

LOCAL MAJOR ISSUES		
<i>Proactive Comprehensive Plan</i>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<i>1) Build a Vision with Maximum Public Participation</i>		
	Create a consensus based Vision Plan for the City of Jacksonville based upon ultimate development vs. a particular time horizon. Pg. 56	FLUE Policies 4.1.8A and 4.1.8B
	Prepare the Vision in a highly illustrative manner using memorable images to convey the key components and building blocks of the Vision. Pg 56	FLUE Policies 4.1.8A and 4.1.8B
	Create the Vision Plan for the City based on an extensive citizen involvement program that enlists the support of all major stakeholders and is designed to provide a constituency for the Vision Plan. Pg. 56	FLUE Policies 4.1.8A and 4.1.8B
	Prepare the Vision in a manner that assures the maximum coordination of land use concepts and long range transportation planning for Jacksonville and the Northeast Florida Region. Pg. 56	FLUE Policies 4.1.8A and 4.1.8B. This is being done through cooperation and coordination with the Northeast Florida Regional Council and the Regional Visioning Project.
	Coordinate efforts to prepare a Vision for the City with efforts to improve regional collaboration and visioning. Pg. 56	FLUE Policies 4.1.8A and 4.1.8B
	The PDD should implement an educational campaign geared to help citizens better understand the City's planning process. Pg. 56	FLUE Goal 5, Objective 5.1 7 Policies 5.1.1 and 5.1.2
	Develop an overall Vision Plan for the St. Johns River to identify locations where the City should acquire riverfront access for boat ramps, parking, public parks and buffer zones along the river to accommodate the growing population and its desire to use the river. Pg. 57	CCME Goal 6, renumber Objective 6.4 and Policy 6.4.1 to Objective 6.3 and Policy 6.3.1, CCME Objective 6.4, Policies 6.4.1-6.4.3, renumbered original Objective 6.3 and Policies 6.3.1-6.3.5 to Objective 6.5 and Policies 6.5.1-6.5.7
<i>2) Capitalize on the City's Uniqueness (Sense of Place)</i>		
	Study and refine the SMA's Map as contained in the Comp. Plan to focus on those areas that have not been developed and can be classified as environmentally sensitive. Pg.57	SMA boundaries redefined on CCME Map C-5 in the background data section

**KEY:**

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	Allow increased density or other incentives to be built into the development of future suburban villages in return for the "set aside" of land identified by the Preservation Project Jacksonville. Provide for the connection of green space in new suburban villages to Preservation Project Jacksonville as a means of extending the beneficial impact of this open space system. Pg. 57	FLUE Objective 4.5, Policy 4.5.1
	The City should implement the appropriate steps necessary to ensure that the lands acquired as part of the Preservation Project Jacksonville be preserved in perpetuity consistent with the purpose of their purchase - environmental protection and passive recreation. Pg. 57	CCME Policy 4.1.15, 4.1.16 and CCME Objective 4.4, Policies 4.4.1-4.4.4.
	The City should take a holistic approach to developing a public access plan for the Preservation Project properties which reflects and emphasizes the importance of the historical, cultural and natural resources on those sites. Pg.57	ROS Policies 3.1.2 and 3.1.5
	A development pattern utilizing mixed-use, compact villages connected to the downtown as the organizing element to achieve "sense of place" should be fully considered as part of the preparation of a long-range vision for the City. Pg.57	FLUE Objective 4.5, Policy 4.5.1
	Continue to execute the City adopted Downtown Jacksonville Master Plan. Pg.57	The City continues to implement the recommendations of the Downtown Master Plan through the Downtown Development Authority (DDA) as required in FLUE Objective 2.3 and its underlying policies
	Provide incentives and protections to the owner and/or developer for providing public access rights for all new riverfront development and redevelopment which incorporates a public access (incl. view corridors) component. Pg.58	FLUE Policy 7.2.1 and existing FLUE Policy 2.3.6, ROS Policy 4.1.2
	Encourage City acquisition of riverfront property for public recreational use. Pg.58	ROS Policies 4.1.1, 4.2.5 and 4.2.6, CCME Objective 6.5, Policies 6.5.1 - 6.5.4 and 6.5.6
<b><i>3) Promote Mixed Use "Villages"</i></b>		

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	Accommodate new development in a more compact growth pattern with more land use diversity, where this is improved interrelationship of living, working, shopping, education and recreational activities, where there are expanded travel choices, and where the vitality and revitalization of older neighborhoods and commercial areas can be sustained. Pg. 58	FLUE Objective 4.5, Policy 4.5.1
	New development that cannot be connected to and is not a logical extension of existing neighborhoods should take the form of compact, mixed-use Villages. These Villages should place homes, jobs, schools, shopping and recreation in closer proximity and should be linked with downtown Jacksonville and other important destinations by a fast and convenient public transit system. Pg. 58	FLUE Objective 4.5, Policy 4.5.1, FLUE Objective 3.4, Policy 3.4.1, add FLUE definition for Compact Development and Connectivity
	A variety of Village types should be provided to accommodate the land ownership patterns in Jacksonville. Performance standards for establishing Villages should be designed to provide incentives for land assembly. Pg.58	FLUE Objective 4.5, Policy 4.5.1
	Coordinate with JEA to utilize the extension of water and wastewater service as an incentive for encouraging the formation of Suburban Villages. Provide incentives for compact, mixed-use villages to preserve and connect the land areas identified in the Preservation Project Jacksonville. Pg. 58	FLUE Objective 4.5, Policy 4.5.1, FLUE Goal 6, Objective 6.1, Policy 6.1.1
<b>4) Commit to Transit</b>		
	The City and JTA should aggressively pursue implementation of the rapid transit system plan. The first phase of RTS service should be fully operational by 2010. Pg.58	FLUE Goal 6, Objective 6.1, Policy 6.1.1, add FLUE definition for Rapid Transit System, TE Obi 2.4, Policies 2.4.3, 2.4.4 and 2.4.5 and ICE Goal 3, Objective 3.1, Policy 3.1.1
	The RTS system should balance the goals of congestion relief, mobility alternatives and corridor redevelopment. Pg.58	FLUE Goal 6, Objective 6.1, Policy 6.1.1, add FLUE definition for Rapid Transit System, Existing TE Policy 6.3.1 and new TE Objective 2.4, Policies 2.4.3, 2.4.4 and 2.4.5

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	Key linkages should include high density residential origins, existing and emerging employment centers, entertainment/retail destinations, and high commuter corridors. Pg.58	FLUE Goal 6, Objective 6.1, Policy 6.1.1, add FLUE definition for Rapid Transit System, delete TOD FLUM Category, add TOD to CGC FLUM Category, Existing TE Policy 6.1.3 and new TE Policy 2.4.3
	Service to the commuting public should be enhanced through strategically located park-and-ride facilities, express bus connections to suburban multimodal transportation hubs and neighborhood feeder routes. Pg.59	TE Policy 6.3.2
	The JTA should adopt highly aggressive ridership and "market share" targets for its transit services. This JTA objective should enable Jacksonville to meet or exceed the community goal of at least 10% of peak-period trips being made using transit or other alternative mode. Pg. 59	TE Objective 2.4, Policy 2.4.3, 2.4.4 and 2.4.5
	Development of managed lane highway facilities, including the use of occupancy requirements and/or electronically collected variable-price tolling; Enhanced and premium fixed-route bus services including viable "express-bus" commuter oriented services. Pg. 59	Existing TE Objective 10.2, Policies
	Partnership [of JTA] with the City to promote and cultivate transit-oriented development. Pg. 59	FLUE Goal 6, Objective 6.1, Policy 6.1.1, add FLUE definition for Rapid Transit System, delete TOD FLUM Category, add TOD to CGC FLUM Category, TE Objective 2.4, Policies 2.4.3, 2.4.4 and 2.4.5, CIE Goal 3, Objective 3.1 and Policy 3.1.1
	Pursue new types of public transportation service as market opportunities for such services develop, such as waterborne transit or regional commuter rail. Pg.59	A text amendment is not necessary as JTA has commissioned studies on waterborne and regional commuter rail systems to determine feasibility.
	JTA should pursue the development of cost-effective regional transit services connecting outlying communities to Jacksonville. Pg. 59	Existing TE Policy 1.6.10, JTA has developed plans for a Jacksonville Regional Transportation Center (JRTC) to integrate JTA's bus lines with the skyway and the local greyhound bus station. The JRTC will be the hub of the system.
<b><i>5) Redevelop the major road corridors</i></b>		

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	The City, JTA and the MPO must coordinate their transportation planning activities to ensure planned transportation investment and support land use objectives. Pg.59	FLUE Goal 6, Objective 6.1, Policy 6.1.1, TE Objective 2.4, Policies 2.4.3, 2.4.4 and 2.4.5, CIE Goal 3, Objective 3.1, Policy 3.1.1
	JTA and MPO plans should reflect the Future Land Use and Growth Management Policies of the City of Jacksonville's Comprehensive Plan. Pg.59	FLUE Goal 6, Objective 6.1, Policy 6.1.1, TE Objective 2.4, Policies 2.4.3, 2.4.4 and 2.4.5, CIE Goal 3, Objective 3.1 and Policy 3.1.1
	Assure that the City and JTA plan jointly for redevelopment and infill along regional arterial corridors. Pg.59	FLUE Goal 6, Objective 6.3, Policy 6.3.1, add FLUE definitions for Rapid Transit System, revised FLUE definition for Infill Development, delete TOD FLUM Category, add TOD to CGC FLUM Category, TE Objective 2.4, Policies 2.4.3, 2.4.4 and 2.4.5, CIE Goal 3, Objective 3.1 and Policy 3.1.1
	Incentivize redevelopment through preparation of "Infill and Redevelopment Master Plans" for each major arterial corridor with priority given to those corridors designated for BRT. The infill master plans should identify those parcels of land where infill or redevelopment is appropriate, as well as the locations of those areas that should be designated for mixed-use transit villages in association with proposed BRT transit stations. Pg. 60	FLUE Goal 6, Objective 6.3, Policy 6.3.1, add FLUE definitions for Rapid Transit System, revised FLUE definition for Infill Development, delete TOD FLUM Category, add TOD to CGC FLUM Category
	Investment in transit stations and related facilities by JTA should be used as a catalyst for redevelopment along required transportation corridors. By working with the private development community and forming mutually beneficial public-private partnerships, the JTA can leverage its expenditures on transit facilities to support new infill and redevelopment. Pg. 60	FLUE Goal 6, Objective 6.3, Policy 6.3.1, add FLUE definitions for Rapid Transit System, revised FLUE definition for Infill Development, delete TOD FLUM Category, add TOD to CGC FLUM Category

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	The City should include a Transit Village Land Use designation as part of the Future Land Use Element and Future Land Use Map of the Jacksonville Comprehensive Plan that incorporates the standards for transit oriented design and the requirements for the Multi-Modal Transportation District (MMTD). The City should incentivize redevelopment and infill along regional corridors. Pg. 60	FLUE Objective 4.5, Policy 4.5.1 and 3.1.15, delete TOD FLUM Category, add TOD to CGC FLUM Category
	The City should support increased transit "market share" within the Downtown area by continuing to implement the recommendations of the Downtown Master Plan with respect to pedestrian mobility, transportation network hierarchy and function, and the adjustment of parking policies. Pg. 60	Existing FLUE Objective 2.3 and its underlying Policies, the City continues to implement the recommendations of the Downtown Master Plan.
<b><i>6) Adequately Fund Transportation</i></b>		
	Leadership in City government should work with community leaders in the private sector to create an independent Jacksonville Mobility Task Force to advocate for the City's transportation needs. Develop a marketing and lobbying strategy to increase Northeast Florida's share of Federal and State funding based on the community's demonstrated commitment to local transportation funding, application of effective growth management policies, and visionary plan for future growth. Public sector agencies should provide information as necessary to support this initiative. Pg. 60	TE Objective 2.5, Policy 2.5.1

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	Use the Mobility Task Force to work closely with the Florida Congressional delegation to (1) ensure Florida's rate of return reaches 90% in the next surface transportation reauthorization, and (2) identify opportunities for Federal earmarks consistent with existing transportation priorities and the FDOT Work Program. Projects receiving Federal earmarks should be consistent with local development plans and be included in the Capital Improvement Element of the current Comprehensive Plan. Pg. 60 - 61	TE Policies 2.5.2 and 2.5.3
	Use the Mobility Task Force to seek Florida legislative action providing a reasonable assurance of regional equity in the distribution of Strategic Intermodal System (SIS) capacity program funding. In particular, the Mobility Task Force should ensure that FDOT District Two receives its fair distribution of SIS funding. Pg. 61	TE Policy 2.5.4
	The City and FDOT should implement a Mobility Technology Plan. The Plan should capitalize on Jacksonville's position as a global logistics leader, integrating the use of state-of-the-art ITS, communications, and logistical technology to enable the implementation of highly intelligent transportation facilities and services. This Plan should provide real-time congestion monitoring and management capabilities, improved incident response, and mass media distribution of mobility enhancing information. Pg. 61	ICE Objective 3.1, Policy 3.1.1, ICE Objective 1.1, Policy 1.1.1, TE Objective 2.4, Policy 2.4.3. FLUE Goal 6, Objective 6.1, Policy 6.1.1. The North Florida Transportation Planning Organization (fka MPO) developed and will implement the First Coast Regional ITS Master Plan through joint planning efforts from the City of Jacksonville, FDOT, JTA and other agencies in the First Coast Region.
	Implement a financial feasibility assessment tool. Pg.61	Recommendation refers to FIAM, which is not required and is not proposed for implementation by the City.

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	<p>Pending the development of the Corridor Mobility Plans and associated detailed cost estimates and finance 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:</p> <ul style="list-style-type: none"> <li>• Gas taxes</li> <li>• Sales taxes</li> <li>• Local Option Documentary Stamp Surtax</li> <li>• Proportionate-Share Contributions</li> <li>• User Fee Financing</li> <li>• Private Partner Funding</li> </ul> <p>pg. 61</p>	TE Objective 2.6, Policy 2.6.1, FLUE Objective 6.2, Policies 6.2.1 and 6.2.2
<b><i>7) Revitalize the River</i></b>		
	The Florida Department of Environmental Protection, Northeast Florida Regional Council, St. Johns River Water Management District, St. Johns River Alliance, JEA and all affected leadership representatives of all local governments bordering the St. Johns River should be organized to develop and implement a River Restoration Plan. Pg. 61	CCME Objective 6.4 and Policies 6.4.1- 6.4.3
	The City should seek to ensure the coordination with the Florida Department of Health (FDOH) and Duval County Health Department in development and implementation of a septic tank ordinance to assess septic tank performance. Pg.61	CCME Policies 6.4.1 and 6.4.2

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	In conjunction with JEA's Master Plan, the City should develop a wastewater and stormwater master plan to examine strategic timing of, strategy for, and implementation of technology upgrades for the City's stormwater systems and JEA's existing wastewater treatment systems to implement tertiary-level wastewater treatment and reuse. Pg. 62	IE-D Goal 1, Objective 1.2, Policy, IE-D Objective 1.3, Policy 1.3.2
	Require reclaimed water and/or stormwater reuse in those new developments that are aligned with and identified in the most cost-effective deployment of the wastewater and stormwater master plan. Pg.62	IE-A Policy 1.2.6, IE-A Goal 2, Objective 2.1, Policies 2.1.1 and 2.1.2, IE-A Policy 2.2.7, CCME Policy 2.2.5
	Develop an overall Vision Plan for the River to identify locations where the City should acquire riverfront access for boat ramps, parking, public parks and buffer zones along the River to accommodate the growing population and its desire to use the River. Pg. 62	ROS Policies 4.2.5 and 4.2.6, CCME Objective 6.5, Policies 6.5.2 and 6.5.3
<b><i>8) Save Space for Industry</i></b>		
	Based upon the industrial land use analysis recently performed for the City, designated Water Dependent/Water Related and the adjacent and surrounding industrial lands that support these facilities shall be designated a Future Land Use Map Overlay Zone entitled, "Water Dependent/Water Related Overlay Zone". Within the Overlay area no reduction in industrial land uses shall be allowed. Pg. 62	Existing FLUE Policies 3.2.21 and 3.2.22, most WD/WR designated land is located within the boundaries of the Industrial Preservation Overlay
	The City should make the necessary regulatory changes to protect airport operations and closely related ancillary industrial areas at civilian and military airports from encroachment by incompatible uses, especially residential uses. Pg.62	FLUE Objective 2.5 and Policies 2.5.1 - 2.5.8 adopted pursuant to Ordinance 2008-796

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	As the urban area expands, the City should assure that new master planned communities and suburban villages contain a business/office park component or a component of the village center, or some combination of the above to insure adequate land is set aside for these uses and that future business and office employees may be located in closer proximity to the places they live. Pg. 62	FLUE Objective 4.5, Policy 4.5.1 and Existing FLUE Policy 3.2.31
	Industrial lands strategically located to provide access to rail facilities and/or trucking routes; serve ports; and serve airport multi-modal requirements, shall not be converted to residential uses unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of the permitted industrial uses. Pg. 62	Existing FLUE Policies 3.2.32 and 3.2.33, revised FLUE Policies 3.2.35 and 3.2.36
	For the longer term future, the City should consider establishing new Industrial Land Use areas in the western area of the City (I-10/US-90/ SR 301 area) before the expansion of the urban residential development pattern makes this impractical. Pg. 63	FLUE Objective 4.5, Policy 4.5.1 and 3.2.24
	Study the feasibility of utilizing methods to overcome the development constraints imposed by the City's concurrency management systems, (i.e., concurrency exception areas) to realize the full economic potential of key industrial sites, such as Cecil Field. Pg. 63	TE Objective 7.5 and Policy 7.5.1 recently adopted
<b>9) Plan for Schools</b>		

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	<p>Schools will be adopted as an element of concurrency and, as such, the school Board will be involved in reviewing proposed developments to:</p> <ul style="list-style-type: none"> <li>• assess the student stations required for proposed development;</li> <li>• determine whether school concurrency is available, and, if not, whether schools will be added and/or when school development will occur;</li> </ul> <p>Recommend to the City's Planning and Development Department (PDD) a strategy for developers to meet concurrency (mitigation, City, fees); pg.63</p>	CIE Policy 1.1.5, PSFE Goal 3, Objective 3.1, Policies 3.1.1, 3.1.2 and 3.1.3 adopted by Ordinance 07-1183 - ILA and 07-1184
	Develop a procedure for transmitting the results of school capacity findings for proposed development before city council. Pg. 63	PSFE Goal 1, Objective 2.3, Policy 2.3.1, 2.3.2, 2.3.3 adopted by Ordinance 2007-1146-E
	Endeavor to minimize or eliminate transportation Fair Share and other concurrency assessments imposed on the School District based on construction of schools needed to meet growth by having fair share costs assumed by the City. Pg. 63	The City is not prepared to take on the cost of this recommendation considering the current state of the economy.
	School concurrency should be applied on a district-wide basis, initially. Pg. 63	PSFE Policy 3.2.3, CIE Policy 1.1.5
	Encourage State legislation to require demographics and formula driven models to be consistent between state and local levels in utilizing the current Student Information Management system (SMIS) model and U.S. Census data. Pg. 63	PSFE Goal #3, Objective 3.3, Policy 3.3, Policy 3.3.1-3.3.9
	Identify how the magnet and private school systems and the "No Child Left Behind" Federal mandate will be evaluated in determining school concurrency and new development. Pg. 63	PSFE Policy 3.1.2; CIE Policy 1.8.2

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	The City of Jacksonville and the Duval County School Board should coordinate with local and surrounding governments and Regional Council, with the Inter-Local Agreement (ILA) Committee involvement, in evaluating closures, renovations, and new site selection for development occurring within close proximity to neighboring county lines. Pg. 64	ICE Goal 2, Objective 2.1 and Policies 2.1.6 and 12.1.7; Also referenced in PSFE Goal #2, Objective 2.1, Policy 2.1.1-2.1.13
<b><i>10) Improve Regional Cooperation</i></b>		
	Strongly consider the recommendations by the Florida Committee for Regional Cooperation contained in their report "State Strategies for Regional Cooperation." Special consideration should be given to supporting recommendations relating to: (1) Establish a state program to support regional visioning that includes state funding of regional visioning activities. (2) State agencies should function in a highly responsive and integrated way to foster required cooperation and required initiatives.	The NEFRC is coordinating and heading up regional visioning efforts. The City of Jacksonville is actively participating and supporting the regional visioning effort.
	A comprehensive regional strategic transportation mobility plan for the seven county area of Northeast Florida (Baker, Clay, Duval, Flagler, St John's, Putnam and Nassau Counties) should be developed. Pg.64	CIE Goal 1, These transportation planning activities are handled through the local and regional visioning process. The City of Jacksonville has no jurisdiction over regional transportation plan, but will cooperate and coordinate with regional planning efforts.
	Develop a financing structure to support the visioning process that relies on multiple sources (foundations, local governments, state, and federal sources and even the media) that meets the expectations of each funding partner and the needs of the visioning program. Pg. 64	The NEFRC is coordinating and heading up regional visioning efforts. The City of Jacksonville is actively participating and supporting the regional visioning effort.
	Since regional visioning is a campaign to analyze and influence individual choices on a large scale, a focused and sophisticated marketing and educational campaign will be required. Pg.64	CIE Goal 1, The City of Jacksonville is actively participating on the NEFRC regional visioning efforts.

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	Support and participate in regional collaboration and visioning efforts (including indicators and benchmarking) undertaken by the Northeast Florida Regional Council through their regional Community Institute that will have its leadership drawn from all sectors of the Regional Community (including, but not limited to, environmental, business, community, government and academia) which will ensure balance and effectiveness. Pg. 64	CIE Goal 1, The City of Jacksonville is actively participating in the NEFRC regional visioning efforts.
<b><i>Alternatives to Individual Car Use</i></b>		
	Further consideration is needed to determine local programs and Comprehensive Plan policies to promote transit oriented development in both newer and older communities. Pg.74	New FLUE Policies 3.1.15, 6.1.1 and existing FLUE Policy 3.1.16
	Policies should be added to support the creation of corridor mobility areas that look at all forms of transportation and land uses along a major roadway. Pg.74	FLUE Objective 6.2, Policy 6.2.1 and 6.2.2
	The Plan should consider a different form of concurrency management for urbanized areas that recognizes the difference between them and suburban areas by measuring overall mobility, rather than just counting road capacity. It should incentivize, or otherwise support, infill development, and, as will be noted elsewhere in the EAR, the connection between land use and transportation needs to be strengthened in the plan. Pg. 74	Recommendation already being implemented by Downtown TCEA Objectives and Policies in the TE
	Plan needs to include strategies to require the linkages between land use and transportation, and incentives to achieve mixed use and mixed density developments. Pg. 74	FLUE Objective 6.1, Policy 6.1.1, add FLUE Definition for Rapid Transit System, TE Objective 2.4, Policies 2.4.3, 2.4.4 and 2.4.5, CIE Goal 3, Objective 3.1 and Policy 3.1.1
	The Plan should address appropriate mitigation of impacts to SIS facilities. One strategy currently under consideration is a new way to look at proportionate share, which includes a dedicated funding stream for mobility infrastructure and a shift in emphasis to mobility solutions rather than traffic solutions. Pg. 74	In accordance with SB 360 (2009), the City is working on creating a mobility plan to replace the concurrency strategy that is currently in place.
<b><i>Affordable and Disabled Housing Needs</i></b>		

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	The City should review all existing DRIs within Duval County to review any land which may be suitable for affordable housing and/or land which, per the DRI, is required to be developed as affordable housing. Pg.84	Analysis of DRIs for suitable affordable housing sites is being done by the Northeast Florida Regional Council (NEFRC), using the East Central Florida Regional Planning Council (ECFRPC) Housing Methodology. Therefore, inclusion of this requirement in the City's Plan would be redundant.
	Update the City's Comprehensive Plan The City must update the Housing Element of its "Comprehensive Plan - Evaluation and Appraisal Report" with current data on the supply and need for affordable housing. The current plan is significantly out of date. An update would provide better guidance to City employees – in the Planning and Development Department, the Housing and Neighborhoods Department and the Jacksonville Economic Development Commission – as they review and comment on new residential development proposals. The Housing and Neighborhoods Department should work with the Planning Department to complete the housing element of the updated Comprehensive Plan. Pg. 84-85	Update current data regarding the supply and need for affordable housing according to 9J-5 rules and regulations, data projected through 2030 and is sources out through Shimberg Center for Affordable Housing.

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LOCAL MAJOR ISSUES		
<i>Proactive Comprehensive Plan</i>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Strengthen the Affordable Housing Components of DRIs The Florida Times-Union reported on April 15, 2006 that for the largest developments in Florida, known as Developments of Regional Impact ("DRI" or "DRIs"), there are provisions for affordable housing under the "Adequate Housing Rule". However, the formulas which are used in the State's standards for DRIs typically result in no new affordable housing units developed. The standards include a "safe harbor" provision wherein developers can take credit for affordable housing that is within a 20-minute (or 10-mile) drive from a new DRI. For instance, a development on Jacksonville's Westside could "count" affordable housing on the east side of the St. Johns River to meet its affordable housing provisions. Also, other developments within that same range could "count" that same affordable housing development in its analysis as well. This results in the double counting of affordable housing units, and the net production of NO new affordable units. Pg. 85	It is undetermined at this time if the pursuit of changing the affordable housing component of the DRI statutes is a long term housing goal for the City. After consulting experts in the field of housing, (i.e., the Florida Coalition on Housing) this approach would be difficult, time consuming and dependent upon political lobbying. An interim approach that allows local government to encourage and facilitate the construction of new affordable housing units is addressed in FLUE Policy 2.2.3.
	The City should look Citywide to prioritize specific areas of town for infrastructure improvements over a longer term, multi-year period. This work should be coordinated with funding plans for affordable housing in the infill neighborhoods. Pg. 85	Existing IE-S Objective 1.2, Policy 1.2.2, IE-PW Policies 1.2.5 and 1.7.2, FLUE Policy 2.2.2 and HE Policy 1.3.1
	Work with the City's Public Works Department and the St. Johns River Water Management District to develop a program on a wider scale for the revitalization of older, infill neighborhoods for affordable housing development. The City should continue to explore methods to provide shared, master drainage design, as well as shared recreation areas. These efficiencies will ultimately lower the cost of the housing units. Pg. 86	ROS Policy 6.1.5, HE Policy 1.3.1, FLUE Policy 2.2.2, FLUE Goal 6, Objective 6.1, Policy 6.1.1, and FLUE Objective 6.3, Policies 6.3.1 - 6.3.3

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Consider targeting the development of workforce and affordable housing in areas where individuals and families can make the best use of transportation corridors and mass transit – thus maximizing public investment in existing infrastructure. Pg.86	FLUE Policy 6.3.3, FLUE Ob. 4.5 and Policy 4.5.1, revise FLUE definition for Infill Development
	Several jurisdictions in Florida are promoting density bonuses, which are intended to allow developers to build more units per acre than that which is currently allowed under zoning codes. This may also encourage developers instead of building one large market rate house to build perhaps two or three smaller units that would provide much needed affordable or workforce housing. Pg. 86	FLUE Policy 2.2.3
	TDRs: The City should allow the transfer of concurrency reservations from one property to another– if such transfer is clearly for the construction of new affordable housing units. Pg. 86	Transfer of concurrency rights is currently allowed within the confines of Development Agreements, Fair Share Contracts, or within the boundaries of a TCEA. Transfer of concurrency is done on a project by project basis and is not limited to affordable housing developments. However, advantage can be taken under Section 163.3180, Florida Statutes, where exceptions from concurrency requirement for transportation facilities may be granted for urban infill development and redevelopment. This item needs to be explored further by the Housing Division and is not a recommendation for the City's Comprehensive Plan.
	The City should address homelessness issues from a holistic approach – i.e., money spent on housing or programs for the homeless population will save money in other areas of the City's budget (e.g., healthcare, justice systems, etc.). Pg. 87	HE Policy 1.8.4

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	The City should study existing incentives to promote the development of additional Extremely Low-Income units. Pg. 87	This recommendation is already being implemented through HE Policies 1.2.4, 1.2.8 and 1.2.10. Further, the Emergency Services and Housing Coalition, in partnership with the COJ, studies existing incentives to promote the development of additional extremely low-income units. Also, the Housing Services Division maintains a working relationship with the Housing Finance Corporation to explore the various options.
	Tap into and leverage City funds with FHFC's programs for "deeper targeting" and the production of Extremely Low-Income units. Pg. 87	Existing HE Policies 1.2.1, 1.2.2 and 1.2.6
	Consider adding a position within the Housing and Neighborhoods Dept. which would be an advocate for the development of housing units for the Extremely Low-Income and the homeless population. Pg. 87	A text amendment is not required as the position of Affordable Housing Coordinator currently exists within the Housing and Neighborhoods department to assist with the development of low-income housing.
	Study funding plans in place in other cities to capitalize long-term operating reserves to benefit such housing developments. Pg. 87	A text amendment is not required as this recommendation has already been completed and the resulting recommendations implemented. The Housing and Neighborhoods Department did a benchmarking analysis between 2001 and 2004. They looked at Greensborough S.C., Tampa and Orlando. Process improvements were made to various existing programs (Headstart to Homeownership, HOME and SHIP). Based on the improvements, HAND was awarded best practices award from Federal HUD for the H2H program in 2003 and 2004.
	Encourage the preservation of existing Extremely Low-Income and homeless affordable units and facilities. Pg. 87	HE Policy 1.2.19
	The City must develop strategies to better address the Extremely Low-Income and homeless populations. Funds which are required to build supportive housing units, such as those proposed by the Coalition's Blueprint to End Homelessness, are significant and warrant further study. Pg. 87	HE Policy 1.8.4

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Under an inclusionary zoning system, builders are required to set aside a percentage of the homes that they build for lower cost units for qualifying buyers, typically 80% of Area. Pg. 87	FLUE Policy 2.2.3
<b><i>Role of River in Comprehensive Plan</i></b>		
	Continued financial support of the river will allow for continued research and planning on its quality and use, which, in turn, will allow for the continual update of the policies within our Comp Plan. Pg. 93	CIE Policy 1.4.4 and existing Policy 1.5.4, CCME Objective 6.8, Policy 6.8.1
	While the Comprehensive Plan generally recognizes the importance of the St. Johns River, the Plan should include specific action and clear guidance to ensure implementation of the programs and policies. However, the impacts of development on the river are not considered at every stage of decision-making in a unified and consistent way; this is an area of the Plan that would benefit from some revision. Pg. 93	FLUE Goal 7, Objective 7.1 and 7.2, Policies 7.1.1-7.1.3, 7.2.1 and 7.2.2, ROS Policy 4.1.6, CCME Objective 6.7, Policies 6.7.1 - 6.7.4, add CCME definition for Low Maintenance Zone
<b><i>Health of the River</i></b>		
	As urban sprawl affects the river, EAR-based amendments should be used to address urban sprawl in meaningful ways, as noted in the Urban Sprawl Local Major Issue. Pg. 100	FLUE Objective 4.5, Policy 4.5.1, FLUE Goal 6, Objective 6.1, 6.2 and 6.3, Policies 6.1.1, 6.2.1 and 6.3.1 - 6.3.3, revised FLUE definition for Infill Development and Rapid Transit System
	EAR-based amendments should reflect the local ordinance that requires hookup to reuse water where it is available, and support JEA in its efforts to increase availability. Pg. 100	IE-A Policies 1.2.6 and 1.2.9, IE-A Goal 2, Policies 2.1.1 and 2.1.2, IE-A Objective 2.2, Policy 2.2.2, IE-PW Objective 1.7, IE-PW Objective 1.8, Policy 1.8.6, FLUE Policy 1.2.12

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Policies should be updated and added to clarify that local land development regulations must support review of vegetation, wildlife, hydrology and retention of natural topographic and physical features and allow for green building, alternative forms of energy and energy efficiency and low impact development. We need to consider an array of market-based programs (e.g., tax incentives, transfer of development rights, conservation easements, etc.) to protect important wetlands and lands that are critical to the health of our waterways. Pg. 100	CCME Goal 13 and underlying objectives and policies, FLUE Policy 1.5.13, The City's Development Services Division reviews hydrology issues as to the drainage design, and reviews the filling of wetlands/floodplains and the required mitigation, land use amendment reviews and the PUD application reviews currently take these items into consideration.
	We need to consider an array of market-based programs (e.g., tax incentives, transfer of development rights, conservation easements, etc.) to protect important wetlands and lands that are critical to the health of our waterways. Pg. 100	FLUE Objective 7.2, Policies 7.2.1 and 7.2.2, CCME Objective 4.4, Policies 4.4.1-4.4.4
	We should fully consider the environmental impacts of proposed development projects at the front end of the planning process. While the Comprehensive Plan calls for the City of Jacksonville to not duplicate efforts where soils, vegetation, wetland or wildlife protection or mitigation is concerned, an EAR-based amendment should be added to require that the Planning and Development Department obtain the best available data on these issues and include disclosure of site characteristics when making recommendations on changes to land use plan category or zoning. This will also assist with strengthening the Plan in regards to raising awareness and engaging the public in dialogue regarding the River and the impact daily decisions have on its health. Pg. 100	The Planning and Development Department considers environmental issues when assessing land use amendments and PUD rezonings and discloses this information in land use reports and as background research for PUD rezonings. Disclosure is required in the land use amendment analysis process and analysis of these items is required in the creation of a Future Land Use Map, per 9J-5 F.A.C., making it redundant to state in the Plan

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	EAR-based amendments should ramp up requirements for water conservation, including incentivizing low impact development and requiring connection to reuse water where available. Within a new conservation goal, it should be a requirement that all conservation options be fully explored and employed. Water supply and conservation has to be intricately tied to new growth and development to ensure a sustainable source of groundwater. Pg. 101	E-A Policies 1.2.6 and 1.2.9, IE-A Goal 2, Policies 2.1.1 and 2.1.2, IE-A Objective 2.2, Policy 2.2.2, IE-A Policies 1.3.10A and 1.3.10B, IE-PW Objective 1.7, IE-PW Objective 1.8, Policy 1.8.6, FLUE Policies 1.2.12, 1.5.13 and 1.5.14, FLUE Goal 7, Objective 7.1 and 7.2 and Policies 7.1.1- 7.1.3, 7.2.1 and 7.2.2, CCME Goal 2, Objective 2.2, Policy 2.2.5, 2.3.7 and Policy 6.7.3, and add CCME and FLUE definition for Low Impact Development
	In order to protect water quality, along with goals to reduce pesticide use, we should establish a reduction goal for herbicides and a goal to promote “Florida Friendly” yard principles and consider incentive programs for use of “River Friendly” best management practices. Pg. 101	CCME Policies 2.3.5 - 2.3.7
	The restoration of our creeks and tributaries should be one of the goals of the 2030 Comprehensive Plan. Pg.101	CCME Goal 6, Objective 6.4, Policies 6.4.1- 6.4.3
	Policies should be updated and added to reflect commitment to the goals of the TAT (Tributary Assessment Team) and implementation of the adopted BMAP to restore the health of the tributaries. Pg.101	CCME Objective 6.6, Policies 6.6.1-6.6.5
	Greater support from State and federal sources will be needed to protect and restore assets like the St. Johns River. Pg.101	The City cannot require State or federal support.
	The Stormwater Element should require implementation of Best Available Treatment designs achieving no less than of 30% total nitrogen reduction for urban retrofit projects and promote new projects to achieve no net increase in nutrient runoff from pre-existing conditions. Pg. 101	Existing IE-D Objective 1.3, Policy 1.3.2, CCME Policy 6.6.5, CCME Policy 2.3.6
	Master Stormwater Management Plan Update should be completed by as yet unknown date certain to include tributaries and fecal coliforms (currently being completed by Pappas and Associates). Pg.101	CCME Policy 2.3.3, The City is still in the process of updating the Master Stormwater Management Plan.

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Adherence to Basin Management Action Plan (BMAP) for restoring the Lower St. Johns River and its tributaries. Pg. 101	CCME Policies 6.6.1 and 6.6.4
	Enhance Inspection Program to reduce sewer overflow (including lift stations, construction, and sediment and erosion inspection). Pg.102	IE-S Policy 1.5.1
	Add policies to expand septic tank removal initiatives. Pg.102	CCME Policies 2.3.3, 6.4.2, and 6.6.5
	Support policies for enhancing regulations on removal and construction of wells within the City pursuant to vested authority. Pg.102	IE- PW Policy 1.2.3, IE-A Objective 1.3, Policies 1.3.3 - 1.3.7
	Continue interagency coordination efforts regarding TMDL and BMAP implementation. Pg.102	CCME Policy 6.6.3
	Coordinate enforcement in order to ensure better compliance by the regulated community and to discourage violations. Pg.102	The City's Environmental Quality Division enforces the irrigation and fertilizer ordinances, BMAP and TMDL loads are enforced by DEP--the City is a permittee and must adhere to the TMDL requirements. DEP is considered the regulatory authority, but the City is considered the responsible management entity (per the Tributary Pollution Assessment Manual of the TAT). As such, no policy is added to the Plan.
	All new city buildings should be green buildings. Pg.102	CCME Goal 13, Objective 13.1, Policies 13.1.1 and 13.1.2
	Work with state and federal agencies to develop the maps, databases, and resources that will help us to better identify environmentally sensitive lands, wetlands and waters, to prioritize those areas, and develop plans for preservation or protection. Review Special Management Areas (SMAs), and if not yet protected, devise meaningful and enforceable ways to protect them. The 2006 Mayor's Growth Management Task Force report had the following recommendations regarding how best to review and revitalize the SMA program, and otherwise preserve those areas that are "sacred" from a natural environment standpoint: pg. 102	CCME Objective 3.1, Policy 3.1.3, CCME Policy 3.3.9

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Study and refine the Special Management Areas (SMA's) Map as contained in the City of Jacksonville Comprehensive Plan to focus on those areas that have not been developed and can be classified as environmentally sensitive. Pg.102	SMA boundaries redefined CCME background data Map C-5
	Implement the policies contained in the 2010 Conservation/Coastal Management Element (5.1.1 through 5.1.6) on areas identified as environmentally sensitive. Pg.102	CCME Objective 4.4, Policies 4.4.1-4.4.4
	Earmark the areas included in SMA's that are not owned by the public as high priority for future acquisition when funds are available. Pg.102	CCME Policies 4.1.16 - 4.1.19
	Work with the SJRWMD and other appropriate government agencies to allow acquisition of SMA areas to qualify as mitigation for wetland impacts in other areas of Jacksonville. Pg.102	CCME Policies 4.1.17 - 4.1.19
	Provide a density bonus or density transfers to other property in the City as an incentive for preservation of SMA lands. Pg.103	CCME Policy 4.4.4, FLUE Objective 4.5, Policy 4.5.1 and 7.2.1. The Comprehensive Plan supports clustering of development for preservation of environmentally sensitive lands, but the Department considers density transfers and bonuses infeasible at this time. Success of TDR programs depends upon demand for high density development. Local development patterns have not reached a tipping point for high density development. In practice, real-world TDR programs do not operate like the theoretical ideal. For one thing, they are never a substitute for zoning but are used in conjunction with zoning. Further, since TDRs rely on the private market, it is important that there be both a reliable supply of TDRs by landowners willing to sell their development rights and preserve their lands and a reliable demand by developers who feel that the extra revenues from building more houses in a given receiving area will cover the extra costs, including the TDR costs. It is the demand side that has proved to be a problem in many TDR programs.

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Allow increased density or other incentives to be built into the development of future suburban villages in return for the "set aside" of land identified by the Preservation Project Jacksonville. Provide for the connection of green space in new suburban villages to Preservation Project Jacksonville as a means of extending the beneficial impact of this open space system. Pg. 103	FLUE Objective 4.5, Policy 4.5.1 and 7.2.1. The Comprehensive Plan supports clustering of development for preservation of environmentally sensitive lands, but the Department considers density transfers and bonuses infeasible at this time. Success of TDR programs depends upon demand for high density development. Local development patterns have not reached a tipping point for high density development. In practice, real-world TDR programs do not operate like the theoretical ideal. For one thing, they are never a substitute for zoning but are used in conjunction with zoning. Further, since TDRs rely on the private market, it is important that there be both a reliable supply of TDRs by landowners willing to sell their development rights and preserve their lands and a reliable demand by developers who feel that the extra revenues from building more houses in a given receiving area will cover the extra costs, including the TDR costs. It is the demand side that has proved to be a problem in many TDR programs.
	The City should implement the appropriate steps necessary to insure that the lands acquired as part of the Preservation Project Jacksonville be preserved in perpetuity consistent with the purpose of their purchase - environmental protection and passive recreation. Pg. 103	CCME Policy 4.1.15, 4.1.16 and CCME Objective 4.4, Policies 4.4.1-4.4.4.
	The City should implement methods to encourage enhancement of the lands within the Preservation Project Jacksonville, such as the creation of a citizen advisory committee and the creation of development incentives for financial contributions toward improvements to lands within the Preservation Project Jacksonville. Pg. 103	ROS Objective 3.2, Policies 3.2.1, 3.2.2 and 4.2.7, CCME Policy 5.1.7

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	The City should utilize the significant natural assets within the City for advancing eco-tourism. Strong consideration should be given to the establishment of the "Great Timucuan Eco Center and a Fort George Eco Center," as recommended in the North Jacksonville Vision and Master Plan. Pg. 103	ROS Objective 3.2, Policies 3.2.1 and 3.2.2
	Continue to support the cooperative efforts between the City, the State and the Federal Government as established in the Timucuan Trail State and National Parks partnership to provide recreational and educational facilities to expand Jacksonville's role as an ecotourism destination. Pg. 103	ROS Policy 3.2.2, ROS Goal 4, Policy 4.2.7
	The City shall take a holistic approach to developing a public access plan for the Preservation Project properties which reflects and emphasizes the importance of the historical, cultural and natural resources on those sites. Pg.103	ROS Policy 3.1.5
	We should explore opportunities for Low Impact Development (LID) practices and energy and water efficiency to reduce the footprint and impact of new and existing development. Review land development regulations to remove impediments for LID. Pg.103	CCME Goal 2, Objective 2.2, Policies 2.2.5 and 2.3.7, CCME Policies 6.7.3 and 6.8.2, CCME Goal 13, Objective 13 and all related Objective and Policies, FLUE Policy 1.5.13, and add CCME and FLUE definition for Low Impact Development
	Coordination between infrastructure and land planning should include the sustainability of our river and our water supply. Pg.103	FLUE Policy 6.1.1, add FLUE definition for Rapid Transit System, CCME Objective 6.7, Policy 6.7.2
	The City shall consider wetland and streamside buffers that provide adequate protection to natural resources. Pg.104	CCME Policy 4.1.7 and 4.1.9, CCME Policy 6.7.1, and add CCME definition for Low Maintenance Zone

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	It is recommended that a new Goal, with accompanying objectives and policies (and updates to existed parts of the Comprehensive Plan as required) be incorporated as an EAR-based amendment to reflect the need to consider impact on the 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. Pg. 104	FLUE Goal 7, Objective 7.1 and 7.2, Policies 7.1.1- 7.1.3, 7.2.1 and 7.2.2, ROS Policy 4.1.6, CCME Objective 6.7, Policies 6.7.1- 6.7.4, CCME and Objective 6.8, Policies 6.8.1- 6.8.3, and add CCME definition for Low Maintenance Zone
<b><i>Mixed Use Projects and Neighborhoods</i></b>		
	Accommodate new development in a more compact growth pattern with more land use diversity, where there is improved interrelationship of living, working, shopping, education and recreational activities, where there are expanded travel choices, and where the vitality and revitalization of older neighborhoods and commercial areas can be sustained. Pg. 112	FLUE Objective 4.5, Policy 4.5.1, FLUE Objective 3.4, Policy 3.4.1
	Provide greater incentives for: pg. 112 Mixed-use vs. conventional development; pg. 112	FLUE Objective 4.5, Policy 4.5.1
	Land Assembly; pg. 112	FLUE Objective 4.5, Policy 4.5.1
	Accommodating transit; pg. 112	FLUE Objective 4.5, Policy 4.5.1 and FLUE Policy 6.3.1
	Provisions of attainable housing; pg. 112	FLUE Objective 4.5, Policy 4.5.1
	Protecting and connecting environmentally sensitive lands; pg. 112	FLUE Objective 4.5, Policy 4.5., existing FLUE Objective 1.4 and 1.5, delete FLUE Policies 1.5.7 and 1.5.8 and replace with FLUE Objective 7.2, Policies 7.2.1 and 7.2.2
	Set aside of areas for schools, community parks and other civic (place-making) uses; pg. 112	FLUE Objective 4.5, Policy 4.5.1
	Construction of community infrastructure such as roads, schools, libraries, public safety and other facilities that are needed to meet the demands of the future population over and above that required by any one development; pg. 112	The City is not prepared to take on the cost of this recommendation considering the current state of the economy, TE Objective 2.5, Policies 2.5.1 - 2.5.4

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Consider implementation mechanisms, such as form based zoning, to better enable mixed uses to flourish. Pg.112	FLUE Policy 4.1.1
	New development that cannot be connected to and is not a logical extension of existing neighborhoods should take the form of urban villages. These Villages should place homes, jobs, schools, shopping and recreation in closer proximity and should be linked with downtown Jacksonville and other important destinations by public transit. Pg. 112	FLUE Objective 4.5, Policy 4.5.1, FLUE Objective 3.4, Policy 3.4.1
	Provide incentives for urban villages to preserve and connect the land areas identified in the Preservation Project Jacksonville. Pg.112	FLUE Objective 4.5, Policy 4.5.1, FLUE Objective 7.2, Policies 7.2.1 and 7.2.2
	A change in the approach to the Future Land Use Map is recommended, including plan category descriptions that recognize the intensity of the mix of uses appropriate for a designated part of the community (urban, suburban, rural fringe, etc.), rather than those that list uses in the same manner as the City's zoning code. Pg. 113	FLUE Objective 4.5, Policy 4.5.1
<b><i>Redevelopment in Older Neighborhoods</i></b>		
	Policies need to support redevelopment and recognize the infrastructure needs of older neighborhoods. Pg.115	ROS Policies 6.1.4 and 6.1.5, FLUE Policies 2.2.1 and 6.3.1, add FLUE definition for Urban Redevelopment Area, revise FLUE definition for Infill Development, Infrastructure needs are also reviewed pursuant to existing CIE Goals, objectives and Policies
<b><i>Revitalizing Downtown</i></b>		
	Continue current efforts and learn from successes elsewhere regarding best practices. Pg.120	The City will continue efforts and learn from successes elsewhere regarding best practices. New Plan text is not necessary to continue current efforts.
<b><i>Coastal High Hazard Policies</i></b>		
	Require all new road projects to be evaluated as to their impact on the evacuation route system as part of the decision-making process for the CIP, and priority shall be given to those with the greatest potential to decrease evacuation times. Pg.128	CCME Policy 7.1.1

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Identify additional roads to be included in the City's evacuation system in the CIP when the City's local road needs analysis is available by 2010. Pg.128	CCME Policy 7.1.1
	Improvements to primary hurricane evacuation routes should be maintained at elevations above the Category 3 or Category 4 Storm surge. Pg. 128	TE Policy 3.1.2
	Require signage regarding Evacuation Routes in all new residential developments in the CHHA. Pg.128	CCME Policy 7.1.1
	Require all new community centers and schools that are not located in Evacuation Zones to be designed and constructed as emergency shelters. Pg. 128	CCME Policy 7.2.1 and 7.2.6
	Require that all new residential development located in Evacuation Zones 1 and 2 to contribute to the cost of emergency shelter space. Pg. 128	CCME Policy 7.1.1
	Consider existing and proposed multi-level public buildings and parking garages located outside Category 1 or 2 Evacuation Zones for potential as refuges of last resort. Pg. 128	CCME Policy 7.2.1
	Establish a "coastal unit bank", as described above, and track through the Planning and Development Department. Any proposed land use map amendment that will use it should be identified by the Department when the proposed change is transmitted to DCA. Do not include Downtown or Mayport Village in the bank. Design the bank so as to incentivize use of the residential development potential from CHHA outside of evacuation zones. Pg. 128	CCME Policy 7.1.1
	Establish a fair share fund specifically for the mitigation of impacts of increased residential development in the CHHA, Per Ch. 163 F.S. pg.128	CCME Policy 7.1.1
	On a case by case basis, credits be assessed and taken into account in hurricane evacuation analysis as reductions in trip generation, changes in assumptions for in-county sheltering, or additions to road capacity. Pg.129	CCME Policy 7.1.1

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Require new development within the CHHA to designate non-permitted jurisdictional wetlands or other environmentally sensitive lands as Conservation (CSV). Pg.129	CCME Policy 7.1.1
	Require all new residential developments within all Evacuation Zones of more than 100 dwelling units to formulate an emergency hurricane preparedness plan acceptable to the Emergency Preparedness Division. Pg.129	CCME Policy 7.1.1
	Require a notice regarding vulnerability to storm surge or wind damage be placed on plats and within the covenants and restrictions of the homeowners associations of all new residential developments located in all Evacuation Zones. Pg.129	CCME Policy 7.1.1
<b><i>Neighborhood Plans for the North, Northwest and Southwest</i></b>		
	Require all new Land Use amendments to be evaluated as to their compliance with the area's vision plan and any existing Neighborhood Action Plans (NAPs). Priority shall be given to those with the greatest potential to further the goals and objects of the vision plans and NAPs. Pg. 134	FLUE Policy 4.1.8B
	All new vision plans and NAPs should include measurable, quantifiable implementation schedules. New Land Use amendments should be evaluated in terms the development's ability to assist the area in reaching the goals contain in the vision plan. Pg. 135	FLUE Policies 2.2.2 and 4.1.8C

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Applications for Land Use amendments should include a community profile and trend analysis that evaluates the characteristics of the area, such as geography, natural resources, population, demographics, economic and market data of current conditions and constraints, major employers, labor force, economic development agencies and authorities, political and community institutions, housing, transportation, educational resources, Cultural and recreational resources. Pg. 135	FLUE Policies 2.2.1 and 4.1.11
	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 NAPs. Pg.135	FLUE Policy 5.1.2
<b><i>Urban Sprawl</i></b>		
	The Plan needs to include strategies to require the linkages between land use and transportation, and incentives to achieve mixed use and mixed density developments. Pg.149	FLUE Policy 1.1.21, FLUE Objective 4.5, Policy 4.5.1, FLUE Goal 6, Objective 6.1 and 6.3, Policies 6.1.1 and 6.3.1, revise FLUE definition for Infill Development, add FLUE definition for Rapid Transit System
	A new Future Land Use Map should describe the intensity and nature of appropriate development, as identified by Vision Plans, and should be the mechanism for limiting growth to areas that can accommodate it. Pg.150	FLUE Objective 4.5, Policy 4.5.1
<b><i>Butler Blvd/Baymeadows Rd. Mobility Goals</i></b>		
	A way of looking at corridors and transportation sectors that assesses them for overall mobility and incentivizes transit oriented development, using the example of the successful TMA should be considered. Pg.154	New TE Policy 1.3.1 (formerly CIE Policy 1.1.5) and the City of Jacksonville, by practice, currently allows credit against a fair share to developers for TOD and TDM type facilities to include developer provided bus shelters, private roads and neighborhood connectivity through site plan design as approved by City Council.
<b><i>Retention of Industrial Lands</i></b>		
<b><i>Preservation of Recreational and Commercial Waterfronts</i></b>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Amendments to the policies need to address staffing and funding resources to allow the City to satisfy Recreation and Open Space Element Policies 3.1.1 and 3.1.2. pg. 164	ROS Policies 3.1.1 and 3.1.2
	Coastal Conservation Management Element Policy 11.1.1 should be amended to reflect consideration of proposed amendments to the FLUM where water-dependent and water-related uses are proposed to be prohibited or removed from the permitted use of waterfront properties. Conservation Management Element Policy 6.3.5 is being met and should continue to be implemented in accordance with the Coastal Zone Protection Act of 1985 and updates to F.S. 342 and 163, and 197. Pg. 164	CCME Policies 11.1.1 and 11.1.3
	The City, in conjunction with City of Jacksonville Waterways Commission, is considering holding a local workshop or workshops to consider the full range of policy options to address preservation of working waterfront. This should allow for an update to the Comprehensive Plan prior to or at the same time as EAR-based amendments. Pg. 164	Add FLUE Goal 8, Objectives 8.1 and 8.2, Policies 8.1.1 – 8.1.10 and 8.2.1 – 8.2.5. Add CCME Policy 11.1.3. Add FLUE and CCME definitions for Recreational and Commercial Working Waterfront and Public Water Access. Existing FLUE Policies 3.2.32 and 3.2.33
<b>ELEMENT ASSESSMENT</b>		
<b><i>Capital Improvements</i></b>		
<b><i>Objective 1.2</i></b>		
	Planning is nearly complete on a Rapid Transit System which will use rapid buses traveling on separate lanes for much of their corridor. Funds are being requested to complete design for the initial segments. Pg. 166	No action required
<b><i>Conservation/Coastal Management Element</i></b>		
<b><i>Objective 1.1</i></b>		
	Compliance with National Ambient Air Quality Standards and the Policies under Objective 1.1 are in progress, have been very successful and should be updated in accordance with the new schedule for ozone emission inventory completion. Pg. 170	CCME Objective 1.1, Policies 1.1.1 - 1.1.8

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<b><i>Objective 1.5</i></b>		
	Compliance with National Ambient Air Quality Standards and the Policies under Objective 1.5 are in progress. The EQD continues to adopt by reference FDEP rules; to perform all the listed regulatory activities regarding asbestos; and to permit, monitor and enforce open burning rules in Duval County. Pg. 170	CCME Policies 1.5.1 - 1.5.3
<b><i>Objective 1.6</i></b>		
	Compliance with National Ambient Air Quality Standards and the Policies under Objective 1.6 are in progress and are successful. The EQD provides public information regarding local ambient air pollution concentrations on the EQD and EPA AIRNOW websites on a daily basis. Informational brochures regarding ozone and how individuals can help to reduce production of ground level ozone have been produced for students in grades K-12 and adults. These brochures and other air quality information are distributed during school presentations, special events such as Earth Day, the Mayor's Environmental Luncheon, Mayor's Neighborhood Summit, Florida Coastal School of Law Environmental Summit, Clean Air Day at the Museum of Science and History, Butterfly Festival At Treehill Nature Center and numerous other civic events as requested. Pg. 172	CCME Policies 1.6.1 - 1.6.3
<b><i>Objective 1.7</i></b>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	It is recommended that this objective be relocated under the Conservation and Protection of Native Plant Communities Issue. The Environmental Quality Division provides review and comment to the Planning and Development Department and the Building Inspection Division. Efforts to improve the current program have recently occurred through staff training and purchased of field equipment. There is a need for further improvement including enforcement responsibilities. Pg. 172	CCME Objective 1.7, Policies 1.7.1 - 1.7.3 moved to CCME Objective 2.9, Policies 2.9.1 - 2.9.3
<b><i>Objective 2.1</i></b>		
	Several policies supporting this objective necessitate action due to lack of funding, pending updates to City or SJRWMD policies and regulations, necessity to perform a cost/benefit analysis, applicability of the "significant aquifer recharge area" designation in Duval County and delegation of authority to enforce policies. Pg. 173	CCME Objective 2.1, Policies 2.1.4 and 2.1.8, update CCME definition for Prime Recharge Areas
<b><i>Objective 2.5</i></b>		
	The Planning and Development will need to meet with the Florida Department of Environmental Protection to further discuss the appropriate policies to address this issue before proposing EAR based amendments. Pg. 174	Delete CCME Objective 2.5, Policies 2.5.1 - 2.5.3, The Objective and Policies are not being performed by EQD due to budgetary constraints. The inspection program is now the function and responsibility of the State DEP. EPB Rule 5 contains requirements for cleaning and storage of vessels and tanks, as well as a compliance schedule.
<b><i>Objective 2.6</i></b>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	It is recommended that policy 2.6.3 be reviewed as the City has not had the resources or the jurisdiction to report to the EPB and the City Council on hazard assessment, safety requirements, emergency response and coordination of response, and financial responsibility for potential chemical and petroleum spills related to port and vessel activities. Reasons include the fact that the City does not have jurisdiction in releases from foreign flagged vessels due to federal exemptions from state and local regulations and such a policy requires a commodity flow study and requirements for operators to submit the supporting documentation, particularly as related to financial responsibility. Furthermore, the Hazardous Waste and Spill Mitigation Trust Fund should be reviewed for need, as it has not been implemented to date. Pg. 174	CCME Objective 2.6 and underlying Policies renumber as Objective 2.5, Policies 2.5.1 - 2.5.4, CCME Policy 2.6.3 is now Policy 2.5.3
<b><i>Objective 2.7</i></b>		
	The EQD recommends the following policy for inclusion in the Plan: The City shall serve as contract manager for the Florida Petroleum Cleanup Program within Duval County for as long as the State funds the program, estimated as 30 years more. Pg.175	CCME Objective 2.7, Policies 2.7.1 - 2.7.7 renumber as CCME Objective 2.6, Policies 2.6.1 - 2.6.7
<b><i>Objective 3.1</i></b>		
	The Planning and Development Department has a GIS based project containing vegetation and wildlife data. However, the wildlife data is outdated and needs updating. The Planning and Development Department is working with the Preservation Project to create and exotics/invasive inventory and the Department has updated their vegetation coverage with SJRWMD data. Pg. 176	PPJ is still working on an exotics/invasive inventory project as part of their management plans. However, they have not had the funding to support it.

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<i>Objective 3.3</i>	It is recommended that the policies under Objective 3.3 be reviewed for opportunities to further implement the conservation and protection of environmentally sensitive lands. Pg.176	Delete CCME Policy 3.3.1 (PPJ was not created solely to acquire ESLs), renumber CCME Policies 3.3.2 - 3.3.9 to CCME Policies 3.3.1 - 3.3.8, amend CCME Policy 3.3.4 (now CCME Policy 3.3.3), add CCME definition for Environmentally Sensitive Lands, CCME Policy 3.3.9
<i>Objective 3.5</i>		
	While there are programs in place to provide protections and management, resources available for these programs have been limited and not all of the policies under Objective 3.5 have been or are currently being implemented. An evaluation of the underlying policies is strongly recommended. Pg. 177	CCME Objective 3.5, Policies 3.5.1 - 3.5.6
<i>Objective 4.1</i>		

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LOCAL MAJOR ISSUES		
<i>Proactive Comprehensive Plan</i>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	It is recommended that the policies listed under Objective 4.1 be reviewed and updated/amended in coordination with the SJRWMD. Pg. 178	<p>CCME Objective 4.1, Policies 4.1.1 – 4.1.19 and 4.2.1. Amend language describing the City's 3 categories of wetlands: Category I (saltwater marshes), Category II (riverine/estuarine), and Category III (other than Categories I and II). The text under Policy 4.1.1 was consolidated and then renumbered as Policies 4.1.3, 4.1.4, 4.1.5, and 4.1.6. The language under adopted Policy 4.1.4 was modified and moved to Policy 4.1.11. Language pertaining to performance standards and permitted uses was repetitious (comprising nearly 23 pages) and was therefore consolidated into three shorter policies relating to the three wetland categories. Policy 4.1.3 contains the performance standards that apply to all development, except public utilities and roadways, within all wetland categories. Policy 4.1.4 identifies performance standards for public utilities and roadways. Policy 4.1.5 contains the permitted uses for Category I and II wetlands and additional performance standards as required for each use. Policy 4.1.6 contains the permitted uses for Category III wetlands and the additional performance standards as required for each use.</p> <p>Add policies regarding:</p> <ul style="list-style-type: none"> <li>•mapping and delineation of wetland boundaries,</li> <li>•submittal of high intensity wetlands surveys,</li> <li>•potential development of additional wetland mitigation banks,</li> <li>•land types for consideration as Environmentally Sensitive Lands (ESLs) and creation of a database for tracking of ESLs,</li> <li>•buffer requirements between development and ponds, streams, watercourses, lakes, wetlands and sewalls, and</li> <li>•City sponsor land use amendments to Conservation to protect ESLs where willing property owner.</li> </ul> <p>Mitigation ratios removed since already covered by the UMAM system.</p> <p>Add CCME definitions: Low Maintenance Zone (LMZ) and Unified Mitigation Assessment Method (UMAM).</p>

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<b><i>Objective 4.3</i></b>		
	It is recommended that the policies listed under all wetlands related objectives be reviewed and updated/amended in coordination with the SJRWMD. Pg. 179	CCME Objectives 4.1, 4.3 and 4.4 and all related policies
<b><i>Objective 5.1</i></b>		
	It is recommended that the Planning and Development Department review and develop a stronger program that includes the necessary resources to protect environmentally sensitive land. Pg. 179	CCME Policies 4.1.7, 4.1.9, 4.1.15 - 4.1.19, Objective 4.4, Policies 4.4.1 – 4.4.4 and 5.1.8
<b><i>Objective 11.2</i></b>		
	<i>JaxPort</i> and the Planning and Development Department are working together to update the Port Master Plan. In March 2006 the Planning Department transmitted the <i>JaxPort</i> Master Plan to the Department of Community Affairs (DCA) and is working diligently with <i>JaxPort</i> and the DCA to resolve any outstanding issues. Pg. 184	The <i>JaxPort</i> Master Plan is adopted pursuant to Ordinance 2008-970-E
<b><i>Future Land Use</i></b>		
<b><i>Objective 1.1</i></b>		
	See Urban Sprawl Local Major Issue. Pg.187 The Plan needs to include strategies to require the linkages between land use and transportation, and incentives to achieve mixed use and mixed density developments. Pg. 149	FLUE Policy 1.1.21, FLUE Objective 4.5, Policy 4.5.1, FLUE Goal 6, Objective 6.1 and 6.3, Policies 6.1.1 and 6.3.1, revised FLUE definition for Infill Development, add FLUE definition for Rapid Transit System

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<i>Objective 1.2</i>	The proliferation of low density residential development with the segregation of uses and lack of coordination with roads places the greatest strain on our infrastructure and natural environment. To limit the impacts of such development, we should encourage greater infill and redevelopment where such infrastructure already exists and higher residential densities can be attained to support public transportation. The City's Concurrency Management system has, in many ways, discouraged this type of development. The EAR based amendments should include a new future land use map, or equivalent text, that clearly identifies areas appropriate for infrastructure and development, and the criteria for making changes to the FLUM. Once that is in place, the Concurrency Management System can be anticipated to work as intended. The City of Jacksonville needs to explore the use of alternative concurrency approaches to mobility including TCMA's and/or transit oriented corridors. Levels of Service were reviewed and minor language changes were made to Drainage and Transportation LOS in 2007. Discussions are underway regarding a new approach to Level of Service for parks to be incorporated into the EAR-based amendments. Pg. 188	FLUE Objective 4.5, Policy 4.5.1, FLUE Objective 6.3, Policies 6.3.1 and 6.3.3, revise FLUE definition for Infill Development, add FLUE definition for Rapid Transit System
<i>Objective 1.3</i>		
	The linkages between transportation and land use planning efforts need to be strengthened in the EAR based amendments. Pg. 188	FLUE Goal 6, Objective 6.1, Policy 6.1.1, add FLUE definition for Rapid Transit System
<i>Objective 2.2</i>		
	This objective should be updated and restated to reflect implementation programs that address areas of the City threatened by blight. Pg. 189	FLUE Objective 2.2, Policy 2.2.1, add FLUE definition for Urban Redevelopment Area
<i>Objective 2.3</i>		
	Policies within this objective must be updated to reflect current agency names. Pg. 190	Update FLUE Policies 2.3.4, 2.3.5, 2.3.7 - 2.3.9, 2.3.11 - 2.3.17 and 2.3.19

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<i>Objective 2.10</i>		
	Policy 2.10.3 has never been implemented and the City has no Transfer of Development Rights program that would allow TDR from agricultural lands to mixed use developments. This concept should be further considered, including its potential for use as a technique for preservation of environmentally sensitive lands. In addition, Transit Oriented Developments should be considered as receiving sites if an updated policy is included in the EAR based amendments. Pg. 191 - 192	FLUE Policy 2.10.3 deleted prior to EAR-based amendments pursuant to Ordinance 2008-248-E
<i>Objective 4.1</i>		
	The Wetlands Map L-5 that is identified in policy 4.1.10 needs to be updated. Pg. 193	Update FLUE Map L-5 and CCME Map C-3
<b><i>Housing</i></b>		
<i>Objective 1.1</i>		
	The number of units identified in this Objective needs to be reviewed and updated. Pg. 195	HE Objective 1.1 data update
<i>Objective 1.2</i>		

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LOCAL MAJOR ISSUES		
<i>Proactive Comprehensive Plan</i>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	<p>The number of units and the percentage used in this Objective needs to be reviewed and updated. Policies are being followed but several agencies referenced have new names:</p> <ul style="list-style-type: none"> <li>• The Housing Services Division offers assistance to low-income individuals who are looking to buy a home through various methods.</li> <li>• The Head Start to HOME Ownership (H2H) Program is an in-house down payment assistance program which targets individuals below the 80 percent area median income for Duval County. The SHIP Down Payment Assistance Program, which is managed by the Housing Partnership of Jacksonville, provides down payment assistance to individuals who make between 80 percent and 120 percent of the area median income for Duval county.</li> <li>• In addition to down payment assistance programs the Housing Services Division allocates and disburses funds to CHDOs (Community Housing Development Organizations) to provide various housing services to the residents of Jacksonville, including the provision of new or refurbished affordable housing.</li> <li>• Individuals who are approved by the H2H program may choose to work with a CHDO to assist them in purchasing a home.</li> <li>• The Florida Housing Finance Corporation also offers several options for assistance to individuals looking to buy a home for the first time.</li> </ul> <p>pg. 195</p>	HE Objective 1.2 data update
<i>Objective 1.3</i>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Needs of the community need to be reviewed and updated, 1.3.2 should eliminate reference to FY 98-99. Pg. 196	Delete reference to FY 98-99 in HE Policy 1.3.2, HE Objective 1.2 data update
<b><i>Objective 1.5</i></b>		
	This objective and its underlying policies are underway but the numbers quoted need to be reviewed and updated. The Jacksonville Housing Commission is designated as the housing agency for the City of Jacksonville. Their mission is the creation of affordable housing and the eradication of substandard housing with the goal of developing and maintaining healthy communities. The 11-member Commission is charged as follows: Pg. 197	HE Objective 1.5 data update
<b><i>Objective 1.7</i></b>		
	This objective and its underlying policies are underway. Agency name changes are required. The Housing Services Division allocates funds to a variety of organizations to provide services to residents in need of special assistance. In particular, it provides funding through the HOPWA (Housing Opportunities for Persons with AIDS) program to agencies that provide various means of assistance to individuals who suffer from HIV/AIDS. It also allocates money to the I.M. Sulzbacher Center for the Homeless through the Emergency Shelter Grant to provide a place of refuge for indigent individuals who find themselves without a place to live. Various services offered to the city's disabled residents can be found on the Disabled Access page. Pg. 198	HE Objective 1.7 and underlying Policies reference names update
<b><i>Infrastructure</i></b>		
<b><i>Groundwater Subelement</i></b>		
<b><i>Objective 1.1</i></b>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Data is collected by SJRWMD and USGS estimates, but not at desired level of detail. Greater coordination is required between the City and SJRWMD to better track groundwater allocation. Pg. 200	Delete IE-A Policy 1.1.2 as task has not been performed by EQD. General water use estimates are made periodically by the SJRWMD and USGS and they are not likely to be at the level of detail requested.
<i>Objective 1.2</i>		
<i>Objective 1.2</i>		
	Although GWBRAI has been previously utilized, newer technologies such as SJRWMD Water Supply Assessments and GIS are preferable. Due to conflicting policies and disagreement between agencies, JEA, EQD, and SJRWMD should reassess coordination and data sharing efforts. Additionally, some regulations or processes are outdated or ill-defined, thus allowing inadequate enforcement. Pg. 200	IE-A Objective 1.2, Policies 1.2.1, 1.2.3 - 1.2.6 and 1.2.8 - 1.2.12
<i>Objective 1.3</i>		
	The City has implemented a well head protection and regulation program, however the underlying policies need to be reevaluated , goals clarified, better coordination established among reviewing agencies and changes to programs and updated resources made. Policies should be updated to show changes in guidelines and eliminate redundancy. Additionally, technical definitions should be re-evaluated or identified to avoid confusion. Pg. 201	IE-A Objective 1.3, Policies 1.3.2 - 1.3.7, 1.3.10A, 1.3.10B and 1.3.17 - 1.3.19
<i>Objective 2.2</i>		
	In order to reduce consumption of potable water, the City needs to call for reduction fixtures, low water use building techniques, xeriscaping, reductions in sod use for residential development, and a public education program. Additionally, COJ should adopt a water conservation ordinance. Pg. 201	IE-A Objective 2.2, Policies 2.2.1, 2.2.5 and 2.2.7
<i>Sanitary Sewer Subelement</i>		
<i>Objective 1.1</i>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Clarification of the legal requirements regarding new development and OSTD should be undertaken. Additionally, despite policies that discourage new wastewater treatment facility discharges, JEA is preparing to propose a discharge to the Trout River near US1. The effluent will meet the most stringent requirements of the FDEP. Also, JEA would like all subdivisions to be required to connect. The economics of connection will drive project implementation. Allowing OSTDs for subdivisions encourages sprawl. Pg. 203	IE-S Policies 1.2.2, 1.2.6 and 1.2.10
<b><i>Objective 1.4</i></b>		
	While this objective is being met, there is a text clarification required to remove the implication that JEA must fund all items proposed in the Capital Improvements Element, not just those related to their function. Pg. 204	IE-S Objective 1.4
<b><i>Objective 1.6</i></b>		
	Reference to WSBU needs to be JEA and in policy 1.6.5, City no longer evaluates now JEA does. Pg. 204	IE-D Objective 1.6, Policy 1.6.5
<b><i>Solid Waste Subelement</i></b>		
All references to the Solid Waste and Resource Management Department should Read Solid Waste Division or the City. Pg. 204		
<b><i>Objective 1.2</i></b>		
	The City runs recycling programs that monitor and report on recycling and waste reduction and is entering into contracts to turn yard waste into biomass fuel to be used to produce electricity. However, since a recycling program has been implemented, language should say “to continue the recycling program” pg. 205	IE-S Objective 1.2
<b><i>Potable Water Subelement</i></b>		
<b><i>Objective 1.1</i></b>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	This objective and its underlying policies need to be reviewed and updated. See Urban Sprawl Local Major Issue. The suburban boundary and JEA capacity to serve continues to expand outward, but the location of such growth needs to be revisited in the form of an updated Future Land Use Map. Pg. 206	FLUE Objective 4.5, Policy 4.5.1
<b><i>Objective 1.4</i></b>		
	While this objective is being met and its underlying policies are being followed, there is a text clarification required to remove the implication that JEA must fund all items proposed in the Capital Improvement Element, not just those related to their function. Pg. 206	IE-PW Objective 1.4
<b><i>Objective 1.8</i></b>		
	This objective is being addressed currently through water conservation programs, education and rate pricing programs. JEA, along with the SJRWMD, the City of Jacksonville and other stakeholders, is promoting, sponsoring and/or participating in local programs that are reviewing removing barriers to, and providing incentives for conservation, low impact development and green building. Pg. 207	IE-PW Objective 1.8 and underlying policies updated to coordinate with similar Objective and Policies in IE-A Objective 2.2 and underlying policies
<b><i>Intergovernmental Coordination</i></b>		
<b><i>Objective 1.4</i></b>		
	This objective is outdated insofar as NAS Cecil Field has become a civilian industrial park, school site, recreational area, equestrian center, etc. Pg. 208	ICE Objective 1.4 Deleted, Policy 1.3.8 updated
<b><i>Recreation and Open Space</i></b>		
<b><i>Objective 1.1</i></b>		
	The City shall rectify existing deficiencies in the recreation and park system by establishing reasonable and effective levels of service standards. This objective is being met however criteria may need to be reviewed. Pg. 208	ROS Objective 1.1, Policies 1.1.1 - 1.1.3, ROS Goal 8, Policy 8.1.3, CIE Policy 1.1.5

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
<b><i>Objective 1.5</i></b>		
	This objective is being met and its underlying policies are being followed. According to the master plan, the Dept of Parks and Recreation should expand joint use agreements with the Duval County School Board in order to provide additional fields for public use. Additionally, the city should investigate future property acquisitions or development of existing city-owned property to ensure adequate lands for future recreational development. Pg. 210	ROS Policy 1.5.2
<b><i>Objective 2.2</i></b>		
	This objective is being met however criteria may need to be reviewed. The Planning and Development Department has a policy of requiring developers of residential subdivision to provide 1 acre of park/open space per 100 lots as an integral part of the neighborhood. These parks serve as neighborhood parks for new residential development. Pg. 210	ROS Objective 2.2 and Policies 2.2.1 - 2.2.5
<b><i>Objective 4.2</i></b>		
	This objective is being met as resources and permitting allows.	ROS Policies 4.2.5, 4.2.6, 4.2.7 and 5.1.2
<b><i>Objective 9.1</i></b>		
	The Parks, Recreation and Entertainment Development shall consider for the future the allocation of funding maintenance and equipment repair equally with capital outlay for existing and new facility developments. Pg. 213	ROS Policies 9.1.3, 9.1.4, 1.2.3 and 1.2.7, add ROS definition for FOCUS
<b><i>Transportation</i></b>		
<b><i>Objective 1.3</i></b>		
	The phrasing should be revised to indicate status as an ongoing activity since the TMA has been developed and its concurrency review system is in place. Pg. 213	Amended TE Objective 1.3, Policies 1.3.2, 1.3.4 and 1.3.5
<b><i>Objective 1.4.1</i></b>		

<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Organizationally, these objectives should be converted to policies and new objectives designed to address said policies drafted. Pg. 214	TE Policy 1.4.1 (Formerly Objective 1.4.1)
<b><i>Objective 1.4.2</i></b>		
	Organizationally, these objectives should be converted to policies and new objectives designed to address said policies drafted. Pg. 214	TE Policy 1.4.2 (Formerly Objective 1.4.2)
<b><i>Objective 1.4.3</i></b>		
	Organizationally, these objectives should be converted to policies and new objectives designed to address said policies drafted. Pg. 214	TE Policy 1.4.3 (Formerly Objective 1.4.3)
<b><i>Objective 1.5</i></b>		
	The City of Jacksonville needs to work to improve inter-agency cooperation regarding policies 1.5.3, 1.5.4 1.5.5 and 1.5.16. pg. 215	JEDC is designated as coordinating agency for all TCEA activities and is subject to coordination activities as per TE Objective 1.5, Policies 1.5.2 – 1.5.17
<b><i>Objective 3.2</i></b>		
	Clearer procedures should be established for implementation of Policy 3.2.1. The Florida Department of Transportation will be consulted when right of way needs for State facilities are addressed. Pg. 218	Amended TE Policy 3.2.1
<b><i>Objective 5.4</i></b>		
	Baseline data regarding existing facilities should be gathered and a local program developed under a revised timeframe. Pg. 219	It is not clear what purpose data collection regarding the location of existing facilities serves. It is impractical to require existing public agencies to relocate adjacent to public transit and would present an undue burden to the taxpaying public. Additionally, the City of Jacksonville has jurisdiction over its facilities, but not other local, state or federal facilities. TE Objective 5.4 and underlying policies have been amended accordingly
<b><i>Objective 8.6</i></b>		

<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	See Objective 1.4.1, 1.4.2, and 1.4.3. pg. 225 Organizationally, these objectives should be converted to policies and new objectives designed to address said policies drafted. Pg. 214	TE Objective 1.4.1 is now TE Policy 1.4.1, TE Objective 1.4.2 is now TE Policy 1.4.2, TE Objective 1.4.3 is now TE Policy 1.4.3
<b><i>Objective 10.1</i></b>		
	This objective is being met except Policy 10.1.2 requires a program for implementation, and Policy 10.1.4 is no longer relevant. Pg. 226	TE Policy 10.1.4 deleted, TE Policy 10.1.5 became 10.1.4. Policy 10.1.2 requires provision of carpooling spaces and is implemented during the site plan review process.
<b><i>Objective 10.2</i></b>		
	It is proposed to change the occupancy ratio measure to 1.25 by 2015 and 1.5 by 2020, to accommodate the fact that there is only one route in the City where 1.25 is currently exceeded. JTA believes this is still an appropriate objective, but the timeframe should be extended. Pg. 226	TE Objective 10.2 amended to match years stated in EAR recommendation
<b><i>Objective 10.3</i></b>		
	Policies need to be updated to reflect the establishment of an external MPO, and coordination with the Duval County Public Schools with regards to student parking standards. Pg. 226	TE Objective 10.3 and associated policies updated
<b><u>SPECIAL TOPICS</u></b>		
<b><i>Water Supply Planning</i></b>		
	The Conservation Element will identify current and projected water needs and sources for a minimum 10-year period, considering the appropriate district water management plan (DWSP 2005, for example). If the established planning period of a comprehensive plan is greater than ten years, the assessment must address the water supply needs and sources for the longer planning period.) Pg. 237 - 238	CCME Objective 6.8, Policies 6.8.1-6.8.3

<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	The Intergovernmental Coordination Element will address coordination with regional water supply authorities. (Address cooperative efforts with other local governments, public and private utilities, regional water supply authorities, special districts, and water management districts with regard to potable and reuse water service delivery. Any local government that relies on a regional water supply authority - like JEA - for its water supply must review this element to determine if coordination with the regional water supply authority has been addressed. If not, the comprehensive plan must be revised to address this requirement. The requirements for data and analysis and goals, objectives, and policies outlined in Rule 9J-5.015, F.A.C, for the preparation of the Intergovernmental Coordination Element can be used to address this requirement.) Pg. 238 - 239	ICE Goal 1, Objective 1.1, Policies 1.1.1 and 1.3.9, CIE Policy 1.5.1, IE-PW Policy 1.3.2
	The Infrastructure Element will address water needs and sources identified in the Conservation Element, water supply development, conservation, reuse, and cooperative planning efforts related to development of multijurisdictional water supply facilities, including development of alternative water sources to supplement traditional sources of groundwater and surface water supplies. Pg. 239	IE-A Objective 1.2, Policies 1.2.5 and 1.2.6
<b><i>Coastal High Hazard Areas</i></b>		
	Require all new road projects to be evaluated as to their impact on the evacuation route system as part of the decision-making process for the CIP, and priority shall be given to those with the greatest potential to decrease evacuation times. Pg. 241	CCME Policy 7.1.1
	Identify additional roads to be included in the City's evacuation system in the CIP when the City's local road needs analysis is available by 2010. Pg. 241	CCME Policy 7.1.1

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Improvements to primary hurricane evacuation routes should be maintained at elevations above the Category 3 or Category 4 Storm surge. Pg. 241	TE Policy 3.1.2
	Require signage regarding Evacuation Routes in all new residential developments in the CHHA. Pg. 241	CCME Policy 7.1.1
	Require all new community centers and schools that are not located in Evacuation Zones to be designed and constructed as emergency shelters. Pg. 241	CCME Policy 7.2.1 and 7.2.6
	Require that all new residential development located in Evacuation Zones 1 and 2 to contribute to the cost of emergency shelter space. Pg. 241	CCME Policy 7.1.1
	Consider existing and proposed multi-level public buildings and parking garages located outside Category 1 or 2 Evacuation Zones for potential as refuges of last resort. Pg. 241	CCME Policy 7.2.1
	Establish a “coastal unit bank”, as described above, and track through the Planning and Development Department. Any proposed land use map amendment that will use it should be identified by the Department when the proposed change is transmitted to DCA. Do not include Downtown or Mayport Village in the bank. Design the bank so as to incentivize use of the residential development potential from CHHA outside of evacuation zones. Pg. 242	CCME Policy 7.1.1
	Establish a fair share fund specifically for the mitigation of impacts of increased residential development in the CHHA, Per Ch. 163 F.S. pg. 242	CCME Policy 7.1.1
	On a case by case basis, credits be assessed and taken into account in hurricane evacuation analysis as reductions in trip generation, changes in assumptions for in-county sheltering, or additions to road capacity. Pg. 242	CCME Policy 7.1.1

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	Require new development within the CHHA to designate non-permitted jurisdictional wetlands or other environmentally sensitive lands as Conservation (CSV). Pg. 242	CCME Policy 7.1.1
	Require all new residential developments within all Evacuation Zones of more than 100 dwelling units to formulate an emergency hurricane preparedness plan acceptable to the Emergency Preparedness Division. Pg. 242	CCME Policy 7.1.1
	Require a notice regarding vulnerability to storm surge or wind damage be placed on plats and within the covenants and restrictions of the homeowners associations of all new residential developments located in all Evacuation Zones. Pg. 242	CCME Policy 7.1.1
<b><i>Concurrency Management Areas</i></b>		
	It is recommended that the City establish in its Intergovernmental Coordination Element policies to coordinate LOS, impact methodology, and mitigation strategies for facilities that cross jurisdictional boundaries. Pg. 250	ICE Goal 1, Objective 1.1, Policies 1.1.1 – 1.1.3 and 1.2.5
<b><i>Financial Feasibility</i></b>		
	<p>Duval County will be required to adopt the following amendments to the Comprehensive Plan, pursuant to the amendments to Chapter 163, Florida Statutes, adopted through Senate Bill 360:</p> <ul style="list-style-type: none"> <li>• Amend the Capital Improvements Element to include the definition of financial feasibility (Section 163.3164(32), F.S.).</li> <li>• Amend the Capital Improvements Element to include a policy that the Comprehensive Plan be financially feasible (Section 163.1777(2), F.S.) pg. 256</li> </ul>	<p>This EAR recommendation was based on SB 360 (2005). The 2009 legislative session resulted in delaying this requirement, as outlined below.</p> <p>Pursuant to SB 360 (2009), amending Section 163.3177(3)(b)(1), F.S., the annual update to the CIE need not comply with financial feasibility requirements until December 1, 2011. The city shall, by December 1, 2011, amend the plan accordingly</p>
<b>9J-5 REQUIREMENTS</b>		

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	9J-5.003 Definitions in glossaries of element needed for "high recharge areas" and "mass transit". Pg. 258	Add FLUE definition for Mass Transit, add CCME and IE-A definition for High Recharge Areas
	9J-5.019(4)(c ) Transportation Element must address provisions for safe and convenience on-site traffic flow. Pg. 260	TE Policy 11.3.5
	9J-5.003 Definition in Transportation Element needed for "general lanes". Pg. 258	Add TE definition for General Lanes
	9J-5.010(1) (c) Housing Element data must include a description of "substandard dwelling units". pg. 262	Definition included in HE background data
	9J-5.015(3)(c) Intergovernmental Coordination Element must recognize campus master plans-currently only recognizes UNF's. Pg. 263	ICE Policy 1.2.8, UNF is the only campus master plan prepared under the provisions stated in this 9J-5 requirement.
	9J-5.016(4)(A) Required to have a 5-yr financially feasible public schools facilities program demonstrating the adopted LOS standard will be achieved and maintained. Pg. 264	PSFE recently adopted by Ordinance 2007-1146-E
<b>Chapter 163 REQUIREMENTS</b>		
	163.3177(6)(c) Infrastructure Element must include a 10-year work plan to build identified water supply facilities for the regional water supply plan Pg. 267	SJRWMD DWSP 2005 does not identify Duval County/Jacksonville as a projected water supply shortage area. Work plan not required.
	163.3177(6)(d) CCME must address consideration of the regional water supply plan in the preparation of the conservation element. Pg. 267	CCME Objective 6.8, Policies 6.8.1, 6.8.3, ICE Policies 1.1.1 and 1.3.9, add CCME definition for DWSP
	163.3177(6)(h)4 Require Inter-local agreement (ILA) as part of Public Schools Element. Pg. 267	Adopted PSFE includes ILA adopted by Ordinance 2007-1183-E
	163.3177(3)(a)6.c Added oversight and penalty provision for failure to adhere to this section's capital improvements requirements. Pg. 267	In compliance, annual CIE update adopted on 10-28-08 per Ordinance 2008-933-E
	163.3177(6) (c) Requires the potable water element to be updated within 18 months of an updated regional water supply plan to incorporate the alternative water supply projects selected by the local government to meet its water supply needs. Pg.267	SJRWMD DWSP 2005 does not identify Duval County/Jacksonville as a projected water supply shortage area, work plan not required.

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	163.3178 Expanded requirements of coastal element to include strategies that will be used to preserve recreational and commercial working waterfronts, as defined in s.342.07, F.S.	Add FLUE Goal 8, Objectives 8.1 and 8.2, Policies 8.1.1 – 8.1.10 and 8.2.1 – 8.2.5. Add CCME Policy 11.1.3. Add FLUE and CCME definitions for Recreational and Commercial Working Waterfront and Public Water Access. Existing FLUE Policies 3.2.32 and 3.2.33
	163.3180 CIE must be amended to reflect new concurrency requirements.	CIE Objective 1.7, Policies 1.7.1 - 1.7.8 amended by Ordinance 2008-405-E
	163.3178(2)(h) Changes the definition of the CHHA to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, LOF.	Update FLUE, TE, ROS, IE-D and CCME definitions/references to CHHA, including CCME Policies 7.4.10 & 7.3.1
	163.3178(2)(a) Allows the sanitary sewer concurrency requirement to be met by onsite sewage treatment and disposal systems approved by the Department of Health. Ch. 2006-252, LOF.	Local concurrency ordinance allows requirements to be met by onsite systems.
<b>HB 697</b>		
	163.3177(6)(a) Future Land Use Plan must be based upon the discouragement of urban sprawl	Existing: FLUE Objectives 1.1, 2.10 and Policies 1.1.10, 1.1.18, 1.1.20, 1.1.23, 1.5.1, 2.3.1, 2.3.6 - 2.3.9, 2.3.11, 2.3.15, 2.7.4, 3.2.2 and 3.2.6. Proposed: FLUE Objectives 3.4 and 6.3 and Policies 6.1.1 and 6.3.1
	163.3177(6)(a) The Future Land Use Plan must be based upon energy-efficient land use patterns accounting for existing and future electric power generation and transmission systems	Existing: FLUE Objectives 1.1, 1.3 and 2.10 and Policies 1.1.8, 1.1.9, 1.1.10, 1.1.20, 1.1.23, 2.3.1, 2.3.8, 2.3.11, 2.3.15, 2.7.4, 2.10.1, 2.10.2, 3.1.1, 3.1.16, 3.1.17, 3.2.2 and 3.2.10. Proposed: FLUE Objectives 3.1.15, 3.4 and 6.3 and Policies 1.5.13, 3.1.15, 3.4.1, 6.1.1, 6.2.1, 6.3.1, 6.3.2, 6.3.3 and 7.2.1 and add definitions of Compact Development and Connectivity
	163.3177(6)(a) The Future Land Use Plan must be based upon greenhouse gas reduction strategies	Existing FLUE Objectives: 1.1, 1.3 and 1.4 and Policies 1.1.8, 1.1.9, 1.1.10, 1.1.20, 1.1.23, 1.3.4, 1.3.8, 1.3.10, 1.4.5, 1.5.1, 2.3.1, 2.3.5 - 2.3.9, 2.3.10, 2.3.11, 2.3.15, 2.10.1, 2.10.2, 3.1.1, 3.1.10, 3.1.16, 3.1.17, 3.2.2, 3.2.6, 3.2.10 and 3.2.13. Proposed FLUE Objectives: 3.4 and 6.3 Policies 1.5.13, 3.1.15, 3.4.1, 6.1.1, 6.2.1, 6.3.1, 6.3.2 and 6.3.3 and add definitions of Compact Development and Connectivity

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<b>LOCAL MAJOR ISSUES</b>		
<b><i>Proactive Comprehensive Plan</i></b>		<b>Comp Plan Element and GOP Addressing Recommendation</b>
	163.3177(6)(d) The CCME shall address conservation, use and protection of natural resources in the area including factors that affect energy conservation	CCME Goal 13, Objectives 13.1 - 13.3, Policies 13.1.1 - 13.1.3, 13.2.1, 13.2.2, 13.3.1 and 13.3.2
	163.3177(6)(d) The land use map or map series contained in the FLUE shall generally identify and depict energy conservation	Map L-24
	63.3177(6)(f) The Housing Element must consist of standards, plans and principles to be followed in energy efficiency in the design and construction of new housing	HE Objective 1.12, Policies 1.12.1 - 1.12.3, 1.12.5 and 1.12.6
	163.3177(6)(f) The Housing Element must consist of standards, plans and principles to be followed in use of renewable energy sources	HE Objective 1.12, Policies 1.12.3 - 1.12.6
	163.3177(6)(j)(10) The TE shall address the incorporation of transportation strategies to address reduction in greenhouse gas emissions from the transportation sector	Existing: TE Policy 1.8.8, TE Goal 2, TE Goal 4, Policies 4.1.1 - 4.1.3, 4.1.5 - 4.1.8, TE Objective 4.2, Policies 4.2.1, TE Objective 6.3, Policies 6.3.1 - 6.3.5. and 6.7.1, TE Objective 10.1, Policies 10.1.2 - 10.1.4, TE Objective 10.2, Policies 10.2.1 and 10.2.2, TE Objective 10.3, Policies 10.3.1 - 10.3.3, TE Goal 11, Objective 11.4, Policies 11.4.1 and 11.4.2, Proposed TE Objective 2.4, Policies 2.4.3 - 2.4.5, TE Objective 2.6, Policy 2.6.1, TE Objective 4.1, Policy 4.2.3
<b><u>Issue Statements</u></b> Delete all Issue Statements. Issue Statements are not required by Chapter 163, F.S. or 9J-5 F.A.C. and do not constitute required actions, programs or regulations. Changes facilitate transparency and clarity within the 2010 Comprehensive Plan.		
<b><u>Planning Timeframe/Plan Name:</u></b> The planning timeframe for all ten elements is extended from 2010 to 2030 and the Plan is renamed the 2030 Comprehensive Plan		
<b><u>Additional Changes By Element</u></b>		
<b>Capital Improvements Element (CIE)</b>	CIE Policy 1.1.5 JTA update mass transit LOS standards, Public Works Department update drainage LOS language and traffic circulation LOS and text updates, Original CIE Policy 1.1.5 deleted and moved to TE as Policy 1.3.1, 6 new definitions added for clarification of terminology, CIE Policy 1.3.1 corrected (CIE includes more projects than listed in CIP- CIP lists City Projects, CIE also lists TIP, COE, CIP and developer funded projects), amend CIE Map CI-1 to identify the urban and suburban boundaries	

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<b>LOCAL MAJOR ISSUES</b>	
<b><i>Proactive Comprehensive Plan</i></b>	
	<b>Comp Plan Element and GOP Addressing Recommendation</b>
<b>Future Land Use Element (FLUE)</b>	All FLUE references to Neighborhood Action Plan(s) have been replaced with neighborhood plan(s) and/or study(ies) to more accurately reflect all relevant neighborhood and/or corridor planning documents, delete FLUE Policies 2.6.3 - 2.6.5 and replace with FLUE Policy 3.1.15, FLUE Goal 6, Objective 6.1, 6.2 and 6.3, Policies 6.1.1, 6.2.1, 6.3.1 and 6.3.3, Original FLUE Policy 3.1.15 deleted and moved to FLUE Policy 6.1.1, FLUE Policy 2.2.2 and 2.2.3 removed as addressed in the HE, and added definitions to numerous acronyms and abbreviations, correct reference to Community and Economic Development Committee of City Council to Land Use and Zoning Committee on page 91
<b>Housing Element (HE)</b>	HE Policies 1.4.12 and 1.4.13 added requiring implementation, prioritization and enforcement of Neighborhood Action Plans, update HE definition for Median Household Income to reflect 2007 figures, add HE definition for Jacksonville Housing Finance Authority, update agency name in HE Policy 1.2.6 and 1.2.7, Correct references from Property Safety to Municipal Code Compliance in HE Policies 1.2.14, 1.4.7 and 1.6.4
<b>Recreation and Open Space Element (ROS)</b>	ROS definitions for: Parks, Recreation and Entertainment (PRED) changed to Recreation and Community Services Department (RCS), updated definition of regional parks and Master Recreation Improvement Plan, add definition for Environmentally Sensitive Lands, add definition for Neighborhood and Passive Parks, delete ROS Policy 2.1.4 and move to ROS Policy 1.2.6, Delete ROS Objective 1.6, move ROS Policy 1.6.1 to ROS Policy 2.1.3, ROS Policy 1.2.4 amended to explain Section 193.501, F.S., ROS Policy 1.5.2 update per interlocal agreements with DCSB and other municipalities pursuant to Section 1013.33, F.S., ROS Policy 1.2.5 update standards and design criteria, ROS Policy 1.4.2 ADA access update, ROS Policies 4.1.4, 4.1.5 and 5.1.3 address preservation of St. Johns River and other Duval County Waterways
<b>Conservation/Coastal Management Element (CCME)</b>	CCME Objective 1.3 delete reference to Stage II RACT language as it is no longer State requirement, CCME delete Objective 1.4, Policy 1.4.1 Odor Attainment Plan complete, CCME Policy 1.4.2 (now 1.4.1) delete reference to St. Vincent Medical Center study language as study complete, CCME Objective 1/6, Policies 1.7.1 - 1.7.3 moved under CCME Goal 2 as Objective 2.9, Policies 2.9.1 - 2.9.3, remove DEP study policy and intergovernmental agreement as already covered in other portions of CCME, delete CCME Policy 4.2.3 see CCME Policy 5.1.8, delete CCME Policy 2.1.11 and replace with CCME Policy 6.6.2, add/amend CCME definitions, CCME Policy 2.1.7 amended for consistency with IE-A Policy 1.3.12, CCME Policy 2.1.10A and B amended for consistency with IE-A Policies 1.3.10A and B
<b>Transportation Element (TE)</b>	TE Policy 1.6.6 (Text relating to residential parking requirements was moved within the text of that policy), TE Policy 1.1.1 (Updated Document Reference), TE Policy 1.1.2 (FIHS updated to SIS and amended AADT to PM Peak Hour), TE Policy 1.5.15 (PUD reference is incorrect and does not belong in this policy), Policy 5.4.1 (amended text to reflect fact that City does not have authority over all local, state and federal agencies), TE Policy 1.1.2 (Added PM to policy), Policy 1.2.1, Policy 1.2.2 and 2.4.2 (update b/c City no longer uses JUATS in this manner), TE Policy 8.1.3 deleted as the City now has four airports (Cecil Field was added during BRAC in the early 1990s), add TE Map T-13
<b>Infrastructure Element (IE)</b>	Delete IE-A Policy 1.2.10 as relates to a permitting function associate with consumptive permits and text is unclear, delete IE-A Policy 1.3.19 no funding availability since 2005, add IE-A definition for Prime Recharge Area, amend IE-S Policy 1.3.1 #2, add IE-PW Policy 1.7.3, add IE-A Goal 2 previously omitted from element, IE-A Policy 1.3.17 amended for consistency with CCME Policy 2.1.9, amended IC-PW Objective 1.1 to reflect updated CIE Map CI-1

## KEY:

FLUE =Future Land Use Element, HE = Housing Element, TE = Transportation Element, CIE = Capital Improvements Element, ICE = Intergovernmental Coordination Element, ROS = Recreation and Open Space Element, PSFE = Public Schools and Facilities Element, CCME = Conservation/Coastal Management Element, IE-A/SW/D/PW = Infrastructure Element, Pg. # cross references September 2007 EAR