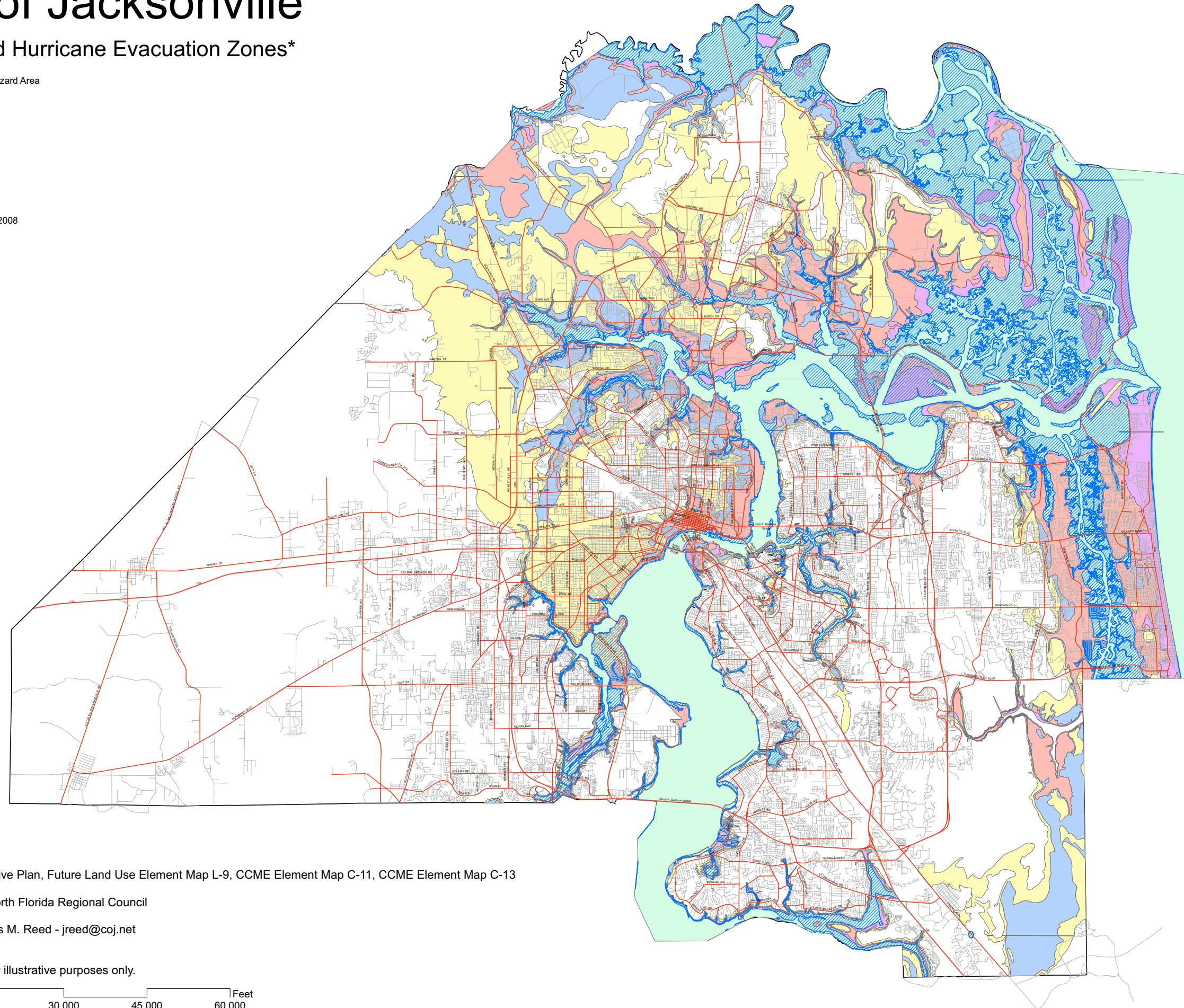


MAP L-9 COASTAL HIGH HAZARD AREAS (CHHA)

City of Jacksonville

CHHA and Hurricane Evacuation Zones*

- Coastal High Hazard Area
- Surge Zones**
- Category 1
- Category 2
- Category 3
- Category 4
- Category 5
- Major Highways
- Roads - Oct 27, 2008
- River
- Duval County

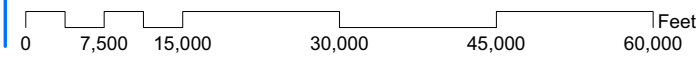


* 2030 Comprehensive Plan, Future Land Use Element Map L-9, CCME Element Map C-11, CCME Element Map C-13

Data provided by North Florida Regional Council

Developed by James M. Reed - jreed@coj.net
January 2009

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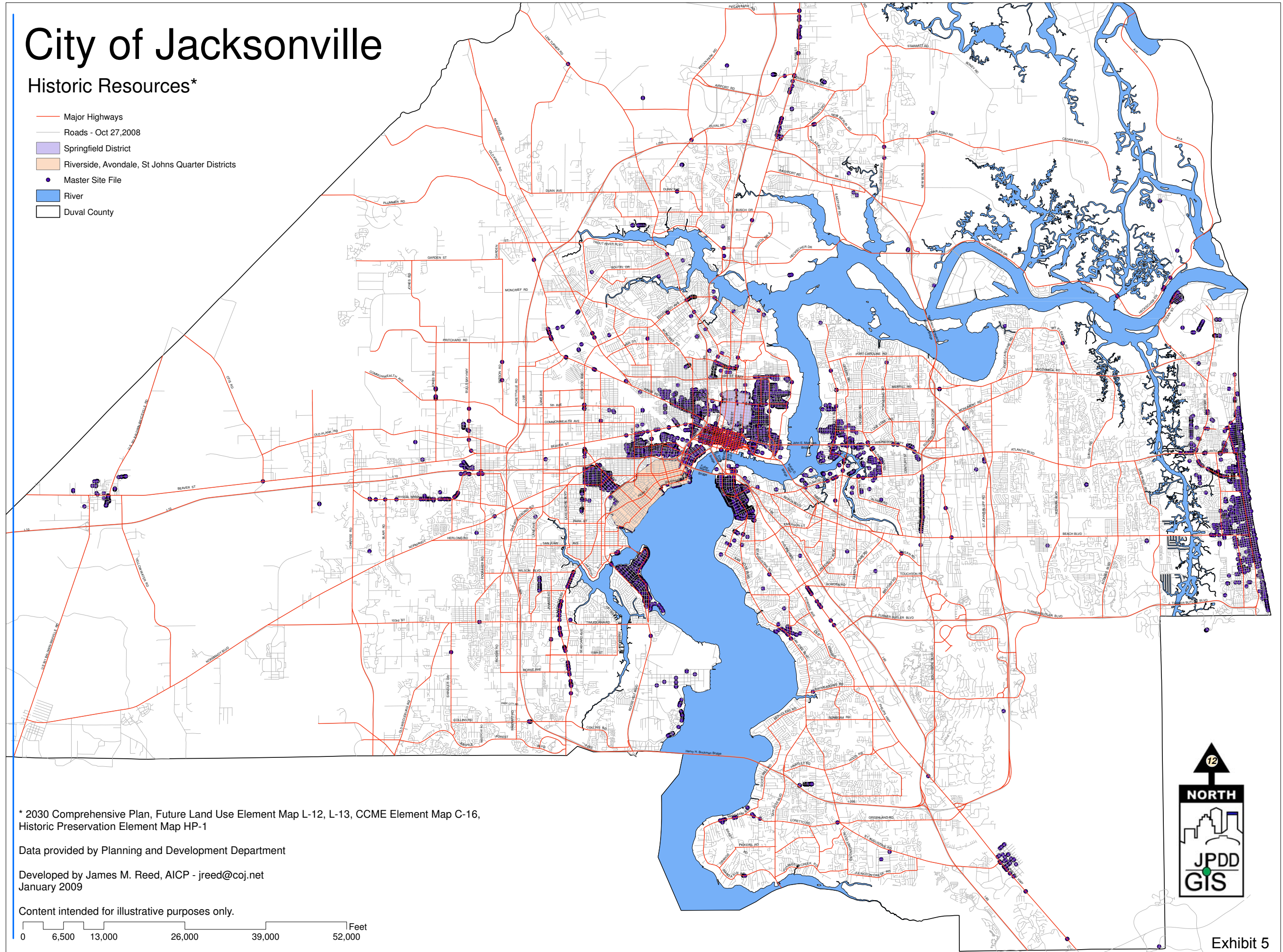


MAP L-12/MAP L-13 HISTORIC RESOURCES AND DISTRICTS

City of Jacksonville

Historic Resources*

- Major Highways
- Roads - Oct 27, 2008
- Springfield District
- Riverside, Avondale, St Johns Quarter Districts
- Master Site File
- River
- Duval County



* 2030 Comprehensive Plan, Future Land Use Element Map L-12, L-13, CCME Element Map C-16, Historic Preservation Element Map HP-1

Data provided by Planning and Development Department

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.

0 6,500 13,000 26,000 39,000 52,000 Feet



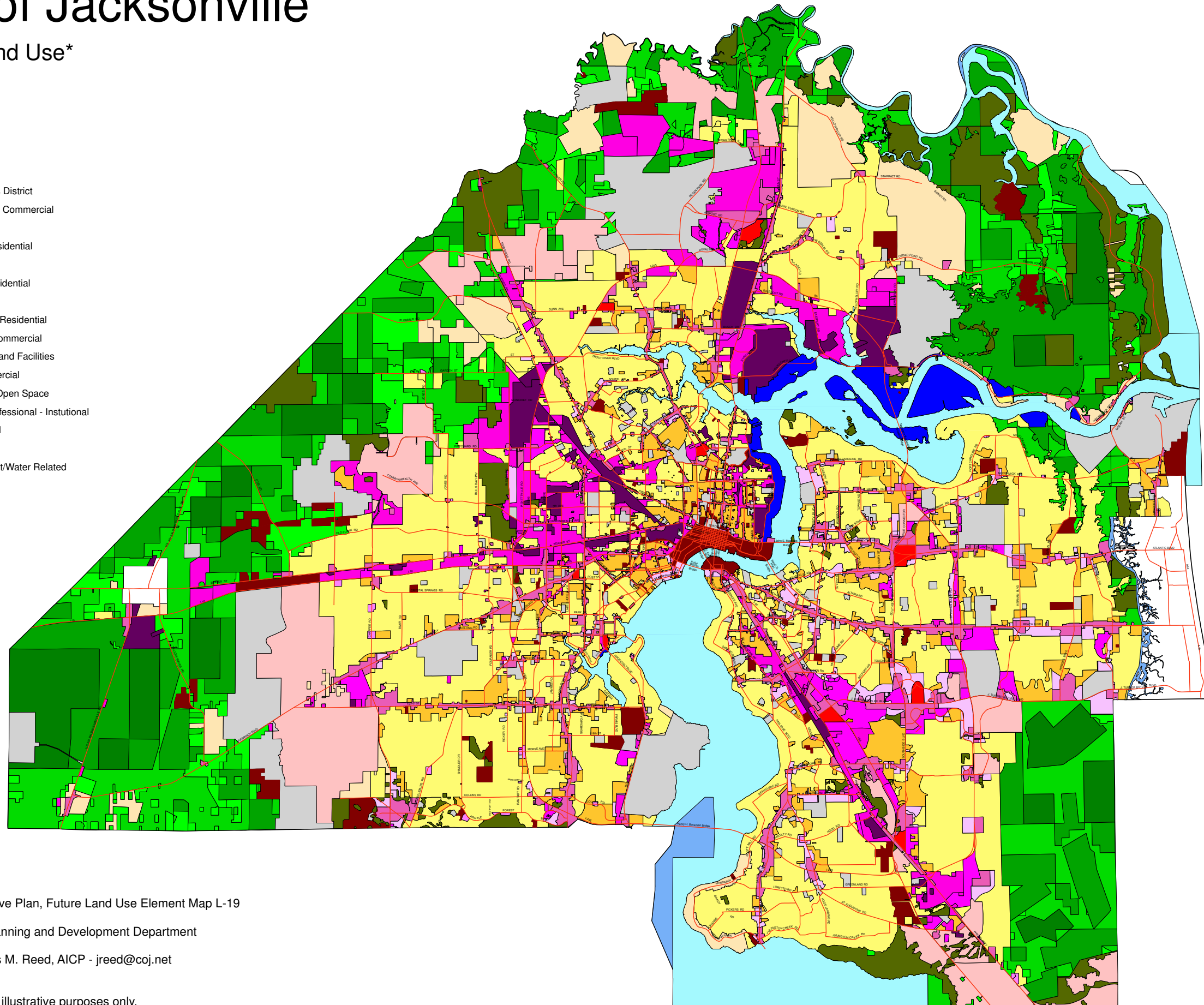
**MAP L-19 FUTURE LAND USE
DUVAL COUNTY/CITY OF JACKSONVILLE**

City of Jacksonville

Future Land Use*

Categories

- Agriculture I
- Agriculture II
- Agriculture III
- Agriculture IV
- Business Park
- Central Business District
- Community/Gen. Commercial
- Conservation
- High Density Residential
- Heavy Industrial
- Low Density Residential
- Light Industrial
- Medium Density Residential
- Neighborhood Commercial
- Public Buildings and Facilities
- Regional Commercial
- Recreation and Open Space
- Residential - Professional - Institutional
- Rural Residential
- Water
- Water Dependent/Water Related
- Multi Use
- Major Highways
- River
- Duval County

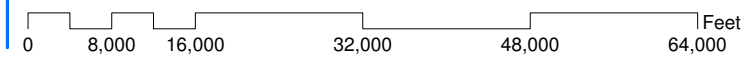


* 2030 Comprehensive Plan, Future Land Use Element Map L-19

Data provided by Planning and Development Department

Developed by James M. Reed, AICP - jreed@coj.net
September, 2009







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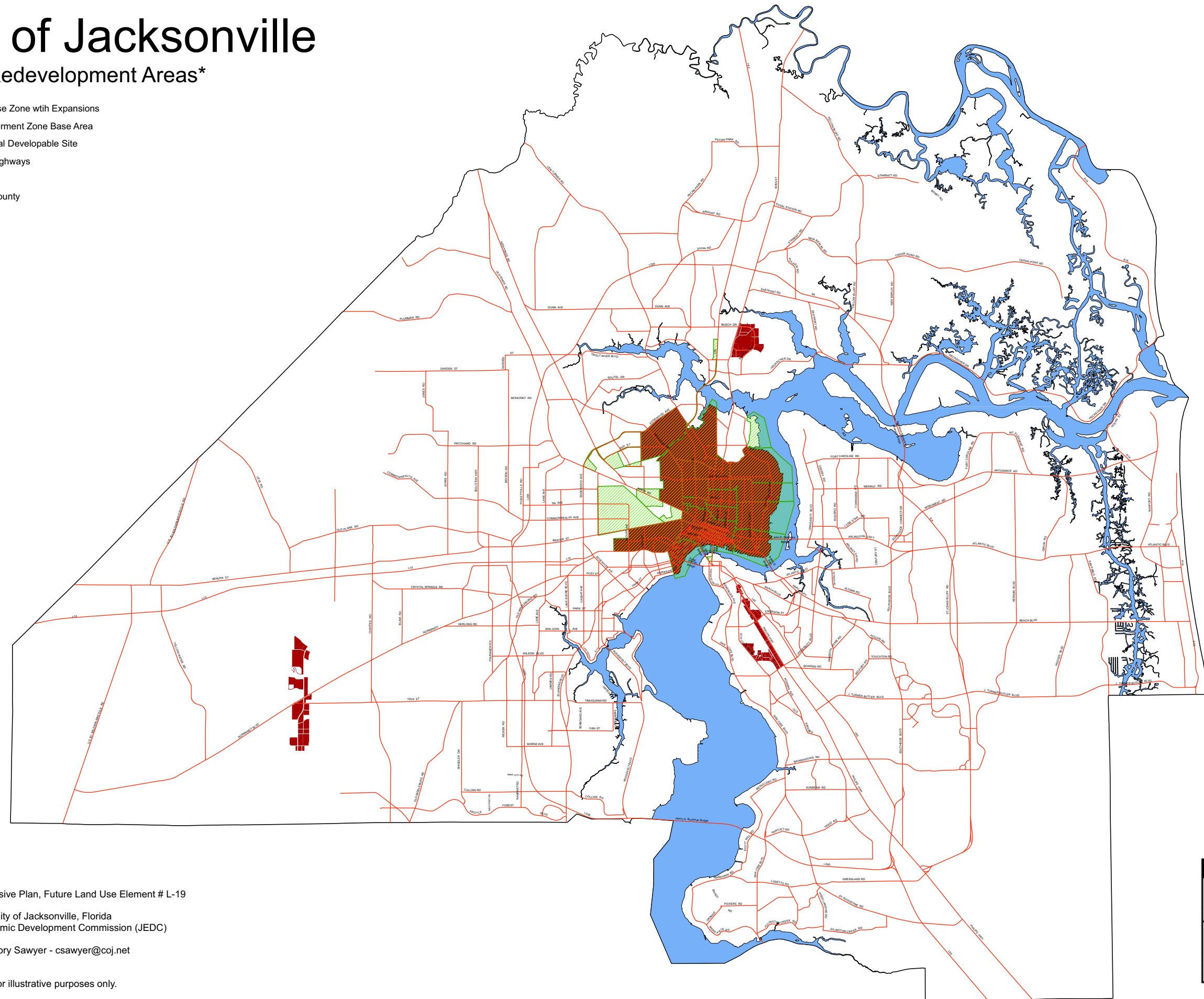


MAP L-20 URBAN REDEVELOPMENT AREA

City of Jacksonville

Urban Redevelopment Areas*

-  Enterprise Zone with Expansions
-  Empowerment Zone Base Area
-  Additional Developable Site
-  Major Highways
-  River
-  Duval County

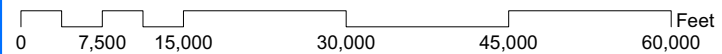


* 2030 Comprehensive Plan, Future Land Use Element # L-19

Data provided by City of Jacksonville, Florida
Jacksonville Economic Development Commission (JEDC)

Developed by A. Cory Sawyer - csawyer@coj.net
January 21, 2009

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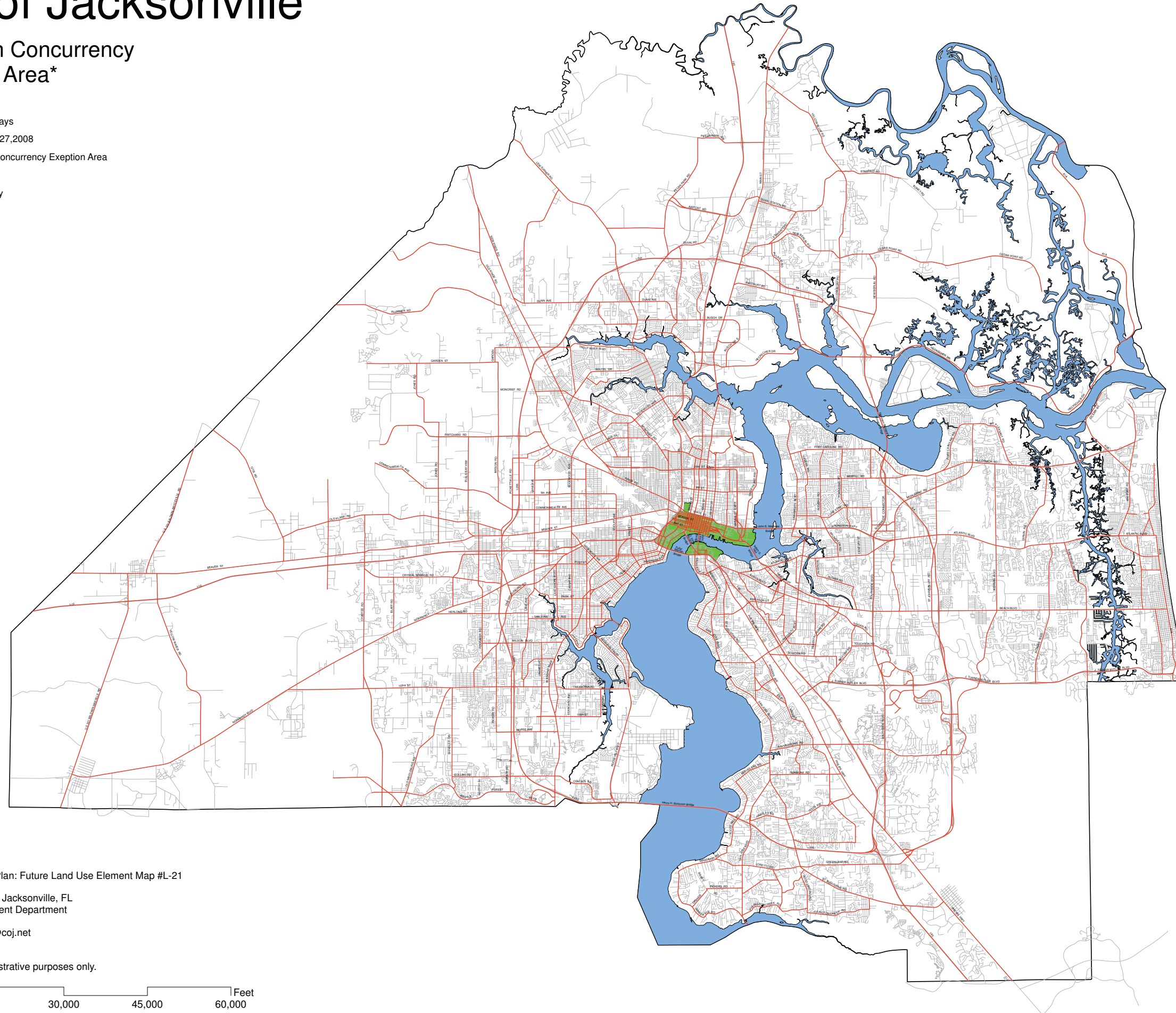


MAP L-21 DOWNTOWN CONCURRENCY EXCEPTION AREA (TCEA)

City of Jacksonville

Downtown Concurrency Exception Area*

- Major Highways
- Roads - Oct 27, 2008
- Downtown Concurrency Exception Area
- River
- Duval County

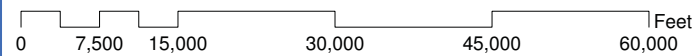


*2030 Comprehensive Plan: Future Land Use Element Map #L-21

Data provided by City of Jacksonville, FL
Planning and Development Department

Developed by tmclarty@coj.net
January 20, 2009

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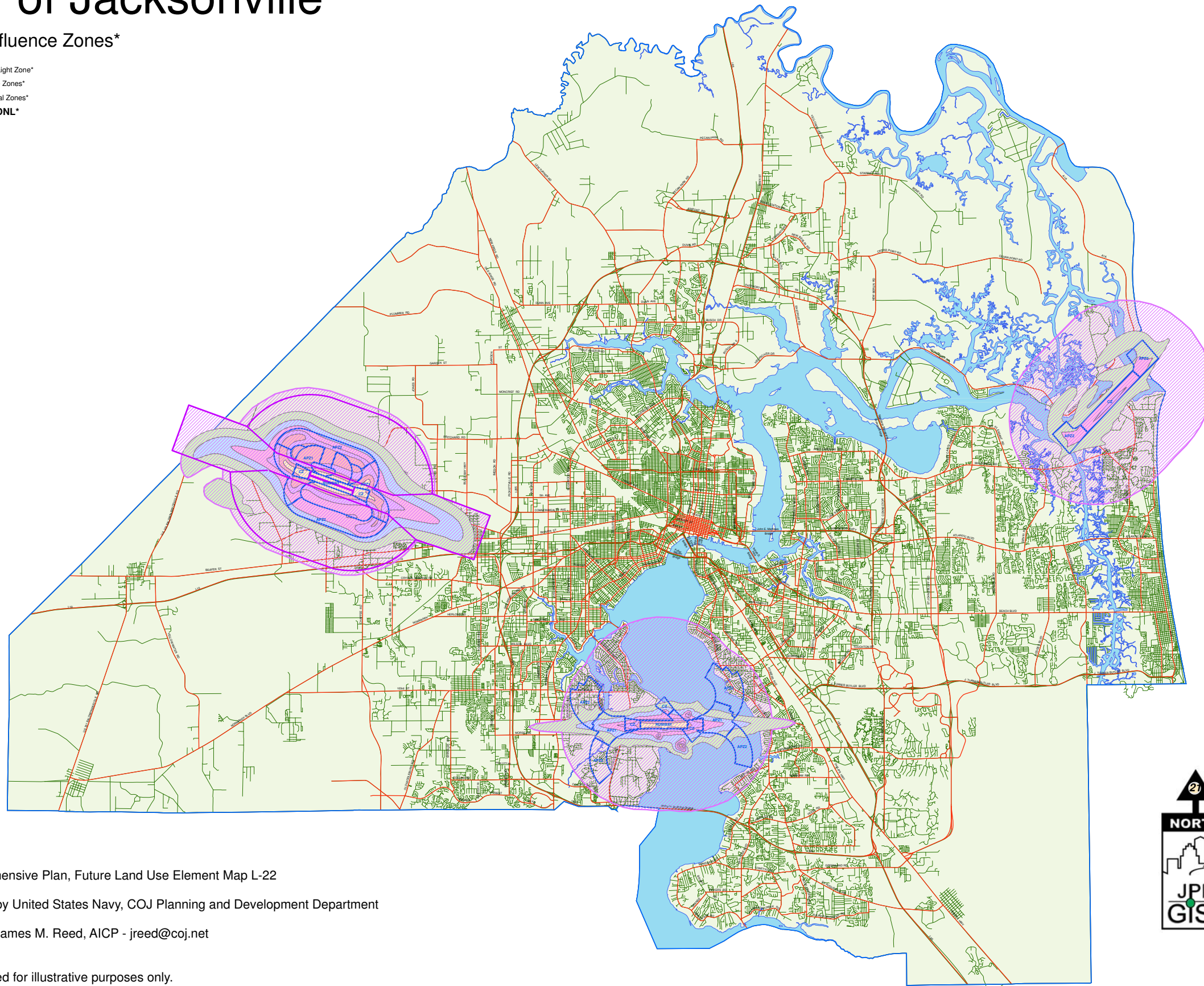


MAP L-22 MILITARY INFLUENCE ZONES

City of Jacksonville

Military Influence Zones*

- OLF Restricted Light Zone*
 - ▨ Military Influence Zones*
 - ▭ Accident Potential Zones*
- Noise Contours DNL***
- DB**
- 60
 - 65
 - 70
 - 75
 - 80
 - 85
- Major Highways
 - Roads 2005

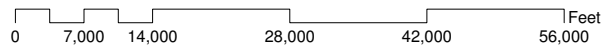


*2030 Comprehensive Plan, Future Land Use Element Map L-22

Data provided by United States Navy, COJ Planning and Development Department

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

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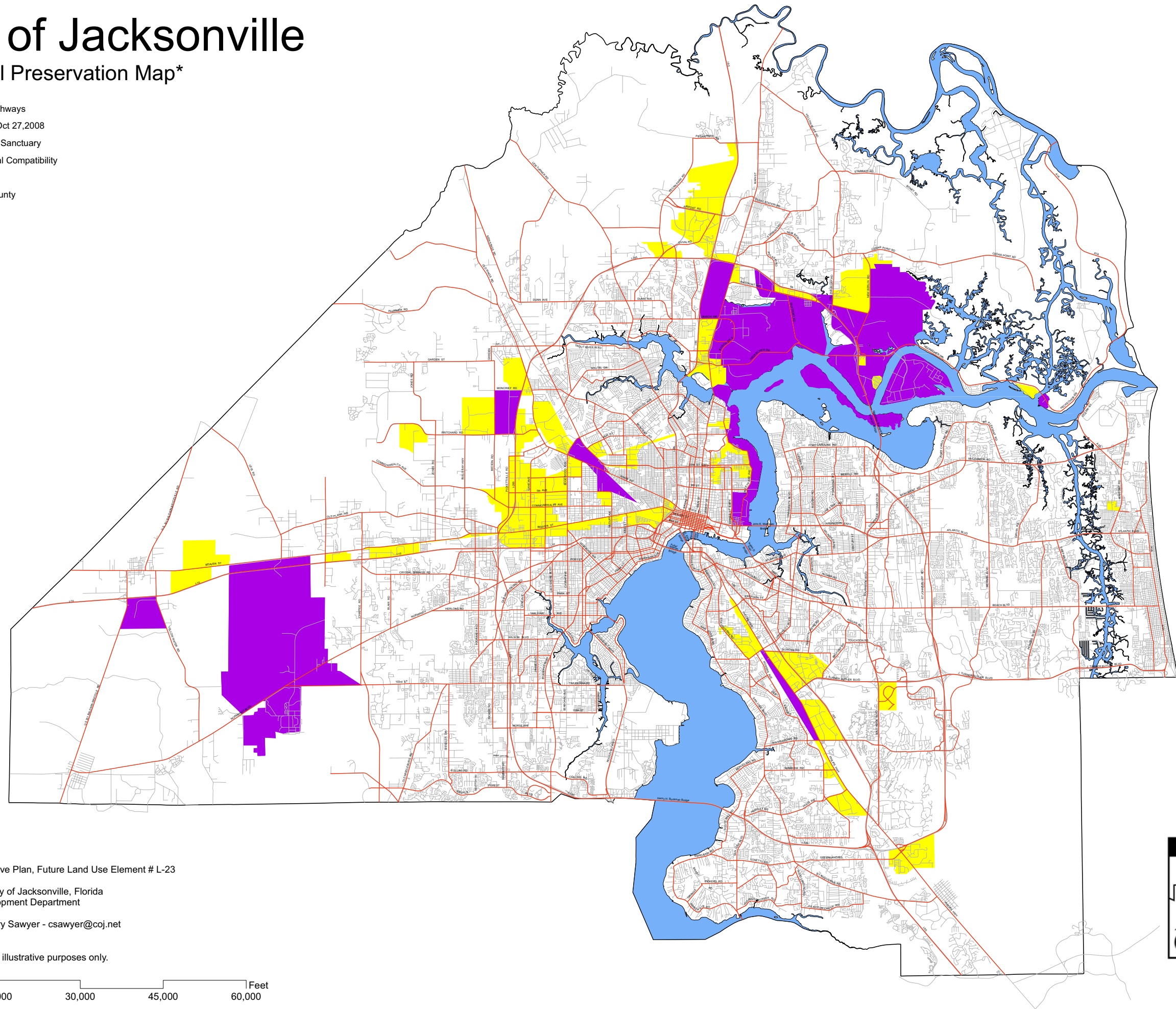


MAP L-23 INDUSTRIAL PRESERVATION

City of Jacksonville

Industrial Preservation Map*

- Major Highways
- Roads - Oct 27, 2008
- Industrial Sanctuary
- Situational Compatibility
- River
- Duval County

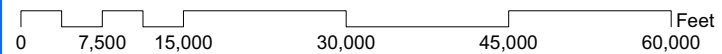


* 2030 Comprehensive Plan, Future Land Use Element # L-23

Data provided by City of Jacksonville, Florida
Planning and Development Department

Developed by A. Cory Sawyer - csawyer@coj.net
January 12, 2009

Content intended for illustrative purposes only.











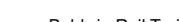
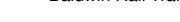
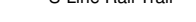
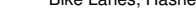
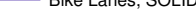
MAP L-24 ENERGY CONSERVATION

City of Jacksonville




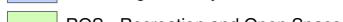

Energy Conservation*

JTA Park and Ride

Type


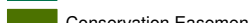

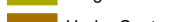

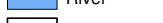
-  Transit Hub
-  Skyway
-  Trolley
-  Bus
-  Automated Skyway Express (ASE)
-  Trolley
-  2008 Bus Routes
-  Riverwalk
-  Baldwin Rail Trail
-  S-Line Rail Trail
-  Bike Lanes, Hashed
-  Bike Lanes, SOLID
-  Roads - Oct 27, 2008

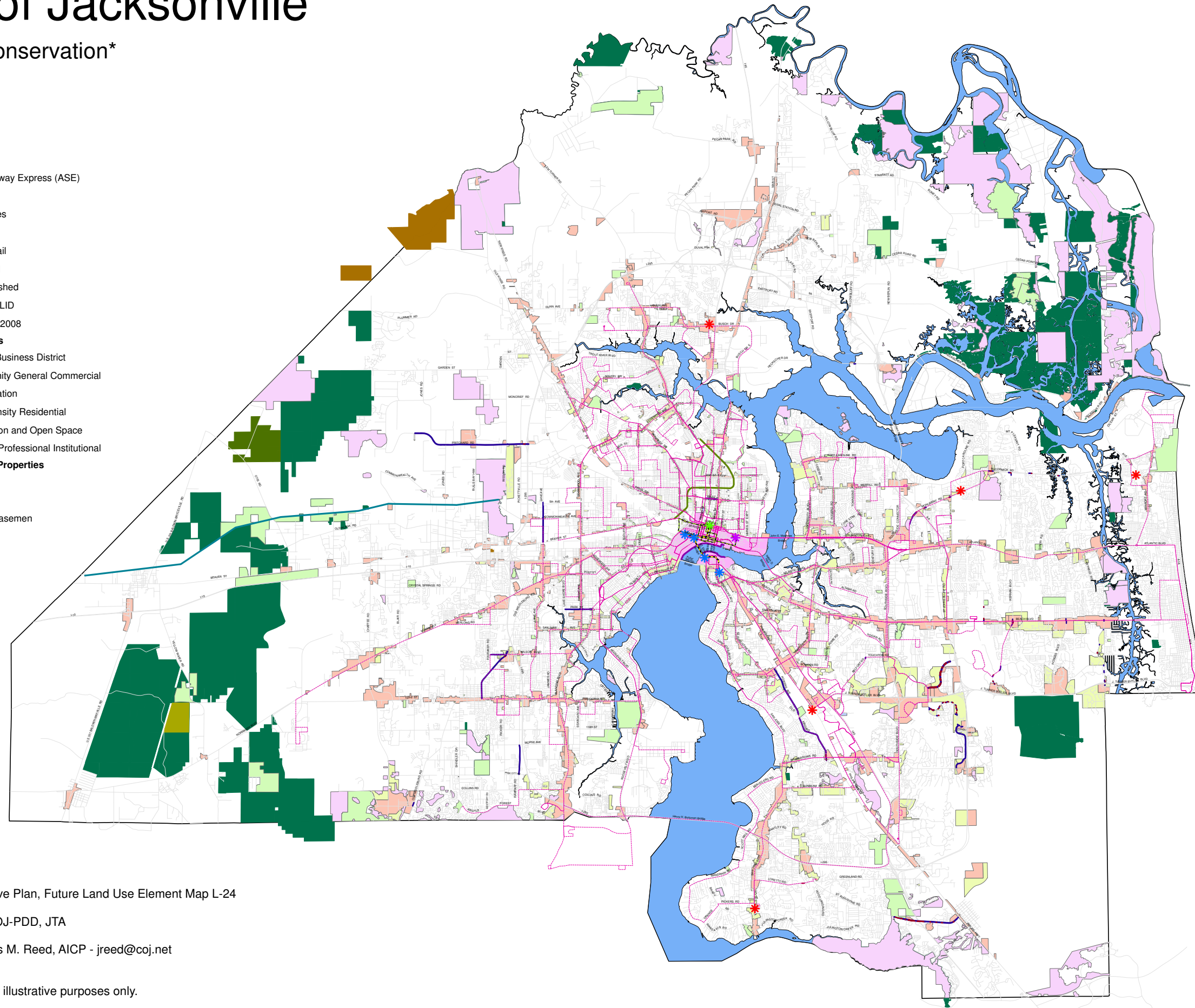
Associated Land Uses

-  CBD - Central Business District
-  CGC - Community General Commercial
-  CSV - Conservation
-  HDR - High Density Residential
-  ROS - Recreation and Open Space
-  RPI - Regional Professional Institutional

Preservation Project Properties

STATUS

-  Acquired
-  Conservation Easemen
-  Mitigation
-  Under Contract
-  River
-  Duval County

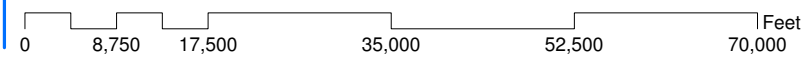


*2030 Comprehensive Plan, Future Land Use Element Map L-24

Data provided by COJ-PDD, JTA

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.



2030-10 COMPREHENSIVE PLAN

**FUTURE LAND USE
ELEMENT**

B

DEFINITIONS

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT

*City of Jacksonville 2030-10 Comprehensive Plan
Future Land Use Element
Revised October 2009*

DEFINITIONS

Definitions of terms used throughout the ~~2030~~ Comprehensive Plan rely on the definitions appearing in Chapters 163, 171, 177 180, 380 and 381, F.S. These statutory definitions, and related terms defined in applicable, supporting Florida Administrative Rules, such as Chapter 9J-5, F.A.C., are implicit to this comprehensive planning document. Definitions which appear in the City Ordinance Code are also incorporated.

In cases where the City's Ordinance Code and State statute or administrative rule conflict the more restrictive of the two shall be considered to govern. Definitions found in applicable Florida Statutes, The Florida Administrative Code and the City Ordinance Code are included. Key words that relate directly to this element of the ~~2030~~ Comprehensive Plan, and that may not be defined by Statute, Florida Administrative Rule or the City's Ordinance Code, are defined as follows for the reader's convenience.

2010 Comprehensive Plan – Adopted September 21, 1990; replaced with the 2030 Comprehensive Plan, per Ordinance 2009-791.

Abutting - Having common borders or edges.

Accessory Use - A use incidental or subordinate to the principal use of a building or project and located on the same site.

Adaptive Use - The process of converting a building to a use other than that for which it was originally designed.

Adjacent - To have property lines or portions thereof in common or facing each other across a right-of-way, street or alley.

Agricultural Uses - Activities within land areas that are predominately used for the cultivation of crops and livestock including: cropland, pasture-land, orchards, vineyards, nurseries, ornamental horticulture areas, groves, confined feeding operations, specialty farms and silviculture areas.

AICUZ – Air Installation Compatible Use Zone

Amenity - A building, object, area or landscape feature that makes an aesthetic contribution to the environment, rather than one that is purely utilitarian.

APZ – Accident Potential Zone

Areas of Situational Compatibility – areas identified on the Industrial Preservation Map (Map L-23) that may be suitable for industrial uses under certain conditions.

Arterial Road or Street (Arterial) - A roadway providing service which is relatively continuous and of a relatively high traffic volume, long trip length and high operating speed. Arterial roads have restricted parking, access control, with signals at important intersections and stop signs on the side streets. In addition, every United States numbered highway is an arterial road.

Arterial System - A roadway network that supports the function of principal arterials, i.e. the through-movement of motorized vehicles, by minimizing direct access to adjacent properties, reducing median and curb cuts, utilizing right-turn-only curb access offset from median cuts, using common service driveways to connect adjacent non-residential properties, and other such measures.

Beach - The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves.

Blighted Area - An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals or welfare in its present condition and use; (1) predominance of defective or inadequate street layout; (2) faulty lot layout in relation to size, adequacy, accessibility or usefulness, (3) unsanitary or unsafe conditions; (4) deterioration of site or other improvements; (5) tax or special assessment delinquency exceeding the fair value of the land; and (6) diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

Building - A structure created to shelter any form of human activity. This may refer to a house, barn, garage, church, hotel, packing house or similar structure. Buildings may refer to a historically or architecturally-related complex, such as a house, jail or barn.

Capacity Analysis (Future Land Use Element) - A determination of the Future Land Use Plan Map series ability to provide adequate areas for residential and non-residential uses based on projected population and employment growth during the planning timeframe.

Capital Improvements - Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a physical improvement is generally nonrecurring and may require multi-year financing.

CBD – Central Business District

Central Business District (CBD) - The business core of the urban center, containing a major concentration of financial, commercial, governmental and cultural functions as shown on the Future Land Use Map series.

Clustering - The practice of grouping residential uses close together rather than distributing them evenly throughout a site while remaining below the applicable gross density ceiling of the land use plan category.

Coastal High Hazard Area (CHHA) - ~~The evacuation zone for a category 1 hurricane as established in the regional hurricane evacuation study applicable to the local government.~~ The Coastal High-Hazard Area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. The CHHA is shown on Map L-9 of this element and Map C-18 of the Conservation/Coastal Management Element.

Collector Road or Street (Collector) - Surface streets providing land access and traffic circulation within residential, commercial and industrial areas. Collector roads collect and distribute traffic between local roads and arterial roads. Collectors are roadways providing service that is of relatively moderate traffic volume, moderate trip length and moderate operating speed.

Commercial Infill - Commercial development of the same type and scale as adjacent commercial uses that is sited between those uses in existing strip commercial areas.

Commercial Uses - Activities within land areas that are predominantly connected with the sale, rental and distribution of products or performance of services.

Comprehensive Plan - An official document in ordinance form adopted by the local government setting forth its goals, objectives and policies regarding the long-term development of the area within its jurisdiction. In the City, this refers to the text and maps adopted and amended by the City Council pursuant to Chapter 163 (Part II), et seq., F.S. as amended.

Community Residential Home - A residential unit licensed to serve clients of the Department of Children and Families C&F which provides a living environment for up to fourteen residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional and social needs of the residents. The residents of the community residential home shall not be related to the owner/operator by law, blood, marriage or adoption and shall be limited to those persons defined as "residents" in s. 419.001 (d), *Florida Statutes*.

Compact development – A compact development promotes the internal capture of trips for employment, housing, and daily service needs within a two (2) mile radius from the center of the development. To be considered “compact,” a development site must have a “C” value of 0.40 or higher:

$$\text{Given } C = 4A/P^2$$

Where:

A = total Area

P = Perimeter of development sites

$$\Pi = 3.14$$

Note: A perfectly compact development has a $C = 1.0$.

Concurrency - With regard to the provision of facilities and services, the assurance that the necessary public facilities and services to maintain the City's adopted Level of Service standards are available when the impacts of development occur.

Concurrency Management System - The procedures and/or process the city will use to ensure that development orders and permits when issued will not result in a reduction of the adopted Level of Service standards at the time the impact of the development occurs.

Connectivity - A simple measure of connectivity is the number of street links divided by the number of nodes or link ends (including cul-de-sac heads). The more links relative to nodes, the more connectivity. The optimal connectivity index for a perfect grid network is 2.5. To be considered "connected," a development site must have a Connectivity Index of 1.2 or higher:

- Count the number of nodes. Nodes are any point of intersection of two or more roads or any cul-de-sac ends.
- Count the number of links. Links are the segments of road connecting nodes. To properly calculate the connectivity index, you must include the first link beyond the last nodes.
- Use the following formula to calculate the connectivity index:
 $links / nodes = connectivity\ index$.

Conservation Uses - Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management or protection of vegetative communities or wildlife habitats.

Contributing Structure - Means a building or structure which is at least fifty years old and which is within the boundaries of a designated historic district and which contributes to the historic or architectural character of the district and which is identified by the Council in its designation of the historic district.

Convenience Commercial - Small scale commercial developments serving the everyday needs of citizens in immediate surrounding areas including, but not limited to, convenience stores, delicatessens, bakeries and photography studios.

Core Area of the CBD - The portion of the central business district that lies east of Broad Street, south of State Street, west of Liberty Street and north of the St. Johns River.

dB - Decibel

dBA – A-weighted decibel scale

DCA – Florida Department of Community Affairs

Demolition - The complete or constructive removal of any or part or whole of a building or structure upon any site when same will not be relocated intact to a new site.

Development - The act of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any building or other land.

Development Order - Means any order granting, denying, or granting with conditions an application for a development permit.

Development Permit - Includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

Development Phasing - The process by which a large scale project is built in stages over a period of time, concurrent with market conditions or the provision of public facilities.

DNL – Day-Night Sound Level

DRI – Development of Regional Impact

Educational Uses - Activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

Environmentally Sensitive Lands – Areas of land or water, which are determined necessary by the local government, based on locally determined criteria, to conserve or protect natural habitats and ecological systems, such as lands acquired through the City's Preservation Project. Nothing in this definition shall be construed to prohibit silviculture operations, which employ the Florida Department of Agriculture and Consumer Affairs Best Management practices as revised in 1993.

EQD – Environmental Quality Division

Established Neighborhood - A neighborhood where platted, or otherwise divided, lands have been at least eighty percent developed and occupied without substantial deterioration since such development.

Expressway - A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at major intersections.

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

FAA – Federal Aviation Administration

FDOT – Florida Department of Transportation

Fishing Village - A concisely defined contiguous area that has historically been and continues to be characterized by a commercial fishing and related business economy. The dominant occupations are directly related to commercial fishing and associated industries, which operate within the community because of the community's waterfront.

Floodplains - Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Foster Care Facility - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents and serving either children or adult foster residents. See also s.39,F.S. and S.419,F.S.

Full Urban Services - Areas receiving, or programmed to receive, centralized sewer and water service, urban service levels for mass transit (where applicable) and other transportation, solid waste, parks and recreation, and drainage facilities, in accordance with the Capital Improvements Element, will be deemed to be full urban service areas. In addition, the provision of education, public safety and health services may be considered as a necessary component in the provision of full urban services when the functional departments and agencies having jurisdiction over these areas have established quantitative service levels for their activities that have been recognized by an action of the City Council.

Future Land Use Element - The long-range development guide that coordinates the various functional plans related to the physical development of the community. This element of the 2030~~40~~ Comprehensive Plan will guide future growth and development.

Future Land Use Map Series - The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the goals, objectives and policies of the 2030~~40~~ Comprehensive Plan and applicable Land Development Regulations.

Goal - The long-term end toward which programs or activities are ultimately directed.

Gross Density - The number of dwelling units per gross acre. Gross acreage is the total amount of raw land, including all developable and undevelopable portions thereof.

Growth Management - A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety and welfare benefits to the residents of the community.

*City of Jacksonville 2030~~40~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

Historic District - A geographically definable area, urban or rural, possessing a significant concentration, linkage or continuity of sites, buildings, structures, objects or area, which are united by past events or aesthetically by plan or physical development. A district also may be comprised of individual resources that are separated geographically but are thematically linked by association or history.

Historic Property or Historic Resource - Any prehistoric or historic district, site, building, object or other real or personal property of historical, architectural or archaeological value. The properties may include, but are not limited to, monuments, memorials, Indian habitations, ceremonial sites, abandoned settlements, sunken or abandoned ships, engineering works, treasure trove, artifacts or other objects with intrinsic historical or archaeological value, or any part thereof, relating to the history, government and culture of the State.

Historic Site - A single lot or portion of a lot containing an improvement, landscape feature, or archaeological site, or a historically related complex of improvements, landscape features or archaeological site's that may yield information on history or prehistory.

Industrial Sanctuary – areas identified on the Industrial Preservation Map (Map L-23) as strategically located industrial lands for future industrial expansion and economic development.

Industrial Uses - The activities within land areas predominantly connected with manufacturing, assembly, processing or storage of products.

Infill Development - ~~Development on scattered vacant sites within the urbanized/suburbanized area of a community.~~ Development or redevelopment of land that is/has been vacant, bypassed, and underutilized but is located within areas that already have infrastructure, utilities, and public facilities. The use of infill development, among others, promotes the best use of resources and also will tend to have a positive impact upon the tax and other fiscal policies.

Infill Housing - The interspersing of new housing units among older, existing units in established neighborhoods.

Infrastructure - Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges and roadways.

Intensity - A measure of land use activity based on density, use, mass, size and external impact.

Interchange - A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

JAA – Jacksonville Aviation Authority

JEA – Jacksonville Electric Authority

JEDC – Jacksonville Economic Development Commission

JHPC – Jacksonville Historic Preservation Commission

JPA – Jacksonville Port Authority

JTA – Jacksonville Transportation Authority

Land Development Regulations - Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, site development review, building construction or sign regulations or any other regulations controlling the development of land.

Land Use Category - A classification used to designate, geographically on a map and/or verbally in text form, which activities are permitted within the area designated.

Landfill or Sanitary Landfill - Land on which solid waste is accepted for disposal in accordance with Chapter 17-701, F.A.C.

Landscape - The totality of the built or human-influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Leapfrog Development - An urbanizing growth pattern which occurs when new land development is sited away from an existing urban area, bypassing vacant parcels located in or closer to the urban area that are suitable for development. It typically results in scattered, discontinuous growth patterns in rural areas.

Level of Service - An indicator of the extent or degree of service provided by, or proposed to be provided by a public facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility.

Limited Access Facility - A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access. Intersections with major arterials are grade-separated. Signalization does occur at intersections with minor roadways where turning movements constitute less than 20 percent of the total roadway volume of the major

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

roadway.

Locally Designated Historic Preservation District - Means an area that meets at least two of the criteria for eligibility to qualify for historic district designation, in s. 307.105(j), *City of Jacksonville Ordinance Code* and has as at least fifty percent of the structures identified as contributing structures, and has been so designated by the Council. Non-residential development in this district shall be compatible with and not exceed the intensity levels permitted within the applicable functional land use category described in this element.

Local Road - A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property. Typically, average daily traffic volumes on local roads do not exceed 1,600 vehicles per day.

Lot of Record - A lot which is part of a subdivision, the plat of which has been recorded in the Office of the Clerk of the Circuit Court of Duval County, or any parcel of land, whether or not part of a subdivision, that has been officially recorded by a deed in the office of the Clerk, provided such lot was of a size which met the minimum dimensions for lots in the zoning district in which it was located at the time of recording, and was recorded prior to the effective date of the adoption of this plan.

Low Impact Development (LID) - A stormwater management approach that uses a suite of hydrologic controls (structural and non-structural) distributed throughout the site and integrated as a treatment train (i.e., in series) to replicate the natural hydrologic functioning of the predevelopment landscape. The fundamental goal of applying LID concepts, design, and practice is to improve the overall effectiveness and efficiency of stormwater management relative to conventional systems, reducing total and peak runoff volumes and improving the quality of waters discharged from the site.

Man-made Water Bodies - For the purposes of determining permitted density, those water covered lands, either existing or to be created as part of a proposed development (including land excavation and lake creation as defined in applicable development regulations), which do not satisfy the definition of "Water Bodies" as defined in this section.

Major Arterial - A term that may be used interchangeably with Principal Arterial.

Mass Transit - Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus and local fixed route bus.

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.

Minor Arterial - A facility that connects and augments the principal arterial system. Although its main function is still traffic mobility, it performs this function at a lower level and places more emphasis on land access than does the principal arterial.

Mixed Use - A variety of authorized activities in an area or building, as distinguished from isolated, individual uses.

Mixed Use Projects or Developments - Relatively large scale projects located in proximity to major roadways and intersections that include one or more structures housing two or more employment generating uses, and which may include residential uses of various types. Mixed use projects are characterized by a functional and physical integration of the land use components, which results in an internal orientation for most uses.

Mobile Home - A single portable manufactured housing unit that is:

- (a) designed to be used for living, sleeping, sanitation, cooking and eating purposes by one family only and containing independent kitchen, sanitary and sleeping facilities;
- (b) designed so that each housing unit can be transported on its own chassis;
- (c) placed on a temporary or semi-permanent foundation.

Multi-Family Dwelling Units - Two or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Use Projects or Developments - Medium to large scale projects that are generally developed with two or more kinds of related uses (e.g. offices or retail/service establishments), but which lack either part or all of the integration, scale, orientation and density/intensity of mixed use projects.

Natural Habitat - (Wildlife Habitat) The area or type of habitat in which an organism or biological population normally occurs.

Neighborhood - An integrated, planned area related to the larger community of which it is a part and consisting of residential districts, a school or schools, supporting commercial/office facilities, religious buildings and open space.

Neighborhood Commercial - Commercial and office development, usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood commercial development is limited as to the intensity of the described use as provided in the locational criteria for neighborhood commercial uses.

Neighborhood Unit - The basic building block of the Future Land Use Element's landform concept. Spatially, neighborhood units are generally bounded by arterial and collector roads, or in some cases, natural features such as lakes and watercourses. The neighborhood core, which is surrounded on one or more sides by more intensive residential and non-residential uses located adjacent to collector or arterial streets, rail lines or other transportation corridors, will generally be composed of 200 or more single family (attached and/or detached) units.

Net Density - The number of dwelling units per developable or usable acre remaining after exclusion of non-developable land acreages (e.g., environmental lands, arterial and collector road rights-of-way, utility easements and water bodies).

Node - A focal point within the context of a larger, contiguous area surrounding it. It is an area of concentrated activity that attracts people from outside its boundaries for purposes of interaction within that area. The developed or developable land areas at the confluence of collector or higher classified roadways, which are suitable for medium to high densities and intensities of use for either single, multiple or mixed use developments.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Office - A structure for conducting business, professional or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity.

Open Spaces - Undeveloped lands suitable for passive recreation or conservation uses.

Plan - Refers to the City of Jacksonville's adopted 2030~~40~~ Comprehensive Plan.

Planned - A future project, event or land area use that has been anticipated and prepared for, usually with a site plan, a land use plan and/or the Capital Improvement Program and Budget.

Planned Unit Development (PUD) - Development that is designed as a unit, and which may include only one or a mixture of land uses, and provides common open space, recreation areas or other amenities. Requirements include submission, review, and approval of site plans.

Policy - The way in which programs and activities are conducted to achieve an identified goal.

Principal Arterial - A highway that serves major through movements of traffic between important centers of activity and a substantial portion or trips entering and leaving the area. It also connects freeways with major traffic generators. Service to abutting land is very subordinate to the function of moving through traffic.

Public Buildings and Grounds - Structures or lands that are owned, leased or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations and government administration buildings.

Public Facilities – Major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities, and spoil disposal sites for maintenance dredging located in the intracoastal waterways, except for spoil disposal sites owned or used by ports listed in s.403.021(9)(b).

Public Water Access – The availability of opportunities to utilize the navigable waters of the City of Jacksonville on a “first come, first served” basis for recreational and commercial purposes. Public water access includes visual access.

PUD – Planned Unit Development

RAC – Regional Activity Center

Rapid Transit System (RTS) - A mass transportation system that may include commuter rail, river transit, and/or bus rapid transit. The system may also include transit-oriented development centers, service improvements, future engineering, and/or a regional transportation center/hub.

Recreational and Commercial Working Waterfront (RCWW) – A parcel or parcels of real property that provide access for water-dependant commercial activities, including hotels and motels, or provide access for the public to the navigable waters of the state. Recreational and Commercial waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the state or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include public lodging establishments, docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water. (Seaports are excluded from this definition)

Redevelopment - A process that is used in developed areas to rehabilitate, infill, to use underutilized areas more efficiently and/or replace blighted areas by changing the types of uses, intensities or densities of the land uses, usually to achieve an economically higher and best use of the land.

Residential Density - The average number of dwelling units per unit of area (acre, square mile, etc.).

Residential Enclave - A geographical area having a residential land use that is partially or totally surrounded by a non-residential land use, which forms a distinct enclosed unit. A small, historically established, residential neighborhood existing in an area that is, or

is programmed to, transition to non-residential land uses within the time-frame of the 2030~~40~~ Comprehensive Plan. Residential enclaves may consist of dwelling units arranged in relation to a neighborhood center and/or significant cultural or natural feature.

Residential Uses - Activities within land areas used predominantly for housing.

Resident Population - Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Revitalization - The imparting of new economic and community life in an existing neighborhood, area or business district while at the same time preserving the original building stock and historic character.

Right-of-Way - Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Roadway Functional Classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Rural Area - The predominantly undeveloped portions of the City in areas that generally remain unplatted. Development in these areas tends to be at very low densities and intensities, thus creating little demand for community serving supporting uses. Widely spaced roads typify the area, and result in a small number of intersections per square mile. The area of the City not intended to be developed with urban services or at urban densities and intensities during the long range timeframe of the 2030~~40~~ Comprehensive Plan. Most of these areas are shown as Agriculture (A), Recreation (R), Conservation (C) or Public Buildings and Facilities (PF) on the Future Land Use Map (FLUM) series.

Rural Village - A rural village is development meeting the criteria contained in the Plan Category description of Agriculture and developed under and Planned Unit Development-Satellite Community (PUD-SC).

Seasonal Population - Part-time inhabitants who use, or may be expected to use, public facilities or services, but are not residents. Seasonal population includes tourists, migrant farm workers and other visitors.

Services - The programs and staff determined necessary by the City to provide adequate operation and maintenance of public facilities and infrastructure, as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the 2030~~40~~ Comprehensive Plan, or required by local, State or federal law.

Shall - The term used to indicate mandatory action.

Should - The term used to indicate an action that is strongly advised.

Shoreline or Shore - The interface of land and water and, as used in the Conservation and Coastal Management Element, those interfaces limited to oceanic and estuarine areas.

Single Family Attached Dwellings - A residential structure containing single family dwelling units with one or both side walls attached from ground to roof.

Single Family Detached Dwellings - A single family dwelling with open space on all sides.

Single Family Dwelling - A residential structure for a single family unit occupancy.

Site - Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision or project.

Smart Growth - A growth management philosophy that recognizes the link between quality of life and development practices and patterns, and places emphasis on long-range planning.

Strip or Ribbon Development - Involves the location of high amounts of commercial, retail, office and occasionally multi-family residential development in a linear pattern along both sides of major arterial roadways. This type of development is generally characterized by one or two story commercial/office uses that are located immediately adjacent to one another, or in close proximity, extending out in a development pattern, typically along arterial roadways and usually each individual structure has one or more driveway accesses to an arterial.

Subdivisions - The process of laying out a parcel of land into lots, parcels, tracts or other divisions of land as defined in applicable State Statutes and local Land Development Regulations.

Suburban Area - The urbanizing portions of the City in areas that have usually been developed since 1960. Development tends to be at single family residential densities, although multi-family developments may occur near major intersections or on the peripheries of neighborhoods near transit corridors. Curvilinear street patterns typify these areas, and result in a moderate number of at grade intersections per square mile. Suburban areas generally constitute the less densely developed portions of the City that have developed or are developing beyond the urban area in the low density and intensity exclusive use patterns characteristic of post World War communities. Suburban areas do not include lands designated for use under the Agriculture land use

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

plan categories.

Target industry- industries identified by the 2002 “First Coast Targeting Plan”, a collaboration of JEA, Cornerstone Regional Economic Development Partnership, JDEC, 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.

TCEA – Transportation Concurrency Exception Area

Townhouses - A multi-level single family attached dwelling unit.

TPO – North Florida Transportation Planning Organization

Traditional Neighborhood Design (TND) Development - A mixed use residential development that is designed as a unit along the lines of traditional neighborhoods. In addition to the residential component, it includes a mixture of supporting neighborhood commercial, recreational, public and semi-public uses and open spaces, which shall be compatible with and not exceed the intensity and density levels of the applicable functional land use categories described in this element. Sometimes different uses may be integrated into the same structure.

Transition - In land use, an intensity compatibility concept that establishes a land use hierarchy, which relates use intensity and density, defined by the degree of external impact, to the uses location relative to other uses. Transition is reflected in interrelated, spatial arrangements of varying land uses that exhibit a gradual change from residential to employment based activities.

Transitional Use - Land uses which can be compatibly located between high and low intensity uses (e.g. office or multi-family developments between single family and commercial areas). Transitional uses are generally projects of a large enough scale to accommodate one or more structures and/or uses within the project boundaries (see Mixed Use).

Urban Area - The densely developed portions of the City that have been in residential or employment generating uses since consolidation, and other similar areas.

Urban Design - A process to shape and regulate the physical form of the cities and towns in response to human needs.

Urban Design Elements - The four general subject elements of urban design are: (a) urban form; (b) open space; (c) circulation; and (d) views.

Urban Form - The integration of all the physical elements of a city into a three

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

dimensional whole.

Urban Infill - The development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place and the average residential density is at least five dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant, developable land does not constitute more than 10 percent of the area.

Urban Redevelopment - Demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas or existing urban service areas.

Urban Redevelopment Area – Within the City of Jacksonville, the following areas constitute Urban Redevelopment Areas as shown on Map L-20, as periodically updated:

- a) Designated Brownfields, Empowerment and Enterprise Zones
- b) Areas located within the boundaries of the Downtown Master Plan
- c) Areas located within the boundaries of an adopted neighborhood plan and/or study

Urban Sprawl - A terminology commonly used to describe certain kinds of growth and development patterns. It refers to scattered, untimely, poorly planned urban development that occurs in urban fringe and rural areas without provisions for facilities and services. Urban sprawl typically manifests itself in one or more of the following patterns: (1) leapfrog development; (2) strip or ribbon development; and (3) large expanses of low-density, single-dimensional developments.

Urban Development may occur beyond urban and suburban boundaries provided that it is mixed-use in nature. Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.

Urban Village – An urban village is development meeting the criteria contained under Objective 2.10 and developed under a Planned Unit Development – Satellite Community (PUD-SC) or a Transit Oriented Development Zoning Overlay District.

Water Bodies - For the purpose of determining permitted density, these shall be defined to include river, lake or pond beds and any other permanently or historically water-covered land that occurs naturally at the intended site up to the mean high water level. This definition shall apply for purposes of density credits to areas, defined as environmentally sensitive by regulatory agencies.

Water-Dependent or Water-Related Uses - Activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply; or uses that provide goods and services directly associated

*City of Jacksonville 2030~~10~~ Comprehensive Plan
Future Land Use Element
Revised October 2009*

with the waterway or water dependent use.

Wetlands - Those areas which are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The delineation by the SJRWMD of wetlands on site as determined by this definition shall be conclusive evidence of wetlands for purposes of City wetlands delineation. Where there is no SJRWMD delineation, Wetlands Map of the Future Land Use Element shall be used for City wetlands delineation. For purposes of City wetlands programs, wetlands shall not include irrigation or drainage ditches constructed in the uplands or stormwater management system.

Workforce person or household – a person or family with total annual gross household income not to exceed 140% of Duval County’s AMI, adjusted for family size. A workforce household typically contains at least one full-time wage earner whose net earnings comprise at least 50% of the total household income. Such households traditionally have annual family incomes which exceed the limits set by traditional housing assistance programs.

Zoning - In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, use and coverage of structures within each zone.

Zoning Conformance - The process by which the zoning in areas is maintained or changed to carry out the specific intent of the land use plan categories as defined by the Future Land Use Element and the adopted zoning conformance matrix which illustrates which zoning classifications are permitted in which land use plan categories. State law requires that all Land Development Regulations must be in conformance with the specified and implied intent of a comprehensive plan.