2030 Mobility Plan



City of Jacksonville Planning and Development Department

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Acknowledgements

Mobility Plan Task Force Members

T. R. Hainline, Esquire - Chair

Mike Anania

The Honorable Bill Bishop

Brenda B. Ezell, Esquire

Mike Getchell

Jim Gilmore

Curtis Hart

Christopher Jones

Staci M. Rewis, Esquire

Robert Rhodes, Esquire

Jim Robinson

City of Jacksonville

William B. Killingsworth, Director of Planning and Development

Laurie Kattreh, Planning and Development

Kristen Reed, Planning and Development

Dylan Reingold, Office of General Counsel

Susan Cohn, Planning and Development

Lurise Bannister, Planning and Development

Steve Smith, Planning and Development

James Reed, Planning and Development

Kathy Crawford, Planning and Development

Ghyabi & Associates

Bill Hartmann

William Taylor

Ennis Davis

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1.0 Introduction

The histories of land development and transportation planning have often run parallel courses and even had similar goals, but they have not had similar outcomes. In Jacksonville, the consideration of land development and transportation planning as separate entities has resulted in a disjointed land development pattern served primarily by the vehicular movement of people, goods, and services. A cohesive integration between land use and transportation will guide the positive growth and development of the City of Jacksonville. The integrity of the natural and built environment can be preserved by deemphasizing the vehicle and opening the door to alternative modes of transportation (bicycle, pedestrian, transit, etc). Successful creation of a multimodal transportation network, based on land use and transportation interactions, requires an overhaul of existing policies and programs. The 2030 Mobility Plan will be used to develop a mobility fee system, applied to new development, in order to replace the current fair share program administered through the City of Jacksonville's concurrency management system; and consolidate, and create where necessary, land use and transportation strategies to implement this mobility fee system.

1.1 History

The Local Government Comprehensive Planning and Land Development Regulation Act (also known as Florida's Growth Management Act) was adopted by the state legislature in 1985 and required that comprehensive plans include coordinated plans for future land use and public facilities; a financially feasible five year capital improvement schedule; and a concurrency management system to address development permits.

The concurrency management system requires facilities and services to be available concurrent with the impacts of development. Under Florida's Growth Management Act (1985), facilities and services subject to concurrency included transportation, water, sewer, drainage, parks and recreation, solid waste, and as an option, public schools or other facilities and services.

Throughout the life of the Growth Management Act, transportation concurrency exception areas (TCEAs), transportation concurrency management areas (TCMAs), and

multimodal transportation districts (MMTDs) among other designations have been established to alleviate the administrative difficulties of implementing transportation concurrency. Despite these efforts, transportation concurrency has had unintended results. Among these results are the discouragement of urban infill and redevelopment; proliferation of urban sprawl and greenfield development; reliance on the expansion of roadway capacity; and the lack of public and private investment in alternative modes of transportation.

Florida's Community Renewal Act (Senate Bill 360, SB 360), adopted in 2009, amended the Growth Management Act by removing state-mandated transportation concurrency requirements in areas designated as TCEAs. Resulting from the definition of a "dense urban land area" or DULA provided within SB 360, the consolidated City of Jacksonville (COJ) has been designated a TCEA. As outlined in Senate Bill 360, within two years after a TCEA becomes effective, local governments are required to amend their local comprehensive plans to include "land use and transportation strategies to support and fund mobility within the exception area, including alternative modes of transportation." Local comprehensive plans must also comply with 163.3177, F.S., which requires the adoption of strategies to reduce greenhouse gas emissions and promote energy-efficient land use patterns.

1.2 Purpose and Intent of the Mobility Plan

The City of Jacksonville, founded as Cowford in 1791 and renamed in 1822, was originally organized in the form of a formal rectangular grid. Over time however, the growth pattern has evolved into a radial/spread-grid. This pattern consists of several major arterial highways radiating outward from the Central Business District (CBD) and intersected by circumferential routes at widely spaced intervals. With medium to high intensity development permitted in the CBD and along the radial routes, the pattern quickly gives way to low density suburban sprawl and leapfrog development in between transportation corridors and into the outlying areas.

In conjunction with this land development pattern, local and regional transportation planning efforts have not fully taken into account the diversity, scale, physical assets and character of Jacksonville's unique neighborhoods. This lack of awareness, coupled with

transportation improvements that have prioritized the automobile over the pedestrian, has exacerbated sprawl development to the detriment of neighborhood character, history, and residents' quality of life. While these challenges are not unique to Jacksonville, they provide a clear rationale for the application of the legislative requirements within Senate Bill 360.

Community Vision. Throughout 2008-2009, the City of Jacksonville embarked on a planning process to develop a community vision for the Urban Core Planning District (PD 1), Greater Arlington/Beaches Planning District (PD 2), and Southeast Planning District (PD 3). These three Vision Plans join plans that have already been adopted for the Southwest Planning District (PD 4), Northwest Planning District (PD 5), and North Planning District (PD 6). Developed with significant community input and participation, the overriding goal of the Vision Plans is to protect and enhance the city's existing neighborhoods and balance the "quality of life" assets which first attracted residents to these areas, while providing new opportunities for growth and diversity.

Resulting from this planning process, the community has developed guiding principles for each Planning District. Several of these principles directly or indirectly address future multimodal transportation needs in such a way as to improve the quality of life within local neighborhoods. These principles are important as they represent a meaningful collaboration between the community and the City.

Through the legislative requirements and intent of Senate Bill 360, the City has the opportunity to incorporate these mobility-related guiding principles into the Comprehensive Plan. Some of the guiding principles for each Planning District are listed below. A complete list can be found within each Planning District's Vision Plan, located on the City's website.

Guiding Principles: Urban Core

1.0 Capitalize on the Urban Core's Uniqueness
- 1.1 Protect and Revitalize Historic Neighborhoods and Assets.
- 1.2 Capitalize on the Downtown.

2.0 Promote Mixed-Use/Mixed-Income Redevelopment and Infill
- 2.1 Redevelopment and Infill.
- 2.2 Create a Range of Housing Opportunities and Choices.

3.0 Provide a Variety of Transportation Choices
- 3.1 Improve Connectivity of Existing Transit.
- 3.2 Create Walkable and Connected Neighborhoods.

4.0 Provide for Economic Growth
- 4.1 Save Space for Industry.
- 4.2 Preserve and Enhance Existing Economic Assets and Drivers with Supporting Uses.

Guiding Principles: Arlington/Beaches

1.0 Community Character: Identify, Preserve, Protect, Promote and Enhance the Assets and Character of Greater Arlington/Beaches communities
- 1.1 Identify, preserve, protect, promote and enhance the neighborhood assets and character of Greater Arlington/Beaches communities.
- 1.2 Identify, preserve, protect, promote and enhance the natural assets and character of Greater Arlington/Beaches communities.

2.0 Land Use, Growth and Development: Protect and Promote Community through Land Use, Revitalization and Development Patterns.
- 2.1 Promote greater density/diversity of land uses in appropriate locations.
- 2.2 Revitalize and redevelop, while safe guarding and advancing neighborhood character.
- 2.3 Create/Implement land use regulations and design standards for non-residential and residential development.

3.0 Transportation: Improve Mobility while Advancing Neighborhood Character.
- 3.1 Connect neighborhood parks and commercial centers when appropriate.
- 3.2 Use natural buffers and roadway design to protect neighborhood character.
- 3.3 Improve transit and transportation systems.
- 3.4 Provide new transit options/Provide Regional Transit and Connectivity.

4.0 Economic Growth: Provide Economic Growth which Advances Neighborhood Character.
- 4.1 Neighborhood advancement should guide non-residential use and design.

5.0 Open Space and Recreation: Enhance conservation areas, parks and recreational opportunities.
- 5.1 Protect and enhance conservation and natural areas and provide public access.

Guiding Principles: Southeast

1.0 Capitalize on the Southeast's Uniqueness.
- 1.1 Encourage a sense of place.
- 1.2 Enhance public access to the Riverfront.

2.0 Promote Mixed Use/Mixed Income Redevelopment and Infill.

- 2.1 Provide for and promote compatible mixed-use development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices, where appropriate.
- 2.2 Encourage redevelopment along arterials with higher densities and intensities which limit impacts on failing roadways.

3.0 Provide Greater Connectivity and a Variety of Transportation Choices to Enhance Mobility.

- 3.1 Improve the connectivity of existing transit systems by the use of integrated transportation systems.
- 3.2 Provide for and promote more walkable and interconnected neighborhoods.
- 3.3 Reduce the number of driveways and curb cuts allowed at the intersections of collectors to arterials, arterials to arterials, and arterials to interstate highways to promote connectivity. Remove traffic from failing roadways by reducing the number of driveways allowed and requiring off-street connectivity for vehicular and pedestrian traffic.

Guiding Themes: Northwest and Southwest Jacksonville

- Strengthen existing neighborhoods and create new neighborhoods.
- Protect rural character and open spaces in the western areas of the planning district.
- Focus on creating centers.
- Connect activity centers with greenways, open spaces, parks, and transportation improvements.

Shared Vision: North Jacksonville

1.0 Changing the Economic Paradigm

- 1.1 Create opportunities for development of Master Planned Communities

2.0 Eradicating the Ugliness

- 2.1 Establish a phased redevelopment program for prominent arterial roadway corridors.

3.0 Creating the North Jacksonville Town Center

- 3.1 Create a pedestrian oriented, mixed-use town center to provide the unifying focus and image for the North Jacksonville Region.

4.0 Creating a Sense of Community

- 4.1 Provide a hierarchy of places in the form of pedestrian oriented mixed centers that reinforce a sense of community.

5.0 Creating Great Neighborhoods

- 5.1 Establish best development practices that result in the creation of valuable neighborhoods connected to village centers.

6.0 Connecting with the environment
- 6.1 Position North Jacksonville as the premier destination to connect with the environment.

7.0 Connecting the Places
- 7.1 Improve the existing transportation system to encourage development of Master Planned Communities and provide better access to the Town and Village Centers.
- 7.2 Extend the planned rail system to provide transit stops at the Town Center.

8.0 Protecting the Corridors
- 8.1 Establish best practices for access management that limit curb cuts and maintain function and capacity of key road corridors.

Mobility Approach. The Florida Department of Transportation (FDOT) defines "mobility" as "the ease with which people and goods move throughout their community, state and world." This definition describes mobility from the user's perspective. The intent of the 2030 Mobility Plan is to replace the transportation concurrency management system with a holistic mobility approach that applies a fee system to new development based upon the link between land development and transportation.

The mobility fee will be assessed for new development based upon a calculated sum. The fee will then be used to make infrastructure improvements in the area of the new development. A fee adjustment system, described in Section 2.2.1, will be utilized in conjunction with the mobility fee to facilitate a mobility-friendly land development pattern. One goal of the mobility fee system is to encourage shorter trips and the reduction of vehicle miles traveled (VMT) through the use of these mobility fee adjustments as financial incentives, thereby promoting a compact and interconnected land development form.

Two components have been used to develop the mobility fee system; this Mobility Plan and the supporting 2030 Multi-modal Transportation Study (January 2010). The purpose of these components is to create a dual approach, building upon existing policies that support mobility and partnered with the effective application of a new transportation improvement and mitigation funding mechanism. Using this dual approach to tackle the growth management challenges facing Jacksonville, the objectives of the 2030 Mobility Plan are as follows:

- Support a variety of transportation modes;
- Reduce vehicle miles traveled;
- Reduce greenhouse gas emissions;
- Promote a compact and interconnected land development form; and
- Improve the health and quality of life for Jacksonville residents.

1.3 Existing Facilities Assessment

A multimodal system is one in which diverse modes of transportation service an area. The 2030 Multi-modal Transportation Study (the Study) begins with an existing conditions level of service analysis of the City's Functional Highway Classification System for each transportation mode. The purpose of the existing conditions analysis is to establish the base conditions across all modes of transportation as a starting point in the projection of future conditions and mobility needs through the 2030 horizon year. This section provides an overview of the City's current mobility infrastructure, further detailed in the Study.

Mobility infrastructure includes any capital improvement that facilitates or provides for the transport of goods, services, or people. The Study's multi-modal focus addresses the mobility needs of Jacksonville, which includes auto/truck, transit, bicycle and pedestrian transportation modes. The holistic approach to mobility planning consists of location-based, design-based, and land use policies so as to promote future development that will integrate and support multi-modal transportation options. Please refer to the 2030 Multi-modal Transportation Study in Appendix 1 (under separate cover) for a more detailed account of the existing facilities and needs assessment of Jacksonville's mobility infrastructure.

The Study details current conditions for auto/truck, transit, bicycle and pedestrian transportation modes. The Study also details existing deficiencies for the auto/truck transportation mode and provides a base point for integrated multi-modal transportation planning for all transportation modes. The existing conditions analysis is based on 2009 transportation system conditions and the most recent traffic counts available (generally 2009 data collected by the City of Jacksonville and 2008 data collected by the Florida Department of Transportation), and accounts for roadway projects currently under

construction. The following sections briefly describe the analysis conducted in the Study to establish the existing conditions for all transportation modes within the City of Jacksonville.

1.3.1 Auto/Truck Transportation Mode

The following characteristics were summarized for each roadway segment in the City of Jacksonville in order to determine the existing auto/truck transportation mode level of service and volume/capacity ratio for each roadway link:

1. Maintaining Agency;
2. Roadway Type based on City of Jacksonville Functional Highway Classification System;
3. Area type based on the Existing COJ Urbanized and Transitioning areas;
4. Roadway classification by arterial classification for interrupted flow facilities and highway or freeway for uninterrupted flow facilities;
5. Number of lanes;
6. Median for divided or undivided facilities or one-way designation;
7. Exclusive left turn lanes;
8. Exclusive right turn lanes;
9. Auxiliary lanes on freeways; and
10. Average Annual Daily Traffic (AADT) based on 2008 Florida Department of Transportation (FDOT) traffic counts and 2009 COJ traffic counts or latest available as appropriate.

1.3.2 Transit Transportation Mode

The existing conditions analysis for transit transportation mode is based on the existing JTA bus system routes and peak hour headways. The peak hour headways for each route were summarized for each of the roadway analysis links in order to calculate transit level of service by roadway link. The roadway link definitions used in the transit model analysis are consistent with the links evaluated for the auto/truck transportation mode. Map M-2 illustrates the mass transit network, existing public transit, and proposed public transit.

1.3.3 Bicycle Transportation Mode

Jacksonville, a recent honorable mention recipient for being a bicycle friendly community by The League of American Bicyclists, has over 150 miles of bicycle facilities. However,

Jacksonville's existing bicycle network is also characterized by numerous isolated bike facilities which lack connectivity, and in turn, drastically reduce the network's overall usability.

The existing conditions analysis for bicycle transportation mode is based on existing characteristics of the city's roadway network with designated bicycle lanes, parking lanes, or paved shoulders, and an inventory of multi-use paths, legacy infrastructure, and complimentary infrastructure.

The 2030 Multi-modal Transportation Study analysis only includes bicycle facility level of service calculations for bicycle lanes and paved shoulders that are provided on both sides of roadways and for two-way standard multi-use paths. Map M-3 illustrates the existing bicycle facility inventory.

1.3.4 Pedestrian Transportation Mode

The existing conditions analysis for the pedestrian transportation mode is based on existing characteristics of the city's roadway network. Although existing sidewalk data for each side of the street was summarized, for the purposes of the existing conditions analysis, the roadway link is assumed to have sidewalks if a sidewalk exists on one side of the street. The Pedestrian Inventory Map, Map M-4, depicts the existing conditions.

1.4 Future Needs Assessment

The future needs assessment projects the base conditions across all transportation modes and uses them as a starting point for mobility planning through the 2030 horizon year, which coincides with the horizon year for the City's Comprehensive Plan. This assessment of future needs is used to establish projected deficiencies for the auto/truck transportation mode and provide for integrated multi-modal planning of the auto/truck, transit, bicycle and pedestrian transportation modes through 2030. The future conditions analysis for the Study utilizes projected socio-economic data (base year of 2005) and the travel demand forecasting model developed for the North Florida Transportation Planning Organization's (TPO) Envision 2035 Long Range Transportation Plan (LRTP) Cost Feasibility Plan, adopted in November 2009.

A roadway is considered deficient if the projected 2030 AADT volume exceeds the capacity, including any committed roadway improvements. The deficient roadways list provided within the 2030 Multi-modal Transportation Study was used as the basis for the development of the prioritized transportation improvement project list (Section 4.3.1), which include roadway capacity improvements, transportation system management/intelligent transportation systems (ITS) and intersection improvements and transit, bicycle and pedestrian improvements. Map M-5, ITS/Traffic Signals Map, shows existing and future conditions for this system.

The following sections briefly describe the analysis conducted to establish the projected conditions for all modes within the City of Jacksonville. Please refer to the Study in Appendix 1 (under separate cover) for a more detailed account of the future needs assessment of Jacksonville's mobility infrastructure.

1.4.1 Auto/Truck Transportation Mode

Volume to capacity (V/C) ratio is the ratio of demand flow rates to capacity for a given type of transportation facility. The V/C ratio, rather than the level of service (LOS) standard approach traditionally used in a concurrency management system, was used as the basis to assess deficiencies on the roadway network for the auto/truck mode. Level of service, as it relates to traffic circulation, is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience, and safety. The V/C ratio is a quantitative measure which allows for a specific degree of operational conditions to be determined. This change in metric is allowed under SB 360 as it releases local governments from the LOS standard, and it provides a metric with which to quantify thresholds of deficiency.

The future conditions analysis for auto/truck transportation mode are based on existing 2009 physical conditions on the ground or improvements characteristics included in City of Jacksonville, Jacksonville Transportation Authority (JTA) or FDOT projects with committed funding through 2035.

The Study summarizes the 2030 projected conditions for the auto/truck transportation mode and examination of all roadway links analyzed. This analysis includes a calculation of LOS and V/C ratio. A roadway is considered deficient when the V/C ratio

exceeds 1.0. Deficient roadway segments with a V/C ratio greater than 1.0 are also summarized in the Study.

1.4.2 Transit Transportation Mode

The future conditions analysis for the transit transportation mode is based on peak hour headways and transit mode changes included in the North Florida Transportation Planning Organization's (TPO) and Jacksonville Transit Authority's (JTA) committed funding plans through 2035. The 2030 Multi-modal Transportation Study illustrates the committed JTA mass transit system routes for 2030.

The peak hour headways for each route were summarized for each of the roadway analysis links in order to calculate transit level of service (LOS) by roadway link. The Study summarizes the existing conditions analysis of the transit transportation mode on the City of Jacksonville Functional Highway Classification System and illustrates transit mode level of service for 2030.

The analysis focuses on proposed bus rapid transit, commuter rail, streetcar and skyway corridors. Bus rapid transit (BRT) will be a hybrid of traditional bus service and premium features and technologies that improve speed, reliability and the quality of experience for the transit user. Commuter rail, operating on railroad tracks also used for freight, will provide passenger rail transport service between the City's urbanized areas and outlying areas. The streetcar system will consist of trams or light rail vehicles on embedded rails capable of operating in streets with mixed traffic and able to make frequent stops. The skyway, an automatic people-mover, circulator service, provides frequent transit connectivity between downtown and the overall regional transit network.

Existing local bus lines were not represented as they will be reevaluated continually and revised to properly interconnect with proposed bus rapid transit, commuter rail, skyway and streetcar routes in order to achieve complementary transit service.

1.4.3 Bicycle Transportation Mode

The Study details the existing, future and proposed bicycle facilities network. The level of service calculations for the Study only considered bicycle lanes (on both sides of the roadway), paved shoulders (on both sides of the roadway) and two-way standard multi-use paths as bicycle facilities.

The Study summarizes the existing conditions analysis of the bicycle transportation mode on the City of Jacksonville Functional Highway Classification System and illustrates the projected bicycle transportation mode level of service for 2030. Because the Study bases the existing bicycle network assessment on the Functional Highway Classification System, this Plan identifies the need to densify the data collection with regards to existing bicycle facilities on the local roadway network. Policies have been proposed with the Transportation Element (TE) to support this need.

1.4.4 Pedestrian Transportation Mode

The future conditions analysis for the pedestrian transportation mode is based on existing characteristics and future committed pedestrian project characteristics of the study roadway network. Future sidewalk facility data was provided by the City of Jacksonville Planning and Development Department, Public Works Department, FDOT and the North Florida TPO 2035 LRTP Cost Feasibility Plan.

The 2030 Multi-modal Transportation Study illustrates the projected 2030 sidewalk facilities network as existing and committed facilities. It should be noted that this network data includes some facilities outside of the City of Jacksonville Functional Highway Classification System roadway network used in this study. The Study also summarizes the existing conditions analysis of the pedestrian transportation mode on the City of Jacksonville Functional Highway Classification System and illustrates the projected pedestrian transportation mode level of service for 2030.

2.0 Implementation Strategies

As previously mentioned, implementation of Senate Bill 360 requires a connection between land use and transportation planning. To reiterate, the objectives of the City of Jacksonville's TCEA designation are as follows:

- Support a variety of transportation modes;
- Reduce vehicle miles traveled;
- Reduce greenhouse gas emissions;
- Promote a compact and interconnected land development form; and
- Improve the health and quality of life for Jacksonville residents.

Mobility strategies have been identified and developed in order to fulfill these objectives. These strategies include: connecting land use and transportation through location; funding mobility; including alternative modes of transportation and demonstrating how these modes will be provided; and developing and/or maintaining mobility-friendly communities.

2.1 Location-based Land Use and Transportation Connection

The implementation strategies are location-based so as to effectively accomplish the plan's objectives. Five distinct, concentric Development Areas have been created in order to apply the mobility fee, establish project priorities, and determine the appropriate land use criteria for each area. These areas are the Central Business District (CBD), the Urban Priority Area (UPA), the Urban Area (UA), the Suburban Area (SA), and the Rural Area (RA). They are shown in Map M-1, Development Areas.

The innermost location is the Central Business District which was adopted in 2005 as the Downtown TCEA. This area consists of an implementation plan and design guidelines which are included within the Comprehensive Plan as Appendix 1 to the Transportation Element (TE), with corresponding goals, objectives, and policies located throughout the Comprehensive Plan to support its designation and purpose. Because the entire City is now a TCEA, the area included within the Downtown TCEA is being

incorporated within this Mobility Plan and mobility fee system and is referred to as the Central Business District.

Each Development Area has its own land use criteria, illustrated within the future land use category descriptions of the Future Land Use Element (FLUE), as well as its own mobility fee assessment, based on the weighted average trip length within that area. The strategies within the City's Mobility Plan apply to all of the Development Areas equally.

The boundaries of these areas are shown on the Map M-1, Development Areas, and are described in brief below.

Central Business District (CBD)

The CBD is the Downtown Jurisdictional area of the Jacksonville Economic Development Commission (JEDC). All of the area in the CBD is included within the boundaries of the Downtown Development of Regional Impact (DRI). The exact location, distribution, and density/intensity of various types of land use in the JEDC's Downtown jurisdictional area will be guided by the site development plans approved as part of the development order for the Downtown DRI(s).

Urban Priority Area (UPA)

The UPA is the first tier Development Area outside of the CBD and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.

Urban Area (UA)

The UA is the second tier Development Area from the CBD and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors

which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

Suburban Area (SA)

The SA is the third tier Development Area from the CBD and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

Rural Area (RA)

The RA consists of all lands outside of the SA and corresponds with predominantly undeveloped portions of the City with land uses such as Agriculture, Recreation, Conservation, or Public Buildings Facilities. Development should occur at very low densities which create little demand for new infrastructure and community serving supporting uses, unless development occurs under the Multi-Use Category, as a Rural Village or as a Master Planned Community as defined in this element. Development may occur within the Rural Area provided that it is consistent with the Operational Provisions and the Land Use category descriptions. Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.

APPROACH. Development Areas are a geographic link between land use and transportation. These areas identify locations in which to assess and apply the calculated mobility fee. Moreover, each area has distinct land use criteria which are explained through the future land use category descriptions located with the Future Land Use Element (FLUE) of the Comprehensive Plan.

The following actions will be performed in order to support mobility through a functional relationship between land use and transportation.

Location-based Implementation Strategy:

(1) Further utilize the Development Areas, as identified within the Comprehensive Plan, to guide future growth and maintain a significant geographic link between land use and transportation. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 1.1.2
As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the ~~Downtown TCEA/~~Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

□ FLUE Policy 1.1.20
Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the ~~Downtown TCEA/~~Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

□ FLUE Policy 1.2.4
Through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility Plan which addresses roadways, limit urban scale development to the Central Business District, Urban Priority Area~~.~~, Urban Area, and Suburban Area as identified in the 2030 Comprehensive Plan, in order to minimize the cost of public facilities and service delivery, and to conserve open space.

□ TE Policy 1.4.11
Although the Development Area boundaries may change, the weighted VMT value for each Development Area shall only be re-assessed at the next scheduled update of the Mobility Plan.

Table 2.1 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Location-based Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.1: Location-based Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Location-based Land Use and Transportation Connection	Proposed Policies 1.1.2, 1.1.20, and 1.2.4. Existing Policies 1.1.20A, 1.1.20B, 1.1.20C, and 1.1.25; and Existing Text within the Operative Provisions, Description and Interpretation of the FLUMs; Determination of Future Land Use Map Development Area Boundaries; and FLUMs Plan Category Descriptions.	Proposed Policy 1.4.11 and Proposed revisions to Obj. 1.5 and 1.6.				Existing Goal 3, Obj. 3.1, and Policy 3.1.1.

2.2 Funding Mobility

This section addresses the policy strategy of funding mobility. Section 4.0, Funding and Implementation, provides more detail regarding funding mechanisms, the methodology used, and the transportation improvement project list, but understanding the funding strategy as the underpinning of this approach is essential to move forward.

The mobility fee, determined by Ghyabi and Associates, will be adopted within the City's Code of Ordinances and is based on vehicle miles traveled or VMT. A mobility fee is assessed as follows:

$$\text{Mobility Fee} = A \times B \times C$$

where A = Cost per VMT;

B = Average VMT per Development Area; and

C = Project Daily Vehicle Trips.

Value "A" is a constant and is explained in more detail in Section 4.0 of this plan.

The average trip length (variable "B" in the equation above) for each Development Area is summarized as follows:

- Central Business District – 9.09 miles
- Urban Priority Area – 9.24 miles
- Urban Area – 9.46 miles
- Suburban Area – 10.28 miles
- Rural Area – 12.27 miles

The Institute for Traffic Engineers' (ITE) Trip Generation Manual estimates the number of generated trips by various land uses (variable "C" in the equation above). The basic methodology for determining automobile traffic is to first establish the land use types anticipated within a proposed development; second, to determine the trip generation rate or equation for each land use type provided within the ITE Trip Generation Manual; and third, to apply the trip generation rate or equation to the number of units of development (per employee, residential unit, square footage of floor area, etc). These trips can be added together to arrive at the total number of trips generated by the proposed development. Internal capture, pass-by capture, and existing land use trip reduction adjustments can then be applied to determine the total net external daily trips.

The mobility fee system will fund multimodal transportation improvement projects for roads, transit, and bicycle and pedestrian facilities. This funding can be applied to capital projects, as well as system efficiency and congestion management improvements, but cannot be used for operations, maintenance, or to correct existing deficiencies.

Some existing policies within the Transportation Element of the Comprehensive Plan that address funding mobility include:

> TE Policy 2.5.1 The City shall develop a marketing and lobbying strategy to increase Northeast Florida's share of Federal and State funding based on the community's demonstrated commitment to local transportation funding, application of effective growth management policies, and visionary plan for future growth.

TE Policy 2.5.3 The City shall identify Federal earmarks consistent with existing transportation priorities and the FDOT Work Program. Projects receiving Federal earmarks should be consistent with local development plans and be included in the Capital Improvement Element of the Comprehensive Plan.

APPROACH. As illustrated by the above equation, the mobility fee funds transportation improvements by applying a cost per VMT to the average VMT within each Development Area. Existing Comprehensive Plan policies have been evaluated to determine the current supporting framework and to determine if additional policies are necessary to support this strategy.

Funding Mobility Implementation Strategy:

(1) Adoption of objectives and policies within the Comprehensive Plan that establish a mobility fee system to fund transportation. Proposed amendments to the Comprehensive Plan include:

□ FLUE Objective 6.2 [also proposed as TE Policy 1.4.1]
~~After the development of the revised Future Land Use Map, as outlined in Objective 4.5, the City will evaluated the need to develop Corridor Mobility Plans.~~ The land use and transportation strategies that support and fund mobility are contained in the Mobility Plan (Jacksonville Planning and Development Department, April 2011), adopted by reference and on file with the Planning and Development Department.

□ TE Policy 1.4.2
~~Prior to implementation of the Specialized Concurrency Management System the city, DCA, and FDOT will cooperatively develop a Chapter 163 agreement which will deal with these concurrency issues. This Chapter 163 agreement will identify the specific components of the concurrency system for Cecil including but not limited to level of service standards, area of testing, reporting and permitting requirements.~~

~~Each of these shall be taken into consideration and included as part of the acceptable forms of mitigation for transportation impacts from NAS Cecil Field for purposes of compliance with transportation concurrency standards of Chapter 163, Florida Statutes, when applicable to development within NAS Cecil Field.~~ The City shall amend the local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility Plan.

□ TE Policy 1.4.10
Approximately 11 percent (11%) of the mobility fee collected per development shall be allocated for projects identified on the bicycle and pedestrian prioritized transportation mode improvement list within the applicable mobility zone, as found within the Mobility Plan. This percentage shall be revised as necessary at the time of the 5-year evaluation of the Multi-modal Transportation Study.

□ CIE Objective 1.~~7~~6
The City's process for assessing, receiving and applying a landowner's ~~fair share of the cost of providing the transportation facilities necessary to serve~~ mobility fee for a proposed development ~~fitting the requirements of Objective 1.6,~~ shall be governed by the following policies:

CIE Policies 1.~~7~~6.1
~~For purposes of assessing a landowner's fair share of the cost of providing transportation facilities necessary to serve a proposed development, t~~The City shall use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's ~~fair share contribution (A), shall equal the development's total peak hour trips generated (B), divided by the increase in peak hour capacity created by the proposed improvement to be constructed on the impacted road link (C), multiplied by the total cost of the proposed road improvement, including any drainage or utility costs (D).~~

~~Landowner's Fair Share A = B x D~~
~~C~~

mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Landowner's Mobility Fee = A x B x (C – Trip Reduction Adjustments)

1.~~7~~6.2
The City shall use the most recent ~~issue of the Florida Department of Transportation Office of Policy Planning, Policy Analysis and Program Evaluation publication entitled Transportation Costs to calculate the value of (D) in the formula found in Policy 1.7.1 The Jacksonville Public Works Department will be consulted to assist with calculation of the drainage and utility costs associated with the value of (D).~~ edition of the Institute of Transportation Engineer's (ITE) publication entitled *Trip Generation* to calculate the value of daily trips in the formula found in Policy 1.6.1. The City may collect the necessary data to create its own trip generation rates if the ITE manual is not reflective of local conditions.

1.~~7~~6.3
~~The City shall use the most recent edition of the Institute of Transportation Engineer's publication entitled Trip Generation to calculate the value of (B) in the formula found in Policy 1.7.1.~~
Mobility fee dollars shall be applied to established funding accounts for each applicable Mobility Zone and dedicated to the transportation improvements listed within the Mobility Plan.

1.~~7~~6.4
~~The City shall receive any fair share dollars when all of the policies under Objective 1.6 are shown to exist, into Transportation Roadway Link Analysis Trust Funds, said trust funds to be dedicated to the transportation roadway~~

~~improvements determined to be necessary by the City's Department of Planning and Development Director.~~

Mobility fee dollars shall have a reasonable relationship to the transportation impacts generated by a landowner's proposed development. Mobility fee dollars shall be applied to the selected transportation improvement project when funds collected are available to the investment necessary to begin the project and the project is located within the respective Mobility Zone and maintains or improves the adopted city-wide and Mobility Zone minimum mobility score.

~~1.7.5~~

~~The City shall apply Transportation Roadway Link Analysis Trust Fund monies when such funds equal the investment necessary to commence engineering and construction development of the roadway link that is its subject in view of the requirements under Part 6, Chapter 122, City of Jacksonville Ordinance Code.~~

1.~~7~~6.5

~~The City shall apply Transportation Roadway Link Analysis Trust Fund monies when such funds equal the investment necessary to commence engineering and construction development of the roadway link that is its subject in view of the requirements under Part 6, Chapter 122, City of Jacksonville Ordinance Code.~~

Developments which have already been approved via a fair share agreement for concurrency can move forward under the conditions of such agreements. Concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired shall be recognized and accepted until expiration, unless the applicant chooses to pursue the mobility fee system.

1.6.6

A transportation improvement project from the approved Mobility Plan may be chosen by the applicant to be constructed or funded in lieu of or as credit to the assessed mobility fee subject to the following requirements:

1. The project must be within the respective Mobility Zone;
2. The project must maintain or improve the adopted city-wide and Mobility Zone minimum mobility score; and
3. The project must be adopted into the next cycle of the 5-year CIE schedule.
4. The cost of improvements for the chosen project, as determined by the most recent edition of the FDOT Generic Cost Per Mile Models, may be equal to or less than the applicant's assessed mobility fee. If the cost of the improvement project is less than the applicant's assessed mobility fee, the applicant shall be required to pay the difference between the assessed mobility fee and the cost of the improvement project.

1.~~7.6~~6.7

The City shall adopt and implement a mobility fee system, as provided in Chapter 2009-96, Laws of Florida, by July 8, 2011. Notwithstanding the provisions in Policies ~~1.7.1~~ 1.6.1 through ~~1.7.5~~ 1.6.6 above, until the City's adoption and implementation (effective date) of a mobility fee system, a fair share contribution for a proposed development which meets the following criteria may be calculated by an alternative formula, which is intended to provide incentives for economic

development, to be established in the City's land development regulations, which may take into consideration factors such as the timing and amount of the economic impact of proposed development. To be eligible for the calculation of a fair share contribution by such an alternative formula, the proposed development shall not impact roadway improvements to which fair share contributions are to be applied pursuant to existing contracts or agreements and the applicant must agree (1) that its proposed development shall be authorized by a final development order which is issued on or before the earlier of (a) the adoption and implementation (effective date) of a mobility fee system or (b) July 8, 2011, and (2) that construction shall be completed and final plat(s) or certificates of occupancy or use, whichever is applicable, be issued within 18 months after the issuance of the final development order or be subject to a mobility fee, as it shall be adopted and implemented. Additionally, the applicant shall demonstrate that the proposed development will generate at least three (3) construction jobs within such 18-month period and, for non-residential development, at least five (5) permanent jobs thereafter. The alternative formula may be applied by the City Council in its legislative review of a fair share contract. The alternative formula will permit the reduction of a fair share contribution, as otherwise calculated by the standard formula, upon demonstration of economic impact. The reduction shall be determined by the City Council, in its legislative discretion, taking into consideration the demonstrated economic impact of the proposed development, including temporary and permanent jobs generated thereby. For the purpose of this policy, the term "final development order" shall include approval of final construction plans for required improvements under Chapter 654, Ordinance Code, and building permits. This policy does not affect fair share contracts entered into prior to this policy's adoption or final development orders issued pursuant such fair share contracts. This policy also does not affect the ability of parties to a fair share contract to amend or terminate a fair share contract.

(2) Incorporation of a prioritized transportation improvement project list, including funding sources, into the Comprehensive Plan. Proposed amendments to the Comprehensive Plan include:

□ TE Policy 1.4.3

~~The measurement for traffic concurrency shall be based on PM peak hour trips rather than average daily trips. The trips credits provided for conditions prior to base closure shall be measured in units which are the same as the City's Concurrency Management System and not in average daily trips.~~ The CIE shall be based upon the transportation modes improvement project list set forth in the Mobility Plan.

□ CIE Objective 1.2

~~Future development will be required to bear its proportionate share of the cost of the improvements necessitated by the development in order to adequately maintain adopted Level of Service standards unless the required improvements are identified in the Capital Improvements Element, an approved development agreement, or the first three years of the Florida Department of Transportation's Five Year Work Program.~~ The City shall coordinate with local and/or regional transportation agencies in order to budget for anticipated capital improvements and to explore opportunities regarding matching funds and alternative financing mechanisms.

Table 2.2 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Funding Mobility Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.2: Funding Mobility Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Funding Mobility	Proposed Obj. 6.2.	Existing Policies 2.5.1 and 2.5.3; Proposed revisions to Policies 1.4.1, 1.4.2, and 1.4.3; and Proposed Policy 1.4.10.		Proposed revisions to Obj. 1.2 and 1.6; and to Policies 1.6.1, 1.6.2, 1.6.3, 1.6.4, 1.6.5, 1.6.6, and 1.6.7.		

2.3 Variety of Transportation Modes

One component of mobility, particularly when defined from the user's perspective, is mode choice. Providing transportation options to users helps reduce the community's automobile dependency and improve the quality of life for residents, as identified in the guiding principles and themes present within the Planning District Vision Plans. One objective of the Mobility Plan is to provide equal access to a variety of transportation modes.

Policies crafted with this objective in mind support the prioritization and selection of the transportation improvement project list found in Section 4.3.1. Transportation improvements selected to address roadway deficiencies are based on the potential to physically widen the road; the need to accommodate future traffic projections; and the option to provide various transportation modes as an alternative to roadway widening. Alternatives transportation modes include bus rapid transit (BRT), bicycle facilities, commuter rail, pedestrian facilities, skyway and streetcar improvements.

Automobile/transit transportation mode. There is a need to improve the connectivity to and from other transportation modes and to integrate a safe pedestrian component into the existing auto-oriented environment. However, there is still a need to improve the capacity and/or vehicular flow on existing roads.

Some existing objectives and policies within the Transportation Element of the Comprehensive Plan that address the aforementioned needs include:

> TE Objective 1.2 The City shall utilize uniform criteria to determine which of the City's roadway links are approaching a capacity-deficient condition, to evaluate the need for new or improved transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.
>
> TE Policy 2.1.3 The City shall strive to bring each roadway segment into design conformity (shoulder widths, clear zone, turning lanes, etc.) concurrent with the implementation of its road resurfacing and reconstruction programs except where the roadway or roadway segment is constrained.
>
> TE Policy 10.5.10 The City shall consider multimodal transportation as an alternative to the expansion of roadways or the provision of new roadways.

Transit transportation mode. The transit transportation mode needs increased ridership and additional infrastructure to enhance its viability as a transportation option.

Figure 1: Transit infrastructure, bus shelter

As with the automobile mode, the Transportation Element contains several existing objectives and policies to support the advancement of this mode. These include:

> TE Objective 3.2 The City shall minimize, to the extent possible, the right-of-way costs when constructing new roadway facilities and expanding existing roadway facilities by taking maximum advantage of rights-of-way established for other transportation modes, and by protecting its existing rights-of-way from

building encroachment to the fullest extent of the law.

TE Policy 6.1.2 The Jacksonville Transportation Authority shall continue to assess all fixed transit routes at a regular interval to determine necessary revisions to improve the fixed route system's efficiency.

TE Policy 6.~~3~~2.1 The Jacksonville Transportation Authority shall designate mass transit corridors through which frequent mass transportation service will be provided. In addition the JTA shall implement Mass Transit Express, Flyer and/or Commuter Mass Transit Service in heavily traveled corridors.

TE Policy 6.~~3~~2.3 The City shall require through Land Development Regulations, higher density and intensity development in existing and future mass transit corridors, with employment-generating land uses concentrated in the vicinity of the park-and-ride facilities consistent with the Future Land Use Element and Map series.

TE Policy 9.1.4 The City shall encourage right-of-way acquisition or sharing for the potential use of a light or commuter rail system.

Bicycle transportation mode. There is a need for enhanced bicycle transportation infrastructure in the City, and this infrastructure should be integrated with other modes of travel. Enhancing the bicycle transportation mode will require greater data collection of the bicycle network on local roadways and improvement of the locational criteria for bicycle securing and storage facilities.

Current policies within the Transportation Element begin to address the needs of this mode. For example, TE Policy 3.2.6 states:

> The City, through its development review process and the review of future transportation plans of the TPO, the FDOT and the JTA shall, encourage right-of-way acquisition and right-of-way sharing for the potential use of a multimodal transportation system.

Pedestrian transportation mode. With regards to the pedestrian transportation mode, the City has a need for destinations and trip generators that are accessible by foot. In conjunction with this, is a need for increased and improved pedestrian infrastructure which will involve greater data collection of the pedestrian network and sidewalk facilities on local roadways.

As seen in the other modes, there are several policies within the Transportation Element and Future Land Use Element that begin to address the needs of this mode. These include:

> TE Policy 4.1.3 The City shall require new dedicated local streets serving non-residential areas to include five-foot sidewalks within the dedicated right-of-way or an alternative pedestrian circulation system approved by the JPDD.
>
> TE Policy 4.2.3 The City, through its development review process, shall require that the non-motorized transportation network receives full consideration; specifically, that bicyclists and pedestrian needs are accommodated in future development within the City. Special consideration shall be given to the movement of bicycle and pedestrian traffic in the core area of the Central Business District (CBD).
>
> TE Policy 6.~~6.4~~5.3 The City shall develop design standards to make transit pedestrian facilities uniformly attractive, safe, and comfortable.
>
> TE Policy 10.3.1 The transportation development process shall provide an increase in public relations and utilization of alternatives, such as car van and bus pools, guaranteed ride home, preferential treatment parking, Park-and-Ride lots and Park-and-Shuttle lots (periphery parking), transit subsidies, public and private sector incentives, telecommuting, HOV lanes, public service announcements, designated paths, sidewalks and trails for bicycles and walking, employer/employee newsletters, newspaper, television and radio media.
>
> TE Policy 11.3.3 The City shall develop and achieve a high level of elected official and citizen participation early in the planning of the City's transportation system improvements to maintain an awareness of citizens' needs and desires through the citizen's advisory committee process including ad hoc committees, public hearings, and dissemination of information through the news media and newsletters.
>
> FLUE Policy 6.3.4 The City shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

The future land use category descriptions promote land use patterns and development typologies that support a variety of transportation modes. Future land use category descriptions can be found in their entirety within the Future Land Use Element. An example of this language includes this portion of the Neighborhood Commercial (NC) land use category:

Neighborhood Commercial (NC) is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. Nodal development patterns are preferred. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of Vehicles Miles Traveled. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

APPROACH. This plan demonstrates the City's need for alternative modes of transportation and identifies a transportation improvement project list to respond to these needs. As shown in the policies referenced above, the city's Comprehensive Plan currently offers a foundation for the provision of a variety of transportation modes.

Using these existing policies, the actions below will progress an implementation strategy, supporting mobility through the provision of a variety of transportation modes.

Variety of Transportation Modes, Implementation Strategy:

(1) Adoption of objectives and policies that establish baselines for performance standards in partnership with and support of mobility fee trip reduction adjustments. Proposed amendments to the Comprehensive Plan include:

□ TE Objective 1.4

~~In order to minimize the unintended effects of concurrency, a Specialized Concurrency Management System for the impact area of NAS Cecil Field, each of the following policies shall be taken into consideration and included as part of the acceptable forms of mitigation for transportation impacts from NAS Cecil Field for purposes of compliance with transportation concurrency standards of Chapter 163, Florida Statutes, when applicable to development within NAS Cecil Field:~~ Through implementation of the Mobility Plan and Multi-modal Transportation Study (Ghyabi & Associates, 2010), the City shall strive to reduce its per capita Vehicle Miles Traveled (VMT) by 10% by 2030. A baseline for the City's average VMT shall be developed in order to measure the progress of this goal over the course of the plan.

The Study shall be evaluated and revised as necessary every five (5) years with the update of the North Florida TPO's Long Range Transportation Plan (LRTP). The Study shall produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.

□ TE Policy 1.4.4

Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network

completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.

- TE Policy 1.4.6
  The City shall increase the data collection with regards to pedestrian and bicycle facilities on existing, local roadways within five (5) years of the effective date of the Mobility Plan. The subsequent Multi-modal Transportation Study will base the bicycle and pedestrian transportation modes on this data collection.

(2) Development of guidelines for context sensitive streets. Proposed amendments to the Comprehensive Plan include:

- FLUE Policy 6.2.1 [also proposed as TE Policy 2.3.11]
  ~~For any Corridor Mobility Areas (CMAs) the City designates, the City shall determine the feasibility of alternative forms of transportation and corresponding land uses within the designated corridor mobility areas. Designation of a CMA shall be coordinated with the JTA's plans for mass transit including the Rapid Transit System and Commuter Rail.~~ Within five (5) years of the effective date of the Mobility Plan, the Planning and Development Department in cooperation with the Department of Public Works shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines.

(3) Equally plan for all transportation modes through the adoption of Comprehensive Plan policies. This planning shall include efforts to educate the community with regards to alternative transportation modes. Proposed amendments to the Comprehensive Plan include:

- TE Policy 1.4.7
  The City shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

- TE Policy 4.1.5
  The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on site ~~when the JPDD determines the need based on the size and location of the development~~. Bicycle securing and/or storage facilities shall be located in a manner which eases the

use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. To further this locational criteria, a bicycle storage facility shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

- TE Policy 10.4.4
  Rails-with-Trails multi-use paths shall be constructed in conjunction with commuter rail corridors where feasible.

- TE Policy 11.2.8
  The City shall explore opportunities to provide City employees with incentives to ride transit within five (5) years of the effective date of the Mobility Plan. These incentives may include but are not limited to the provision of park-and-ride facilities, reduced transit rates, and ride-share programs.

- FLUE Objective 6.1
  The City shall create a Land Use, Utility, and Transportation (LUUTRAN) working group. The Planning and Development Department will implement the bi-annual (at a minimum) meeting so as to facilitate improved coordination between land use, transportation, and other utility infrastructure planning. At a minimum, representatives from the following agencies shall be included in the working group: FDOT, TPO, JTA, JPDD, St. Johns River Water Management District (SJRWMD), Department of Public Works, the Planning Commission and JEA.

Table 2.3 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Variety of Transportation Modes Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.3: Variety of Transportation Modes Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Variety of Transportation Modes	Proposed Obj. 6.1, and Policies 6.1.1 and 6.2.1; Existing Policies 1.3.10, 6.3.1 and 6.3.4 and Existing Text within the FLUM Category Descriptions.	Proposed revisions to Obj. 1.4 and Policy 4.1.5; Proposed Policies 1.4.4, 1.4.6, 1.4.7, 2.3.11, 4.1.1, 10.4.4, and 11.2.8; Existing Goals 2 and 4; Objectives 3.2, 4.1, 4.2, 6.2 10.1 and 10.3; and Policies 2.4.3, 3.2.6, 4.1.2, 4.1.3, 4.1.4, 4.1.7, 4.2.1, 4.2.3, 6.1.2, 6.2.1, 6.2.3, 6.2.4, 6.5.3, 6.6.1, 9.1.4, 10.3.1, 10.3.3, and 10.5.10.	Existing Policy 13.3.1.		Existing Policy 1.11.2.	Existing Goal 3, Obj. 3.1, and Policy 3.1.1.

2.4 Mobility-friendly Communities

Mobility-friendly communities are those in which the capacity for multi-modal development exists. Existing mobility-friendly communities are neighborhoods that either already have a compact and connected form, often organized by a gridded roadway network, pedestrian amenities, and the necessary residential density; or they are neighborhoods that are already serviced by mobility infrastructure and have the foundation for a compact and connected development form.

Many suburban or rural neighborhoods are either not presently served by mobility infrastructure or may not lend themselves to a mobility-friendly environment. New developments in these areas can take advantage of mobility fee trip reduction adjustments, described below, in order to create neighborhoods that promote pedestrian activity and reduce the travel distance necessary for day-to-day activities. These

strategies should also initiate the trend to make existing suburban and rural areas more mobility-friendly.

Mobility Adjustments. At the heart of the mobility fee system is the implementation of the 2030 Multi-modal Transportation Study's mobility or trip adjustments, which are based on the URBEMIS model. URBEMIS stands for "Urban Emissions Model" and was originally developed by the California Air Resources Board (CARB) as a tool to assist local public agencies with estimating and reducing air quality impacts from land use projects and limiting the proliferation of sprawl.

Mobility adjustments are trip reduction "units" that can be achieved through the execution of traffic reduction measures or through discouraging the use of single-occupancy vehicles. Implementation of these measures is intended to reduce the total number of calculated trips generated by a proposed development, and therefore, an "adjustment" is applied to the project or development to reduce the mobility fee. The adjustment is employed as a percentage of the assessed trip generation and is then subtracted from the total trips (variable "C" below):

Mobility Fee = A x B x (C – Trip Reduction Adjustments)

where A = Cost per VMT;
B = Average VMT per Development Area; and
C = Project Daily Vehicle Trips.

In most cases, mobility infrastructure would need to be constructed in the outlying areas. Thus fewer mobility adjustments would be applicable for development in these areas, and the resulting mobility fee would be more costly. However, because considerable infrastructure already exists in the urbanized areas of the City, it is anticipated that the mobility adjustments will be more financially significant in these areas, thereby incentivizing investment in urban neighborhoods. Through the use of trip reduction adjustments, the City has the ability to counter-balance the proliferation of urban sprawl by encouraging infill development opportunities along multi-modal transportation corridors.

Mobility adjustments will be assessed based on the physical and functional characteristics of a development project and its surrounding context, such as:

- *Net residential density.* Residential density provides one of the strongest correlations with automobile use of any variable.
- *Mix of uses.* The "diversity" or mix of uses and the presence of local-serving retail in an area has an impact on travel behavior.
- *Transit service.* Sites located along high frequency mass transit lines, including Rapid Transit System (RTS) lines, provide an opportunity for transit to be a viable alternative to everyday automobile use.
- *Pedestrian and bicycle-friendliness.* Functioning sidewalk and bicycle facilities with interconnected street grids (high intersection density) promote opportunities for bicycle and pedestrian travel.
- *Affordable and senior housing.* Evidence shows that lower-income households and the elderly, an increasing demographic, own fewer vehicles and drive less.

To address the creation and/or maintenance of mobility-friendly or transit-supportive communities, four specific policy areas are identified in this plan: urban design; appropriate land use mix; intensity and density; and network connectivity. Each of these policy areas is a strategy unto itself, yet there is substantial overlap among the strategies. When viewed as a community-based approach, these strategies provide a holistic look at mobility-friendly environments. For example, the density and intensity needed to support mass transit will generally manifest itself through a compact land development pattern. This in turn, supports the objective of promoting a compact and interconnected land development form. Further, as density supports and compactness allows, the use of alternative modes of transportation becomes more frequent, thereby reducing overall VMT and greenhouse gas emissions.

Mobility fee trip reduction adjustments are assessed based on compliance with Comprehensive Plan policies proposed within each specific policy area. These policies allow higher density, mixed-use developments to qualify for more trip reduction adjustments than those low density, single-use developments that may be located farther from urban centers.

2.4.1 Urban Design

Comprehensive Plan policies and land development regulations guide the design of the built environment, establishing the foundation for an effective and efficient multimodal system. Currently, Jacksonville's urban form supports mobility to some extent within the neighborhoods surrounding the Central Business District (CBD). However, these neighborhoods often lack investment to maintain the existing infrastructure, and leapfrog development and an automobile-oriented development form have promulgated into the suburban and rural areas of the city as a result of the existing concurrency management system.

Urban design that supports mobility should encourage daily needs and services to be located within walking distance of residences; promote safe and attractive pedestrian-oriented public infrastructure; facilitate an appropriate interface between street design and building frontage; integrate transit-ready and transit-oriented features; and encourage context-sensitive parking facilities.

Encourage daily needs and services to be located within walking distance of residences. This directive contains substantial overlap with the appropriate land use mix and network connectivity implementation strategies. With regards to urban design, land development regulations should encourage the functional integration of uses. The City's design guidelines need to facilitate the vertical and horizontal integration of uses. Vertical integration allows for different but complementary primary uses to be arranged such that commercial and office uses are located on the ground floor and residential and/or office uses on the upper floors; whereas horizontal integration allows for different but complementary primary uses to be arranged horizontally adjacent to one another within the same site or block.

The *Jacksonville Design Guidelines and Best Practices Handbook* supports the integration of uses as demonstrated by this passage:

> The design of [urban development] projects is focused on the integration of land uses, whereas the project or development site can provide a more self-contained and self-sustained development pattern. The following site design guidelines have been developed to encourage more compact, higher density development that promotes pedestrian activity and visually creates an urban streetscape pattern along exterior and interior roads and drives.

Promote safe and attractive pedestrian-oriented public infrastructure. Again, this point directly overlaps with the network connectivity implementation strategy. The design and maintenance of streetscapes, sidewalks, and similar infrastructure provides for safe and comfortable utilization of these systems. Moreover, streetscape features such as street furniture, lighting, and landscaping help to make the public space between the roadway and the building envelope more comfortable and accommodating for pedestrians as these things soften the public space and provide a clear delineation between the safety of the sidewalk and the more threatening realm of the vehicle. Policy 4.1.2 of the 2030 Comprehensive Plan, Transportation Element supports this point:

> The City shall require new local streets serving residential areas to include four-foot sidewalks on both sides of the street within the dedicated right-of-way or an approved alternative pedestrian circulation system approved by the Jacksonville Planning and Development Department (JPDD).

Facilitate an appropriate interface between street design and building frontage. The space between the roadway, which is planned for vehicular movement, and the building envelope or "urban wall" creates a public space. This public space is unique in that it allows for human interaction and movement between the transportation system and a built destination. When designed appropriately, this area becomes an inviting, walkable pedestrian environment.

There are several policies within the Future Land Use Element of the Comprehensive Plan that begin to address this point, including the following:

> FLUE Policy 4.1.12 Where appropriate, the Land Development Regulations shall be updated to promote mobility-friendly site and building design and scale. These updates should accommodate site and building design and scale that is oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques should also be included in the updates to address walkable and bikeable communities.
>
> FLUE Policy 6.3.6 To interconnect various pedestrian routes within and among commercial projects, the Land Development Regulations shall be revised to require the use of an unobstructed pedestrian zone in between the roadway and the building façade along commercial corridors within the Urban Priority Area and Urban Area or some other alternative regulatory criteria that creates a safe and attractive pedestrian environment, consistent with the City's Design Guidelines and Best Practices Handbook.

The gradual scale transition from the roadway to the "urban wall" is of particular importance within the public space. The *Jacksonville Design Guidelines and Best Practices Handbook* provides many procedures and diagrams to assist in the design of this interface, such as those listed below.

> **1.1.5** Building massing shall provide façade "step backs" for all building façades that exceed forty feet (40'-0") in height, whereby a minimum ten foot (10'-0") building façade "step back" shall be provided for all floors above a two story level (see Figure [below]). This provision may be waived for freestanding commercial office buildings as long as the building façades provide a significant amount of exterior material column, and wall fenestration so as to provide physical and visual breaks in the building façades.

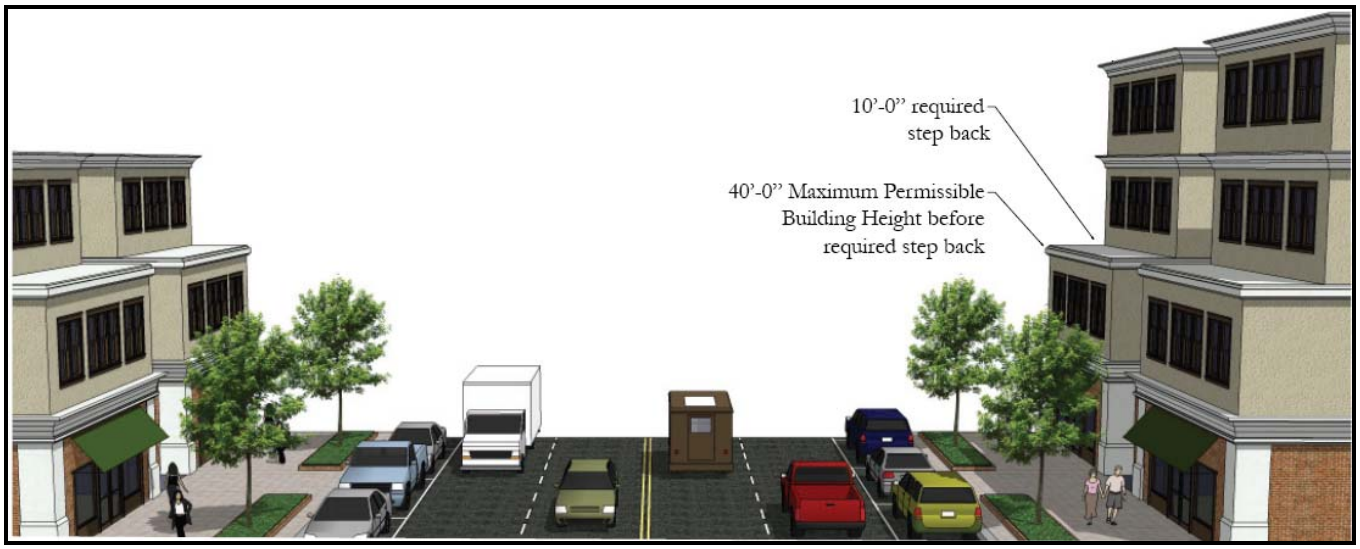


Figure 2 : Illustrates Design Guideline 1.1.5, step backs and building heights

> **1.3.3** The use of architectural design elements, such as canopies, awnings, umbrellas, site furniture, pedestrian scale lighting, water and fountain features, decorative paving, colored paving, building placement and façade articulation are all elements that are encouraged to help build the pedestrian environment and create a "sense of place" for each individual project and, in many cases, are a specific node within a project.

Accommodate transit-ready and transit-oriented features. Throughout recent decades cities and counties have not made transit, or the provision of transit, a feature around which land development is organized. However, given the growth management challenges facing Florida's communities, the need to integrate transit within land development has become increasingly apparent. In recent years, local governments have had to amend their local land development regulations to incorporate specific

design regulations addressing transit-oriented developments or TODs (a specific type of mobility-friendly community). This is due to the vast impacts that transit and transportation systems have on the built environment.

Chapter 656, Part 14 of Jacksonville's Ordinance Code directly addresses transit-oriented developments. Specifically, "the purpose of Part 14 is to encourage new transit oriented development (TOD) and redevelopment outside of the Urban Core. TOD is designed to fulfill various goals, objectives, and policies of the Comprehensive Plan."

The Future Land Use Element (FLUE) of the 2030 Comprehensive Plan includes a category description for the Community General Commercial (CGC) land use category which incorporates TODs and includes several policies that explicitly support their creation. Recent updates to the FLUE, revised in-part to support the 2030 Mobility Plan, further incentivize TODs by permitting them not only in commercial categories, but also in medium and high density residential designations where appropriate, and the Business Park (BP) category; where suitable, TODs are also permitted to utilize increased densities. The Transportation Element of the 2030 Comprehensive Plan also encourages this effort through policies such as the ones listed below:

> TE Policy 6.~~3~~2.3 The City shall require through Land Development Regulations, higher density and intensity development in existing and future mass transit corridors, with employment-generating land uses concentrated in the vicinity of the park-and-ride facilities consistent with the Future Land Use Element and Map series.
>
> TE Policy 6.~~6.4~~5.3 The City shall develop design standards to make transit pedestrian facilities uniformly attractive, safe, and comfortable.

Encourage context-sensitive parking facilities. Even though planning for mobility-friendly and transit-supportive communities means accommodating alternative modes of transportation, the automobile is still the predominant mode of choice in Jacksonville, and planning for this mode remains critical. According to the Federal Highway Administration (FHWA), context-sensitive design involves collaboration among stakeholders "to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."[1] The prioritization of the automobile over the pedestrian experience

[1] http://www.ite.org/css/

has lead to Jacksonville's current sprawl development pattern. The land allocated for surface parking in commercial and other large developments can clearly be put to a higher and better use. Therefore, a more proactive role in planning for the automobile is necessary.

Figure 3: Surface parking, illustrating need for context-sensitive parking solutions

Chapter 656, Part 14 of the City's Ordinance Code speaks to parking lot location/design of transit oriented developments in the following passage:

> (3) Parking lot location/design. Commercial parking lots shall be located to the side or rear and behind shops and offices. Within a TOD-1 Overlay District, parking shall be prohibited between the front lot line and the building. All proposed parking lots shall provide cross access easements and shared access with adjoining properties. All other provisions for parking lot design shall apply to a TOD Overlay District.

The City's design guidelines also contain a section that addresses parking. For example, one guideline states:

> **1.10.1** The primary parking design objective for an urban mixed-use development project shall be to design the site in such a way as to minimize the amount of visible parking while maintaining close proximity of "shared" parking for all uses.

APPROACH. As shown in the references above, the City currently has several guiding documents that provide stepping stones for the development of an urban design implementation strategy. These documents are: the *Jacksonville Design Guidelines and*

Best Practices Handbook; the City's Land Development Regulations (Chapter 656 of the City of Jacksonville Ordinance Code); and the Comprehensive Plan.

Utilizing this foundation, the following actions will complete an Urban Design Implementation Strategy that supports mobility.

Urban Design Implementation Strategy:

(1) Thorough integration of the design guidelines, Land Development Regulations, and Comprehensive Plan. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 4.1.13
Within one year after adoption of the Mobility Plan, the Land Development Regulations shall be revised to reflect the resulting Comprehensive Plan changes.

(2) Expansion of the *Jacksonville Design Guidelines and Best Practices Handbook* so that "commercial" areas are not the only focus. The emphasis should also be on mixed-use districts. Infill and redevelopment master plans addressed in FLUE Policy 6.3.1 should reflect and further these guidelines. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 6.3.1
After completion of the Vision Plans for the City's six planning districts and the revised Future Land Use Map, the City shall identify major arterial corridors appropriate for "Infill and Redevelopment Master Plans". These plans will:

- Incentivize redevelopment for each major arterial corridor with priority given to those corridors located within a ½ mile ~~walking~~ distance ~~(approximately 30 minutes)~~ of the JTA's planned Rapid Transit System or Commuter Rail facilities;
- Identify parcels of land where infill or redevelopment is appropriate, as well as the locations of those areas that are appropriate for transit-oriented development, or a similar development pattern, in association with the JTA's proposed Rapid Transit System ~~or Commuter Rail lines~~;
- Identify areas where JTA should focus investment in transit stations and related facilities to act as a catalyst for redevelopment along identified corridors;
- Identify infrastructure needs; ~~and~~
- Identify opportunities for density bonuses, affordable housing, and credits for transit or other alternative forms of transportation to address ~~concurrency requirements.~~ mobility; and
- Identify land assembly opportunities.

□ FLUE Policy 6.3.2
In addition to or in support of the City's Land Development Regulations, developments within designated infill areas contained within the "Infill and Redevelopment Master Plans" described in Policy 6.3.1 shall incorporate the following elements to enhance compatibility with the surrounding community:

- Sidewalks that connect to the adjacent sidewalk system;
- Public streets that connect to the adjacent street pattern;
- Preservation of historically significant structures whenever feasible;
- Inclusion of, or relationship to, civic spaces;
- Street furniture, lighting and landscaping that is primarily oriented to pedestrian use in conjunction with Development Standards;
- Setbacks, building envelopes, use and parking compatible with surrounding community and as set forth in the City's Development Standards and;
- Primary entrance shall orient to the street or public walkway, with direct, barrier-free and convenient pedestrian connections as set forth in the City's Development Standards.

(3) Adoption of policies that establish baselines for performance standards in partnership with and support of mobility fee trip reduction adjustments. Proposed amendments to the Comprehensive Plan include:

□ TE Policy 1.4.4
Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.

□ TE Policy 4.1.5
The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on site ~~when the JPDD determines the need based on the size and location of the development~~. Bicycle securing and/or storage facilities shall be located in a manner which eases the use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. To further this locational criteria, a bicycle storage facility shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

Table 2.4.1 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Urban Design Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.4.1: Urban Design Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Urban Design	Proposed Policies 4.1.13, 6.2.1, 6.3.1 and 6.3.2; Existing Policies 2.3.1, 2.3.5, 2.3.6, 2.3.7, 2.3.9, 3.1.21, 3.2.5, 3.4.5, 4.1.12, and 6.3.6; and Existing Text within the FLUM Category Descriptions.	Proposed Policies 1.4.4, 2.3.11, and 4.1.5; Existing Policies 4.1.2, 4.1.3, 4.1.6, 4.1.8, 6.2.3 and 6.5.3.				

2.4.2 Appropriate Land Use Mix

There are various land use factors that influence mobility patterns, one of which is land use mix. Land use mix is the composition of different types of land uses (residential, commercial, recreational, etc.) adjacent to or in close proximity to one another. Currently, Jacksonville's overall land use mix supports limited mobility. In general, the urban areas of the City tend to be more multi-modal, while the suburban and rural areas have a greater level of automobile-dependency. This is due in large part to differences in accessibility and travel options, as well as the proximity of services and daily needs to residences.

An appropriate land use mix will generally consist of a mix of three or more mutually supportive and integrated residential and non-residential land uses. Land uses may be incorporated vertically or horizontally, ranging from within a single structure to located along an entire corridor.

Figure 4: Vertical integration, retail below with residential units above.

A greater mix of land uses within an area typically leads to reduced VMT, as residents do not need to travel very far, if at all, for daily activities and services. Residential uses are considered a key component of mixed use areas as they supply the density required to make alternative modes of transportation work. In turn, greater use of alternative modes of transportation results in the reduction of automobile congestion and vehicle miles traveled, thus improving mobility within the city.

Several objectives, policies, and definitions already exist within the Comprehensive Plan that support the integration of complementary land uses. These objectives, policies, and definitions include but are not limited to the following:

> FLUE Policy 1.1.21
> Future amendments to the Future Land Use Map series (FLUMs) must be based on the amount of land required to accommodate anticipated growth and the projected population of the area. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

FLUE Policy 1.1.25
The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourages internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

FLUE Objective 2.10
Apply urban development characteristics as defined in this element to suburban mixed-use development projects as a means of promoting the development of complementary uses that include cultural, recreational, and integrated commercial and residential components, in order to reduce the negative impacts of urban sprawl.

FLUE, definition of TOD: Mixed-use medium to high density development in areas served or planned to be served by mass transit. Sites located within ½ mile distance from the Jacksonville Transit Authority's (JTA) planned Rapid Transit System (RTS); located in close proximity to a road classified as an arterial or higher on the Functional Highway Classification Map; and supplied with full urban services are presumed to be appropriate for TOD, subject to a case-by-case review of consistency with State and regional plans, the Comprehensive Plan, and adopted neighborhood plans and studies. To be considered a TOD, a site will generally need to be compact and connected, as defined in this Element. Other TOD characteristics include: parking shielded from pedestrians, pedestrian amenities such as open space benches and parks, a rapid transit station (existing or planned), storm water drainage that is clustered and efficient, a master plan, clearly defined pedestrian pathways, and vertically and horizontally integrated mixed uses. TOD on large sites should incorporate appropriate Traditional Neighborhood Design (TND) components as provided in specific plan categories. The City review of traffic impacts will consider the decrease in vehicle trips due to the increase in transit, pedestrian activity and internal capture of trips. In the case of a TOD, auto-oriented uses such as automotive sales and display, automotive services and repair, car washes, drive-in/drive-through services, warehouse distribution, outdoor storage, regional parks, funeral homes, large format faith facilities, low density single-family housing, and low intensity industrial uses are not considered supportive uses. TOD development within Commercial plan categories shall not require a TOD zoning overlay.

An appropriate land use mix is an important tool in attaining growth management goals such as the progression of energy efficient land use patterns; facilitation of accessibility; reinvestment within urbanized areas; and encouragement of employment generators to further economic sustainability within a community. Given this, land allocation that has been based on historic development trends should be reconsidered so that the City can establish new land use need identifiers to further promote energy-efficient land use patterns.

APPROACH. The City currently has several guiding documents that provide a framework for establishing an appropriate land use mix implementation strategy. These documents include: the 2030 Comprehensive Plan and the Vision Plans for the City's six planning districts. The Vision Plans provide land use recommendations for their respective districts.

In addition to the aforementioned guiding documents, the following action steps will continue to further the Appropriate Land Use Mix Implementation Strategy.

Appropriate Land Use Mix Implementation Strategy:

(1) Adoption of Comprehensive Plan policies that establish baselines for performance standards in partnership with and support of mobility fee trip reduction adjustments. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 6.2.2 [also proposed as TE Policy 1.4.5]
~~Pending the possible development of Corridor Mobility Plans, local funding resources should be evaluated to support the needed improvements that will be identified. In addition to federal, state and private funds the following local options should be considered to promote additional transportation funding: gas taxes, sales taxes, local option documentary stamp surtax, proportionate share contributions, user fee financing, private partner funding.~~ At the time of the first five-year evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.

□ TE Policy 1.4.4
Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be

identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.

(2) Emphasize and incentivize mixed use developments through the adoption of revised future land use categories and definitions that adequately reflect desired growth within the Development Areas. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 6.2.3
Within one year after adopting the Mobility Plan, the City shall evaluate the Future Land Use Map series (FLUMs) for changes needed to implement the six planning district vision plans and to further the intent of the Mobility Plan.

Table 2.4.2 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Appropriate Land Use Mix Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.4.2: Appropriate Land Use Mix Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Appropriate Land Use Mix	Proposed Policies 6.1.1, 6.2.2, 6.2.3, and 6.3.1; Existing Obj. 1.1, 1.2, 2.10 and 3.4; and Policies 1.1.12, 1.1.21, 1.1.22, 1.1.25, 2.3.8, 2.3.11, 2.10.2, 3.1.16, 3.1.18 , 3.1.25, 3.2.2, and 3.4.4; and the Existing TOD definition.	Proposed Policies 1.4.4 and 1.4.5; Existing Obj. 2.4 and Policies 2.4.3, 2.4.4, and 6.2.3.				

2.4.3 Intensity and Density

Density refers to the concentration of people, goods, and services within an area. Intensity is a measure of land use activity based on density, use, mass, size and external impact. Integrated land use mixes, the provision of alternative modes of transportation, and efficient network connectivity have a positive correlation with, and often result from, intensity and density. In other words, higher residential densities result

in fewer or shorter daily vehicle trips because businesses prefer to locate within areas of higher population concentration.

Prior to the invention of the automobile, developments were generally more compact and residential densities were much higher. The automobile allowed for lower densities and intensities because it enabled people to travel longer distances to access daily needs and services.

Densities and intensities should be arranged in a manner which supports a variety of transportation options, including walking, biking, and mass transit. Specifically, higher densities and intensities are often required along major transit corridors, with complementary land uses distributed along the corridor to support transit use. In addition, the highest densities and intensities are located in the central core of cities, within walking distance of major transit stops. In a typical concentric growth model, densities and intensities are reduced as the distance from the core increases. Radial models expand upon this concept, supporting higher densities and intensities along major transportation and transit routes even as they extend into outlying areas.

Several mobility-supportive policies regarding intensity and density are already present in the Comprehensive Plan. These policies include but are not limited to, the following:

> FLUE Policy 1.1.4 The Land Development Regulations shall include locational criteria and standards for all zoning or subdivision site plan requests for densities or intensities of use for each future land use category including appropriate criteria related to development areas, street classification, availability of public facilities and services, land use compatibility, development and redevelopment potential, site design factors, ownership patterns, environmental impacts, relevant adopted plans and studies and principal and secondary uses as described in the Plan Category Descriptions of the Operative Provisions. In order to ensure the development of a variety of neighborhoods and living environments, the Land Development Regulations shall include several zoning districts with different minimum lot size and density of development requirements in each residential land use category.
>
> FLUE Policy 1.1.25 The City will encourage the use of such smart growth practices as:
>
> 1. Interconnectivity of transportation modes and recreation and open space areas;
> 2. A range of densities and types of residential developments;

3. A mix of uses including office, commercial, and residential which encourages internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

FLUE Policy 2.3.1 Recognize the Central Business District (CBD) and its periphery as a significant urban area of the City appropriate for residential and mixed use projects at higher densities/intensities than the remainder of the City. Overall guidelines are included in the master plan for the downtown "Celebrating the River: A Plan for Downtown Jacksonville" adopted by City Council in 2000. The City's Land Development Regulations have been amended to include the Downtown Zoning Overlay and the Downtown Signage Overlay for the CBD which includes regulatory incentives for development/redevelopment in the CBD.

FLUE Policy 3.4.4
Development characteristics, appropriate for each Development Area, shall be included within each commercial land use category description and shall include but are not limited to the vertical integration of a mix of uses, the relationship to roadways classified on the Functional Highway Classification Map, and pedestrian-friendly siting of uses.

TE Policy 6.~~3~~2.3 The City shall require through Land Development Regulations, higher density and intensity development in existing and future mass transit corridors, with employment generating land uses concentrated in the vicinity of the park-and-ride facilities consistent with the Future Land Use Element and Map series.

In addition, recent revisions to the commercial, medium and high density residential, and Business Park future land use category descriptions incorporate minimum densities in appropriate Development Areas, such as the Urban Priority Area and the Urban Area. Future land use category descriptions can be found in their entirety within the Future Land Use Element. A portion on this language, as included within the Residential Professional Institutional (RPI) land use category, Urban Priority Area density, is provided below as an example:

The maximum density within the Urban Priority Area shall be 40 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units/acre.

- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR), in which case the maximum density shall be 20 units/acre.

In addition, the *Jacksonville Design Guidelines and Best Practices Handbook* contains development guidelines and visual references in support of higher densities for mixed-use, commercial development in urban and suburban areas, including those listed below.

1.1.4 Urban site developments are encouraged to incorporate a mix of uses, which may include commercial retail, restaurants, office space (both small and large scale) and higher density residential. It is strongly encouraged that an economic market analysis be performed to assist the Developer in defining the final development program and mix of uses.

Figure 5: Illustration of higher density residential vertically integrated over local-serving retail.

1.1.15 Building Coverage and Permissible Floor Area Ratios The urban development site presents an opportunity to create a development pattern that allows for higher density design through better site organization of both buildings and public spaces. The density of each project must take into account the surrounding site context as well as economic feasibility.

APPROACH. The City currently has several guiding documents that provide framework for the creation of an intensity and density implementation strategy. These documents include the *Jacksonville Design Guidelines and Best Practices Handbook* and the 2030 Comprehensive Plan.

The Intensity and Density Implementation Strategy will continue to further mobility using the action steps outlined below.

Intensity and Density Implementation Strategy:

(1) Adoption of Comprehensive Plan policies and revised future land use category descriptions that establish baselines for performance standards in partnership with and support of mobility fee trip reduction adjustments. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 6.2.2 [also proposed as TE Policy 1.4.5]
~~Pending the possible development of Corridor Mobility Plans, local funding resources should be evaluated to support the needed improvements that will be identified. In addition to federal, state and private funds the following local options should be considered to promote additional transportation funding: gas taxes, sales taxes, local option documentary stamp surtax, proportionate share contributions, user fee financing, private partner funding.~~ At the time of the first five-year evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.

□ TE Policy 1.4.4
Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.

(2) Permit and incentivize increased intensities and densities in areas deemed appropriate through the adoption of Comprehensive Plan policies and through the use of Development Areas to guide future growth. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 1.1.2
As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five

tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the ~~Downtown TCEA/~~Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

□ FLUE Policy 6.3.1

After completion of the Vision Plans for the City's six planning districts and the revised Future Land Use Map, the City shall identify major arterial corridors appropriate for "Infill and Redevelopment Master Plans". These plans will:

- Incentivize redevelopment for each major arterial corridor with priority given to those corridors located within a ½ mile ~~walking~~ distance ~~(approximately 30 minutes)~~ of the JTA's planned Rapid Transit System or Commuter Rail facilities;
- Identify parcels of land where infill or redevelopment is appropriate, as well as the locations of those areas that are appropriate for transit-oriented development, or a similar development pattern, in association with the JTA's proposed Rapid Transit System ~~or Commuter Rail lines~~;
- Identify areas where JTA should focus investment in transit stations and related facilities to act as a catalyst for redevelopment along identified corridors;
- Identify infrastructure needs; ~~and~~
- Identify opportunities for density bonuses, affordable housing, and credits for transit or other alternative forms of transportation to address ~~concurrency requirements.~~ mobility; and
- Identify land assembly opportunities.

Table 2.4.3 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Intensity and Density Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.4.3: Intensity and Density Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Intensity/ Density	Proposed Policies 1.1.2, 6.1.1, 6.2.2 and 6.3.1; Existing Policies 1.1.4, 1.1.25, 2.3.1, 3.1.17, 3.1.18, and 3.2.10; and Existing FLUM Category Descriptions.	Proposed Policies 1.4.4 and 1.4.5; and Existing Policy 6.2.3.			Existing Policy 1.1.1.	

2.4.4 Network Connectivity

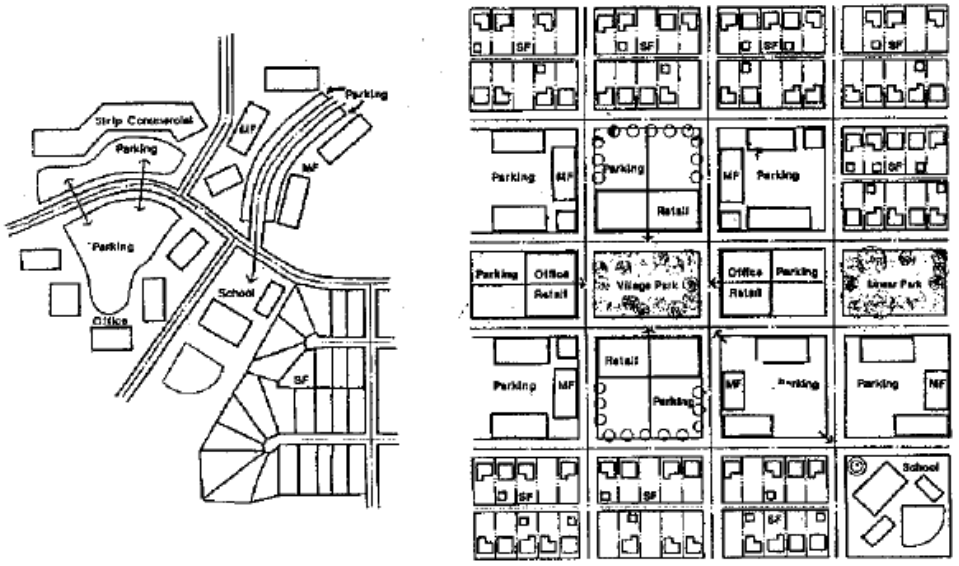
Network connectivity refers to the degree to which roads, walkways, and paths are connected to allow for direct travel between destinations. Successful network connectivity consists of safe and efficient interactions between and among pedestrian, bicycle, transit, and automobile options within the TCEA. Functional and effective multimodal network connectivity inherently supports mobility. Aspects of this connectivity include the provision and maintenance of sidewalks, transit stops, and similar transportation features. Mobility planning also needs to incorporate the connectivity between modes; such as requiring bicycle racks or park-and-ride facilities at major transit stops.

Figure 6: Sidewalk parallel to parking, local road, and retail

According to the Victoria Transport Policy Institute (VTPI):

> "A hierarchical road network with many dead-end streets that connect to a few major arterials provides less accessibility than a well-connected network. Increased connectivity reduces vehicle travel by reducing distances between destinations and by improving walking and cycling access."

The diagram below provides a comparison between hierarchical and connected roadway systems.



The conventional hierarchical road system, illustrated on the left, has many dead-end streets and requires travel on arterials for most trips. A connected road system, illustrated on the right, allows more direct travel between destinations and makes nonmotorized travel more feasible.

Figure 7: Illustration of hierarchical and connected roadway systems, Victoria Transport Policy Institute (VTPI).

Within Jacksonville, infrastructure for the creation and operation of transit, bicycle, and pedestrian modes of transportation should be increased. For the automobile and truck transportation mode however, management and maintenance should be the focus. Because the automobile is the dominant form of transportation within the City, the safe interaction of the automobile with alternative modes of transportation is pivotal. Connectivity to other modes should be improved through the use of Intelligent Transportation Systems (ITS), better parking facilities (refer to Section 2.4.1), and safe and convenient intermodal connections.

Below are several examples of existing policies within the Future Land Use Element of the 2030 Comprehensive Plan. These policies imply that roadway connectivity and circulation are fundamental components of site planning.

> FLUE Policy 1.3.8 The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

FLUE Policy 3.1.11 The City shall require new residential areas to be designed to include an efficient system of internal circulation and connection to adjacent developments and neighborhoods. The Land Development Regulations shall detail the requirements for public access and interconnectivity within and between developments based on standards such as but not limited to a connectivity score, maximum separations between connections to adjacent developments, and rules relative to hours, operations, and public safety considerations for any restriction of access through the use of gates.

FLUE Policy 3.4.5 The City strongly encourages the functional and visual integration of existing or planned transit facilities into adjacent developments through the use of design features, including, but not limited to safe, convenient, and attractive pedestrian connections.

To further this policy, Land Development Regulations, including landscape and buffer requirements, shall be amended as necessary in order to allow for unobstructed and convenient pedestrian access between transit and adjacent developments.

FLUE Policy 6.3.5
The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or redevelopable parcels.

FLUE Policy 6.3.6 To interconnect various pedestrian routes within and among commercial projects, the Land Development Regulations shall be revised to require the use of an unobstructed pedestrian zone in between the roadway and the building façade along commercial corridors within the Urban Priority Area and Urban Area or some other alternative regulatory criteria that creates a safe and attractive pedestrian environment, consistent with the City's Design Guidelines and Best Practices Handbook.

While there have been successful efforts to incorporate bicycle facilities into suburban roadway projects, the urbanized areas of the City remain dominated by a network of roadway links without bicycle facilities. As such, the overall bicycle network continues to lack connectivity.

Existing 2030 Comprehensive Plan policies regarding bicycle connectivity are contained in the Transportation Element. The following objective illustrates ongoing efforts towards improving bicycle facilities. This objective contains a set of connectivity-related policies which are located within the element.

TE Objective 4.1 The City shall support the establishment and maintenance of facilities designed to balance the needs of the complete spectrum of transportation users specifically for non-motorized transportation users such as pedestrians and cyclists within arterial and collector roadways.

In addition to the objective above, the *Jacksonville Design Guidelines and Best Practices Handbook* encourages connectivity explicitly for the pedestrian transportation mode. For example, one of the design guidelines contained within the section on "Pedestrian Environments" states:

1.3.1 Pedestrian interconnections shall be provided between adjacent land uses where it is functionally feasible and maintains the highest level of pedestrian safety.

1.3.4 Plaza Interconnections
The use of pedestrian plaza spaces to interconnect various pedestrian routes within a commercial project is strongly encouraged. Pedestrian spaces should be designed as multi-functional use spaces that encourage social gathering and interaction. Considerations should be made to incorporate adequate pedestrian seating, landscape and shade cover as well as special visual focal elements within the spaces (see Photo Exhibit 1.3.4).

Figure 8: Illustrates design guideline 1.3.4, pedestrian spaces designed as multi-functional use spaces.

APPROACH. The City currently implements several policies and guidelines that work towards the network connectivity implementation strategy. These efforts are illustrated

within the *Jacksonville Design Guidelines and Best Practices Handbook* and the Comprehensive Plan.

The Network Connectivity Implementation Strategy will continue to further mobility within the City by expanding and adding to the policies outlined above.

Network Connectivity Implementation Strategy:

(1) Permit and facilitate increased connectivity between and among new and existing developments through the adoption of Comprehensive Plan policies. Proposed amendments to the Comprehensive Plan include:

□ FLUE Policy 6.2.1 [also proposed as TE Policy 2.3.11]
~~For any Corridor Mobility Areas (CMAs) the City designates, the City shall determine the feasibility of alternative forms of transportation and corresponding land uses within the designated corridor mobility areas. Designation of a CMA shall be coordinated with the JTA's plans for mass transit including the Rapid Transit System and Commuter Rail.~~ Within five (5) years of the effective date of the Mobility Plan, the Planning and Development Department in cooperation with the Department of Public Works shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines.

(2) Adoption of Comprehensive Plan policies that establish baselines for performance standards in partnership with and support of mobility fee trip reduction adjustments. Proposed amendments to the Comprehensive Plan include:

□ TE Policy 1.4.4
Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.

□ TE Policy 1.4.6
The City shall increase the data collection with regards to pedestrian and bicycle facilities on existing, local roadways within five (5) years of the effective date of

the Mobility Plan. The subsequent Multi-modal Transportation Study will base the bicycle and pedestrian transportation modes on this data collection.

□ TE Policy 1.4.8
The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or redevelopable parcels.

(3) Adoption of Comprehensive Plan policies that specifically relate to connectivity between and among alternative modes of transportation. Proposed amendments to the Comprehensive Plan include:

□ TE Policy 1.4.9
The street network shall generally be designed to promote the overall connectivity of all transportation systems while avoiding excessive through-traffic in residential areas by including where appropriate:

- Multiple direct multi-modal connections to and between local destinations such as parks, schools, and shopping;
- Inter-connections to multi-modal transportation facilities and services within and outside the boundaries of each Development Area, including bus services, regional rail service, regional greenway and trail systems, the SIS, and the regional aviation facilities;
- Modified grid systems, T-intersections, roadway jogs, and other appropriate traffic calming measures to discourage the use of local streets for cut-through traffic; and
- Additions or enhancements to improve the street network connectivity index.

□ TE Policy 2.1.14
The City shall add bicycle facilities on roadway corridors that are being milled, resurfaced, or otherwise reconstructed so long as sufficient width exists.

□ TE Policy 4.1.5
The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on site ~~when the JPDD determines the need based on the size and location of the development~~. Bicycle securing and/or storage facilities shall be located in a manner which eases the use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. To further this locational criteria, a bicycle storage facility shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

Table 2.4.4 lists all existing and proposed comprehensive plan goals, objectives, and policies that are relevant to the Network Connectivity Implementation Strategy. These policies are provided in their entirety in Section 3.0 of this plan.

Table 2.4.4: Network Connectivity Implementation Strategy Matrix

Criteria	Comprehensive Plan Element and Applicable GOP(s)					
	FLUE	**TE**	**CCME**	**CIE**	**HE**	**ICE**
Network Connectivity	Proposed Policies 6.1.1, 6.2.1 and 6.3.1; Existing Obj. 1.3, 3.4 and 6.3; and Policies 1.1.25, 1.3.4, 1.3.8, 1.3.10, 2.3.6, 3.1.11, 3.2.13, 3.4.1, 3.4.5, 6.3.3, 6.3.5, 6.3.6, and the Existing definition of Connectivity.	Proposed Policies 1.4.4, 1.4.6, 1.4.8, 1.4.9, 2.1.14, 2.3.11, 4.1.1, and 4.1.5; Existing Goal 4, Obj. 4.1; and Policies 4.1.2, 4.1.3, 4.1.7, 4.1.8, 6.2.2, and 6.2.4; and Proposed revisions to Policies 4.1.1 and 4.1.5.				Existing Goal 3, Obj. 3.1, and Policy 3.1.1.

2.5 Strategy Matrix

This matrix provides a complete inventory of all Comprehensive Plan goals, objectives, and policies that support and fund mobility. The strategies from Section 2.0 are listed as mobility criteria along the left side of the matrix with the relevant Comprehensive Plan elements labeled along the top. The enumerated goals, objectives, and policies are cataloged in their entirety in Section 3.0 of this Mobility Plan.

Table 2.5 Strategy Matrix

3.0 Supporting Comprehensive Plan Goals, Objectives, and Policies

3.1 Future Land Use Element (FLUE)

FLUE Goals, Objectives, and Policies

The following existing and revised/proposed goals, objectives and policies respond to the strategies outlined in this Mobility Plan. Proposed new objectives and policies, as well as proposed deletions or additions to current policies, are shown in strikethrough/underline format. The JPDD recommends that these text changes be submitted as amendments to the Comprehensive Plan resulting from this Mobility Plan in order to support and fund mobility.

Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

Policies 1.1.2

As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the ~~Downtown TCEA/~~Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

1.1.4

The Land Development Regulations shall include locational criteria and standards for all zoning or subdivision site plan requests for densities or intensities of use for each future land use category including appropriate criteria related to development areas, street classification, availability of public facilities and services, land use compatibility, development and redevelopment potential, site design factors, ownership patterns, environmental impacts, relevant adopted plans and studies, and principal and secondary uses as described in the Plan Category Descriptions of the Operative Provisions. In order to ensure the development of a variety of neighborhoods and living environments, the Land Development Regulations shall include several zoning districts with different minimum lot size and density of development requirements in each residential land use category.

1.1.12
Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

1.1.20
Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the ~~Downtown TCEA/~~Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

1.1.20A
Extensions of the Development Areas will be noted in each land use amendment where an extension is needed or requested concurrent with a Future Land Use Map Amendment. In addition, plan amendments shall meet the requirements as set forth in Policy 1.1.21 and 1.1.22.

1.1.20B
Expansion of the Development Areas shall result in development that would be compatible with its surroundings. When considering land areas to add to the Development Areas, after demonstrating that a need exists in accordance with Policy 1.1.21, inclusion of the following areas is discouraged;

1. Preservation Project Lands
2. Conservation Lands
3. Agricultural Lands, except when development proposals include Master Planned Communities or developments within the Multi-Use Future Land Use Category, as defined in this element

The following areas are deemed generally appropriate for inclusion in Development Areas subject to conformance with Policy 1.1.21:

1. Land contiguous with the Development Area and which would be a logical extension of an existing urban scale and/or has a functional relationship to development within the Development Area.
2. Locations within one mile of a planned node with urban development characteristics.
3. Locations within one-half mile of the existing or planned JTA RTS.
4. Locations having projected surplus service capacity where necessary facilities and services can be readily extended.
5. Public water and sewer service exists within one-half mile of the site.
6. Large Scale Multi-Use developments and Master Planned Communities which are designed to provide for the internal capture of daily trips for work, shopping and recreational activities.
7. Low density residential development at locations up to three miles from the inward boundary of the preservation project lands. Inward is measured from that

part of the preservation project lands closest to the existing Suburban Area such that the preservation lands serves to separate suburban from rural. The development shall be a logical extension of residential growth, which furthers the intent of the Preservation Project to provide passive recreation and low intensity land use buffers around protected areas. Such sites should be located within one-half mile of existing water and sewer, or within JEA plans for expansion.

1.1.20C

Extension of development standards from one Development Area to another may be permitted for a TOD without requiring a formal Development Area extension as identified in FLUE Policies 1.1.20, 1.1.20A and 1.1.20B, provided all of the following criteria are met:

A. The proposed development must be a TOD and must be for a development that is entirely located within one-half mile of a JTA RTS;
B. Extensions of development standards shall not be granted beyond one-half mile of a JTA RTS;
C. The Development Area subject to a development standards extension must be contiguous to the location proposed for receipt of additional development standards;
D. The proposed extension of development standards shall not include land located within the Rural Area;
E. The development standard extension shall be a logical expansion that facilitates the City's mobility goals and does not negatively impact surrounding neighborhoods; and
F. Extension of development standards may be granted through a PUD zoning. If a development standard expansion is approved, it shall be noted in the PUD and the enabling legislation.

1.1.21

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

1.1.22

Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

1.1.25
The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

Policies 1.2.4
Through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility Plan which addresses roadways, limit urban scale development to the Central Business District, Urban Priority Area~~.~~, Urban Area, and Suburban Area as identified in the 2030 Comprehensive Plan, in order to minimize the cost of public facilities and service delivery, and to conserve open space.

Objective 1.2 Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with ~~transportation,~~ potable water, wastewater, solid waste disposal, stormwater management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.

Objective 1.3 Continue to improve coordination between transportation and land use planning efforts in order to optimize transportation system capacity and promote high quality site designs.

Policies 1.3.4
New development sites shall be required, wherever possible to share existing access points. The City will encourage new service drives or roads and connections to existing service drives or roads when deemed appropriate by the ~~City~~ Traffic Engineering Division and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

1.3.8
The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

1.3.10
All new master-planned communities shall contain an integrated and connected network of roads and provide multiple alternative travel paths or modes. The location of the roadways and rights-of-way shall be established in the local development agreements taking into consideration factors such as access and wetlands.

Policies 2.3.1
Recognize the Central Business District (CBD) and its periphery as a significant urban area of the City appropriate for residential and mixed use projects at higher densities/intensities than the remainder of the City. Overall guidelines are included in the master plan for the downtown "Celebrating the River: A Plan for Downtown Jacksonville" adopted by City Council in 2000. The City's Land Development Regulations have been amended to include the Downtown Zoning Overlay and the Downtown Signage Overlay for the CBD which includes regulatory incentives for development/redevelopment in the CBD.

2.3.5
The JEDC, through adoption of "Celebrating the River: A Plan for Downtown Jacksonville" and the Downtown Zoning Overlay streetscape and landscape sections, has implemented through appropriate departments and agencies, landscaping plans adjacent to arterial road rights-of-way in the downtown and its peripheral redevelopment areas. Include Tree planting and landscaping is required in all redeveloped public areas in the CBD. Detailed requirements are included in the Transportation Element.

2.3.6
"Celebrating the River: A Plan for Downtown Jacksonville" and the Downtown Zoning Overlay require a network of pedestrian linkages and open spaces between offices, retailing, entertainment and other related areas in plans for revitalization of the CBD. The pedestrian and open space system should take takes advantage of the riverfront, making it more accessible to the general public and include a well-designed pedestrian linkage between Hemming Plaza and the Jacksonville Landing on the St. Johns River. Detailed requirements are included in the Transportation Element.

2.3.7
The JEDC, through adoption of "Celebrating the River: A Plan for Downtown Jacksonville", the Downtown Zoning Overlay and the Downtown Signage Overlay has established urban design, site design and building form guidelines that create high quality site designs, and will require that landscaped buffer areas, pedestrian walkways and other pedestrian and public transit use amenities are provided in site development plans. Detailed requirements are included in the Transportation Element.

2.3.8
JEDC shall continue promoting downtown redevelopment through the use of "Celebrating the River: A Plan for Downtown Jacksonville", the Downtown Zoning Overlay and the Downtown Signage Overlay that creates regulatory incentives that will encourage mixed use residential, office and commercial developments, thereby reducing the number of trips. Detailed requirements are included in the Transportation Element.

2.3.9
The JEDC, through adoption of "Celebrating the River: A Plan for Downtown Jacksonville" and the Downtown Zoning Overlay permits developers locating in the Central Business District (CBD) ~~Downtown Transportation Concurrency Exception Area (Downtown TCEA)~~ to provide required parking at peripheral locations within the CDB ~~Downtown TCEA~~, reduces on site parking by allowing use of existing off site parking facilities, reduces on site parking requirements when mass transit is available, creates carpool and van pool bonuses, provides for short term parking space credit, creates

minimum/maximum parking requirements that promote the use of various mass transit options available~~, consistent with the provisions of the Transportation Element~~. ~~The Downtown TCEA Implementation Plan contains a map (Figure 21) that identifies the boundaries of the area (outside a core area bounded by the River, Broad, Union and Liberty Streets) that may be considered for required parking at peripheral locations.~~

2.3.10
The Downtown DRI shall maintain adopted Levels of Service in the 2030 Comprehensive Plan for all public facilities (drainage, sanitary sewer, solid waste, potable water, recreation, and when applicable, schools) reviewed under concurrency, except for transportation facilities, which shall be governed by the Mobility Plan. ~~Downtown Transportation Concurrency Exception Area criteria referenced in this Section and the Transportation Element. The Mitigation Plan contained in the Transportation Element contains the guidelines to address impacts to public facilities, including State facilities and the Strategic Intermodal System.~~

2.3.11
JEDC continues to promote the development and redevelopment of mixed-use projects that include housing and retail uses in the downtown area by providing regulatory incentives to developers of such uses. Examples of regulatory incentives consistent with this policy and Policy 2.3.15 are the lessening of parking requirements, flexibility in location of required parking and regulatory relief on Brownfields projects.

2.3.13
The City, JEDC and JTA will continue to promote the Automated Skyway Express as a mass transit option for meeting parking requirements of downtown development and redevelopment projects on the periphery, but within, the Central Business District ~~Downtown TCEA~~.

2.3.15
The City and JEDC shall encourage growth ~~establish a Downtown Transportation Concurrency Exception Area (Downtown TCEA) for the CBD as shown in Map L-21. Growth shall be encouraged to locate~~ within the CBD. More specifically, the City and JEDC shall continue implementing it's current regulatory incentives to promote downtown revitalization to encourage growth to locate in the identified downtown revitalization area in order to discourage urban sprawl, reduce development pressures on rural lands, maximize the use of existing public facilities and centralized commercial, government, retail, residential, and cultural activities.

2.3.16
The City and JEDC shall continue encouraging development and redevelopment within the ~~designated Downtown TCEA by exempting development and redevelopment projects in the~~ CBD ~~from transportation concurrency~~. ~~The~~ Growth within the CBD will be exempt from the Mobility Plan requirements and governed by the Consolidated Downtown DRI Development Order ~~will be modified by the filing of a DRI Notice of Proposed Change (NOPC) to all applicable regulatory agencies, including the Northeast Florida Regional Council, the Florida Department of Transportation (FDOT), and the Florida Department of Community Affairs, to remove the previously approved transportation improvements required to support the DRI development rights in Phase II and Phase III and to reduce the amount of development rights available in those Phases.~~ through Phase I. Previously approved transportation improvements in Phase II

and Phase III will be replaced by the improvements included in the ~~Downtown TCEA Implementation Plan, which is incorporated into the Comprehensive Plan by reference.~~ Mobility Plan for Mobility Zone 10. Prior to proceeding with Phases II or III of the Downtown DRI, the City shall either rescind or abandon the DRI pursuant to Section 380.06, F.S. ~~Transportation analysis included in the Implementation Plan will be used to support the Downtown TCEA and will also be used to support the DRI NOPC modification referenced above. Additional strategies and improvements may be analyzed and included in the NOPC. If they are found to be satisfactory approaches by the reviewing agencies, then the available development rights may be adjusted to reflect them. If the additional mitigation strategies and improvements in the NOPC are found to be satisfactory by the reviewing agencies, then the available development rights may be adjusted to reflect the incorporation of these mitigation strategies and improvements into the DRI. Improvements, if any, that are included in the revised development order that are not listed in the financially feasible Capital Improvement Plan that is part of the Implementation Plan, will be adopted into a subsequent Capital Improvement Plan.~~

2.3.17

As further addressed in the Transportation Element, the JEDC and FDOT will continue to monitor development within the ~~Downtown TCEA~~ CBD annually according to the remaining conditions of Phase I of the Consolidated Downtown DRI Development Order. ~~Should monitoring show the rate of development or land use mix vary significantly from projections which has an adverse effect on mitigation, the JEDC in conjunction with the City may reanalyze the Downtown TCEA traffic impacts on the roadway network. The monitoring effort may also include a review of implementing policies of the Downtown TCEA and adjustments to their schedules or strategies as necessary based on the actual rate of development as necessary based on the actual rate of development, to be applied prospectively to development projects which do not already have an allocation of development rights from the master developer of the Downtown DRI, an approved Planned Unit Development, a redevelopment agreement or development agreement with the City, or other recognized approvals from the City or the JEDC which would facilitate development of a project.~~

2.3.18

Mobility Zone 10 ~~The Downtown TCEA~~ is not included in the Coastal High Hazard Area. However, three of the four bridges included in or bordering Mobility Zone 10 ~~the Downtown TCEA~~ are included in designated hurricane evacuation routes as shown on Map T-9 in the Future Transportation Map series. These bridges in the downtown area have the potential to be “bottlenecks” at a strategic location along the routes. In order to prevent the additional residential density desired in downtown from exacerbating the problems associated with evacuation, additional shelter spaces are needed to get cars off the roads before they reach downtown. For this reason, residential developments or redevelopments proposed within Mobility Zone 10 ~~the Downtown TCEA~~ may meet the requirements of Conservation/Coastal Management Element Policies 7.2.6 and 7.2.7 as one of the capacity improvements pursuant to Table 1 of the Transportation Element.

~~**2.3.19**~~

~~Nothing contained in amendments to Objective 2.3 and related policies adopted pursuant to Ordinance 2005-1242 shall be construed to abrogate vested rights or obligations which may be applicable to any development within the Downtown DRI, under common law, the City of Jacksonville Comprehensive Plan or Chapter 163,~~

~~Florida Statutes, which vested rights have accrued prior to adoption of Ordinance 2005-1242. Specifically, the provisions of amendments to Objective 2.3 and related policies adopted pursuant to Ordinance 2005-1242 shall not be applicable to any development for which development rights have been assigned or allocated by the City and the JEDC from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City and the JEDC and such developer prior to the adoption of Ordinance 2005-1242 which vested allocation shall inure to the benefit of such developer, its successors and assigns. In addition, the provisions of amendments to Objective 2.3 and related policies adopted pursuant to Ordinance 2005-1242 shall not abrogate any obligations incurred by the City, developers, or any third party in conjunction with any development for which development rights have been assigned or allocated by the City and the JEDC from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City and the JEDC and such developer prior to the adoption of Ordinance 2005-1242.~~

<u>Objective 2.10</u> Apply urban development characteristics as defined in this element to suburban mixed-use development projects as a means of promoting the development of complementary uses that include cultural, recreational, and integrated commercial and residential components, in order to reduce the negative impacts of urban sprawl.

Policies 2.10.2
The City shall include incentives in the development review process to encourage residential development with supporting uses such as retail, restaurant, recreation and open space that relate physically and visually to nearby areas of the City through a design concept, which includes, but is not limited to:

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

Policies 3.1.11
The City shall require new residential areas to be designed to include an efficient system of internal circulation and connection to adjacent developments and neighborhoods. The Land Development Regulations shall detail the requirements for public access and interconnectivity within and between developments based on standards such as but not limited to a connectivity score, maximum separations between connections to adjacent developments, and rules relative to hours, operations, and public safety considerations for any restriction of access through the use of gates.

3.1.16
Sites located ½ mile walking distance (approximately 15 minutes) from the Jacksonville Transportation Authority's (JTA) planned Rapid Transit System (RTS) are presumed to be suitable locations, and are encouraged, for transit-oriented developments as described in this Element, subject to a case-by-case review of consistency with State and regional plans, the Comprehensive Plan and adopted neighborhood plans and studies.

3.1.17
The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

3.1.18
The City shall develop incentives through the Planning and Development Department to encourage new transit oriented development and redevelopment outside of the Urban Core. Incentives shall include allowing increased residential density, reduced automobile parking, pedestrian oriented open space, mixed use, and reduced setbacks in areas designated for mass transit stations.

3.1.21
The City shall provide design standards in the Land Development Regulations to ensure compatibility with adjacent uses and to protect neighborhood scale and character through transition zones, bulk, massing, and height restrictions. The City shall consider the feasibility and effectiveness of developing design standards for each Development Area, not to include the ~~Downtown TCEA~~ Central Business District which has established design standards.

3.1.25
In order to maintain and enhance existing residential enclaves and low density residential areas, the commercial, industrial, Medium Density Residential, and High Density Residential future land use category descriptions shall include provisions for general neighborhood protection.

Policies 3.2.2
The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

3.2.5
The City shall incorporate the City of Jacksonville Design Guidelines and Best Practices Handbook into the Land Development Regulations.

3.2.10
The City shall encourage redevelopment and revitalization of rundown strip commercial areas through incentives such as the use of residential density credits for infill and mixed use development.

3.2.13
The City shall encourage commercial uses at interstate interchanges to use site design measures which serve to unify the projects by such techniques as cross access and interconnectivity. The site design measure should minimize impacts to surrounding areas.

Objective 3.4 Where feasible, the City shall encourage all new developments to conform to a compact and connected growth pattern with land use diversity and improved interrelationships among living, working, shopping, education and recreational activities.

Policies 3.4.1
The City shall encourage new development that cannot be connected to and is not a logical extension of existing neighborhoods to incorporate urban development characteristics as defined in this element. Such development should place homes, jobs, schools, shopping and recreation in close proximity and should be linked with downtown Jacksonville and other important destinations by public transit.

3.4.4
Development characteristics, appropriate for each Development Area, shall be included within each commercial land use category description and shall include but are not limited to the vertical integration of a mix of uses, the relationship to roadways classified on the Functional Highway Classification Map, and pedestrian-friendly siting of uses.

3.4.5
The City strongly encourages the functional and visual integration of existing or planned transit facilities into adjacent developments through the use of design features, including, but not limited to safe, convenient, and attractive pedestrian connections.

To further this policy, Land Development Regulations, including landscape and buffer requirements, shall be amended as necessary in order to allow for unobstructed and convenient pedestrian access between transit and adjacent developments.

Policies 4.1.12
Where appropriate, the Land Development Regulations shall be updated to promote mobility-friendly site and building design and scale. These updates should accommodate site and building design and scale that is oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques should also be included in the updates to address walkable and bikeable communities.

4.1.13
Within one year after adoption of the Mobility Plan, the Land Development Regulations shall be revised to reflect the resulting Comprehensive Plan changes.

GOAL 6
To increase coordination between land use, transportation, and utility infrastructure.

Objective 6.1 The City shall create a Land Use, Utility, and Transportation (LUUTRAN) working group. The Planning and Development Department will implement the bi-annual (at a minimum) meeting so as to facilitate improved coordination between land use, transportation, and other utility infrastructure planning. At a minimum, representatives from the following agencies shall be included in the working group: FDOT, TPO, JTA, JPDD, St. Johns River Water Management District (SJRWMD), Department of Public Works, the Planning Commission and JEA.

Policy 6.1.1
The LUUTRAN working group shall discuss and strategize on the following issues and others, as appropriate:

- Coordination between the JTA's Rapid Transit System and Commuter Rail plans and the Future Land Use Map in a manner that balances the goals of congestion relief, mobility alternatives and corridor redevelopment.
    - The Future Land Use Map and the JTA's Rapid Transit System (RTS) and Commuter Rail plans should link high density residential origins, existing and emerging employment centers, entertainment/retail destinations, and high commuter corridors.
- Coordination among the JTA plans and policies, the North Florida Transportation Planning Organization (TPO) plans and policies, and the Future Land Use plans, including promotion and cultivation of transit-oriented developments (TODs).
- Development of strategies to require linkages between land use and transportation, and incentives to achieve mixed use and mixed density developments.
- The City and the JTA shall coordinate regarding the development of moderate to high density station area plans and master-planned areas with a mix of uses that is compact and interconnected and utilizes appropriate land development regulations as provided in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
- Coordination between utility infrastructure and land planning should include the sustainability of our river and our water supply.
- Assessment of existing utility infrastructure or the need for improved infrastructure in order to support land use and transportation plans.
- Coordination of transportation planning activities with JTA and the TPO to ensure planned transportation investment and support land use objectives.

Objective 6.2
~~After the development of the revised Future Land Use Map, as outlined in Objective 4.5, the City will evaluate the need to develop Corridor Mobility Plans.~~ The land use and transportation strategies that support and fund mobility are contained in the Mobility Plan (Jacksonville Planning and Development Department, April 2011), adopted by reference and on file with the Planning and Development Department.

Policies 6.2.1
~~For any Corridor Mobility Areas (CMAs) the City designates, the City shall determine the feasibility of alternative forms of transportation and corresponding land uses within the designated corridor mobility areas. Designation of a CMA shall be coordinated with the JTA's plans for mass transit including the Rapid Transit System and Commuter Rail.~~ Within five (5) years of the effective date of the Mobility Plan, the Planning and Development Department in cooperation with the Department of Public Works shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines.

6.2.2
~~Pending the possible development of Corridor Mobility Plans, local funding resources should be evaluated to support the needed improvements that will be identified. In addition to federal, state and private funds the following local options should be considered to promote additional transportation funding: gas taxes, sales taxes, local option documentary stamp surtax, proportionate share contributions, user fee financing, private partner funding.~~ At the time of the first five-year evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.

6.2.3
Within one year after adopting the Mobility Plan, the City shall evaluate the Future Land Use Map series (FLUMs) for changes needed to implement the six planning district vision plans and to further the intent of the Mobility Plan.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Policies 6.3.1
After completion of the Vision Plans for the City's six planning districts and the revised Future Land Use Map, the City shall identify major arterial corridors appropriate for "Infill and Redevelopment Master Plans". These plans will:

- Incentivize redevelopment for each major arterial corridor with priority given to those corridors located within a ½ mile ~~walking~~ distance ~~(approximately 30 minutes)~~ of the JTA's planned Rapid Transit System or Commuter Rail facilities;
- Identify parcels of land where infill or redevelopment is appropriate, as well as the locations of those areas that are appropriate for transit-oriented development, or a similar development pattern, in association with the JTA's proposed Rapid Transit System ~~or Commuter Rail lines~~;
- Identify areas where JTA should focus investment in transit stations and related facilities to act as a catalyst for redevelopment along identified corridors;
- Identify infrastructure needs; ~~and~~
- Identify opportunities for density bonuses, affordable housing, and credits for transit or other alternative forms of transportation to address ~~concurrency requirements.~~ mobility; and
- Identify land assembly opportunities.

6.3.2
In addition to or in support of the City's Land Development Regulations, developments within designated infill areas contained within the "Infill and Redevelopment Master Plans" described in Policy 6.3.1 shall incorporate the following elements to enhance compatibility with the surrounding community:

- Sidewalks that connect to the adjacent sidewalk system;
- Public streets that connect to the adjacent street pattern;
- Preservation of historically significant structures whenever feasible;

- Inclusion of, or relationship to, civic spaces;
- Street furniture, lighting and landscaping that is primarily oriented to pedestrian use in conjunction with Development Standards;
- Setbacks, building envelopes, use and parking compatible with surrounding community and as set forth in the City's Development Standards and;
- Primary entrance shall orient to the street or public walkway, with direct, barrier-free and convenient pedestrian connections as set forth in the City's Development Standards.

6.3.3
Through implementation of the Land Development Regulations, the Future Land Use Map, and other studies and master plans, the City will target the development of workforce and affordable housing in areas where individuals and families can make the best use of transportation corridors and mass transit.

6.3.4
The City shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

6.3.5
The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or redevelopable parcels.

6.3.6
To interconnect various pedestrian routes within and among commercial projects, the Land Development Regulations shall be revised to require the use of an unobstructed pedestrian zone in between the roadway and the building façade along commercial corridors within the Urban Priority Area and Urban Area or some other alternative regulatory criteria that creates a safe and attractive pedestrian environment, consistent with the City's Design Guidelines and Best Practices Handbook.

VESTED DEVELOPMENT RIGHTS

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

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

(2) That a final local development order was issued for the development and development has commenced and is continuing in good faith prior to the adoption of the 2030 Comprehensive Plan; ~~or~~

(3) That a property owner or other similarly situated person:

(a) has acted in good faith and in reasonable reliance;
(b) upon a valid, unexpired act or omission of the government; and
(c) has made such a substantial change in position or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights he has acquired~~.~~; or

(4) That concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired and shall be recognized and accepted until expiration, unless the applicant chooses to pursue the mobility fee system as an alternative.

Definitions

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

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

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

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

Context Sensitive Streets – Street cross-sections which are designed and constructed to respond to their immediate surroundings. Specifically, context sensitive streets (CSS) consider the community, land, and surrounding built environment which streets, roads, and highways pass through and emphasize that transportation facilities should fit their physical settings, preserve neighborhood character, and maintain safety and mobility.

Development Area – An area depicted on the FLUM series which controls the density, development characteristics, and other variables within plan categories. The City is organized by five tiers of Development Areas including: the ~~Downtown TCEA/~~Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA).

Mobility Plan – Refers to the 2030 Mobility Plan, adopted by reference.

Multi-use Path – A shared-use pathway used by pedestrians, roller-bladers/skaters, runners, bicyclists, and other non-motorized users that is separated from motorized vehicular traffic by an open space or other barrier and is located within a public or private right-of-way.

3.2 Transportation Element (TE)

TE Goals, Objectives, and Policies

The following existing and revised/proposed goals, objectives and policies respond to the strategies outlined in this Mobility Plan. Proposed new objectives and policies, as well as proposed deletions or additions to current policies, are shown in strikethrough/underline format. The JPDD recommends that these text changes be submitted as amendments to the Comprehensive Plan resulting from this Mobility Plan in order to support and fund mobility.

Policies 1.1.2

~~The minimum levels of service acceptable on all roads shall be as stated in the table below, and applicable to the PM peak hour and 24 hour periods. These minimum levels of service standards shall be applicable to both local roadways and State Highway System facilities. The Jacksonville Urbanized Area designation includes the urban boundaries established for Duval County by the FDOT for its planning and funding purposes, as well as the Urban and Suburban Areas established in the Capital Improvements Element.~~

~~The Jacksonville Transition Area designation includes the rural boundaries established for Duval County in the Capital Improvements Element.~~

~~Jacksonville Urbanized Area~~	
~~Florida Strategic Intermodal System (SIS), Limited Access Highways (Freeways) and Controlled Access Highways~~	~~Level of Service D~~
~~Principal Arterials, Minor Arterials, Collectors, and Local Streets~~	~~Level of Service E~~
~~Jacksonville Transition Area~~	
~~Florida Strategic Intermodal System (SIS) , Limited Access Highway (Freeways), and Controlled Access Highways~~	~~Level of Service C~~
~~Principal Arterials, Minor Arterials, Collectors, and Local Streets~~	~~Level of Service D~~
~~*The level of service designation shown in parentheses applies only when exclusive through lanes are physically separated from general use lanes along limited and controlled access facilities. Access to the~~	

~~exclusive use lanes is highly regulated and may be used for high occupancy vehicles, express buses, passenger rail service, etc.~~

~~The Florida Strategic Intermodal System (SIS) comprises a statewide network of limited and controlled access highways. The primary function of the system is for high-speed and high-volume traffic movement within the state. Access to abutting land is subordinate to this function, and such access must be prohibited or highly regulated. Highways in the City of Jacksonville currently designated in the Florida Transportation Plan as part of the, SIS are: I-95, I-10, I-295, S.R. 9A, U. S. 301, and the proposed Branan Field/ Chaffee Road.~~

~~The level of service (LOS) definitions which follow are to be the primary point of reference in consideration of issues~~:

The City shall adopt a city-wide multi-modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map T-12, so as to arrive at a Mobility Score for each Zone. The Mobility Score provides a measurement to determine the average quality of service of the Mobility Plan within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.

Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city-wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.

Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:

- Auto/Truck Mode
- Transit Mode
- Bicycle Mode
- Pedestrian Mode

Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).

Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.

In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:

Q/LOS B = 4 (4.00)

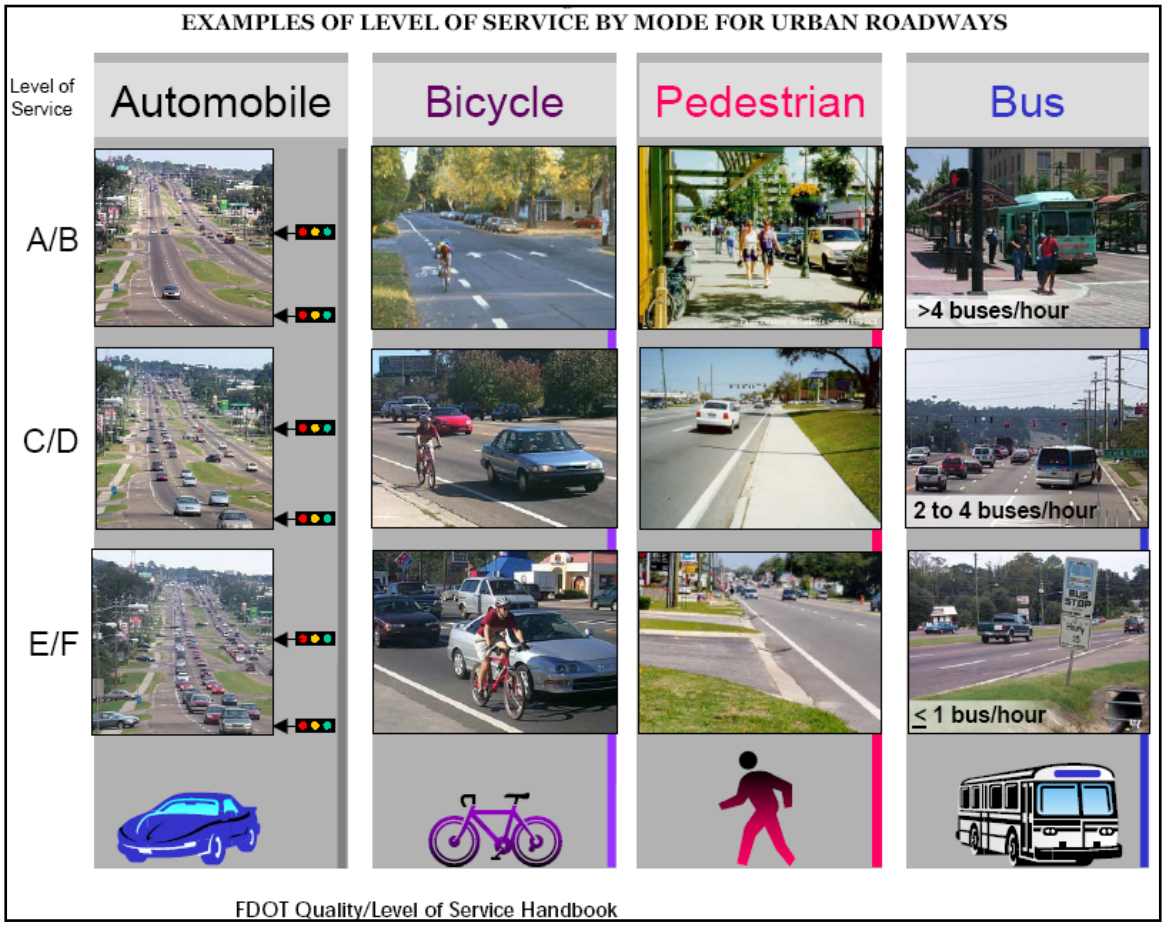
Q/LOS C = 3 (3.00 to 3.99)

Q/LOS D = 2 (2.00 to 2.99)

Q/LOS E = 1 (1.00 to 1.99)

Q/LOS F = 0 (0.00 to 0.99)

The figure below provides a visual interpretation of Q/LOS by mode choice.



Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.

The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).

The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop,

their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes.

~~Level of Service A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial class. Vehicles are completely unimpeded in the ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.~~

~~Level of Service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.~~

~~Level of Service C represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds by about 50 percent of the average free-flow speed for the arterial class. Motorists will experience an appreciable tension while driving.~~

~~Level of Service D represents conditions under which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 50 percent of free-flow speed.~~

~~Level of Service E is characterized by significant approach delays and average travel speeds of one-third of the free-flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.~~

~~Level of Service F characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, resulting in high approach delays. Adverse progression is frequently a contributor to this condition.~~

~~The City shall make a determination as to a link's ability to meet these standards by comparing City of Jacksonville and FDOT PM peak hour traffic data with the threshold values contained in the FDOT the *Quality/Level of Service Handbook*, as amended, for the corresponding facility type, average signalization per mile rate, and minimum acceptable level of service. Each roadway segment failing to meet these criteria shall be reviewed and a determination made as to whether the segment is either constrained, backlogged, or located in a Transportation Concurrency Management Area.~~

Table 1.1.2 provides the 2030 projection of weights and scores.

TABLE 1.1.2
2030 PROJECTED MOBILITY SCORES

2030 Mobility Score by Mobility Zone
With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in Zones 7, 8, 9 & 10

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted Score	Weighted Q/LOS "Grade"
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight		
1	1.68	60%	0.72	10%	2.41	15%	1.71	15%	1.70	E
2	1.78	60%	1.17	10%	2.69	15%	1.76	15%	1.85	E
3	2.56	80%	0.23	5%	2.40	10%	1.23	5%	2.36	D
4	2.29	80%	0.51	5%	2.43	10%	1.24	5%	2.16	D
5	2.13	80%	0.06	5%	2.12	10%	1.18	5%	1.98	E
6	2.36	80%	0.06	5%	2.62	10%	1.40	5%	2.22	D
7	1.39	25%	1.44	25%	1.73	25%	1.93	25%	1.62	E
8	2.09	25%	2.34	25%	1.92	25%	2.05	25%	2.10	D
9	1.99	25%	1.95	25%	1.91	25%	1.85	25%	1.93	E
10	2.02	20%	2.65	30%	1.96	20%	2.52	30%	2.35	D
Average	2.03		1.11		2.22		1.69		2.03	D

LEGEND:
Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT *2009 Quality/Level of Service Handbook*)
Q/LOS "C" = 3 (3.00 to 3.99)
Q/LOS "D" = 2 (2.00 to 2.99)
Q/LOS "E" = 1 (1.00 to 1.99)
Q/LOS "F" = 0 (0.00 to 0.99)

NOTES:
1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.
2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.
3. City of Jacksonville CIE Prioritized Roadway Projects ($218,000,000) Included in Auto/Truck Mode Scores.
4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).

1.1.3
~~The City's level of service standards for constrained and backlogged segments shall be as shown in the table as follows:~~

~~Constrained Facilities~~	
~~Florida Strategic Intermodal System (SIS), Limited Access Highways (Freeways) and Controlled Access Highways~~	~~Maintain~~
~~Principal Arterials, Minor Arterials, Collectors, and Local Streets~~	~~Maintain~~

~~**Backlogged Facilities**~~	
~~Florida Strategic Intermodal System (SIS), Limited Access Highway (Freeways), and Controlled Access Highways~~	~~Maintain~~
~~Principal Arterials, Minor Arterials, Collectors, and Local Streets~~	~~Maintain~~

The City will ~~utilize the following measures to~~ ~~ensure~~ maintain operating conditions ~~are being maintained~~ on State and City roads classified as constrained or backlogged in accordance with the requirements of the Florida Statutes or Florida Administrative Code.

~~Constrained Facilities - A roadway facility is classified as a constrained facility when, for physical, environmental or political reasons, the facility cannot be expanded by at least two through lanes. A constrained facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A constrained facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes or a five percent (5%) reduction in the facility's operating speed. The initial classification of facilities as constrained shall be based on same-year field counts and shall be concurrent with adoption of the 2030 Comprehensive Plan. Table T-6 in the Background Report lists the FDOT-identified constrained facilities in the City of Jacksonville. Traffic count data shall be reviewed, and the identification of constrained facilities shall occur, at minimum, at the start of each Jacksonville Transportation Study update.~~

~~Backlogged Facilities - A roadway facility shall be classified as backlogged when it has begun to operate at less than the minimum acceptable level of service, as defined in Policy 1.1.2, and when no constraints exist which would prohibit installation of capacity improvements, and such improvements are not programmed for construction in the first three years of FDOT's adopted work program or the five-year schedule of improvements in the Capital Improvements Element. A backlogged facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A backlogged facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a five percent (5%) reduction in the facility's peak hour or daily operating speed. The initial classification of facilities as backlogged shall be based on same-year field counts and shall be concurrent with adoption of the 2030 Comprehensive Plan. Table T-6A in the Background Report, includes those facilities classified as backlogged. Traffic count data and the Transportation Improvement Program shall be reviewed at a minimum of every two years.~~

~~Development orders will not be issued for projects which will significantly degrade the operating conditions of either a constrained or backlogged facility unless development proposed along said facilities provides mitigation to accommodate the increased traffic volumes that will be generated. The City of Jacksonville considers the operating~~

~~condition of a constrained or backlogged facility to be significantly deteriorated if the standards stated above are exceeded.~~

~~Development orders for projects served by constrained or backlogged facilities will be issued only if the applicable standards for the Jacksonville Urbanized Area and/or Transition Area discussed above are not exceeded and if the operating condition on the constrained or backlogged facility can be maintained through the implementation of one or more of the following:~~

~~1. Mitigation of impacts during the peak hour of roadway traffic through implementation of flexible work shifts, off-peak work shifts, or other measures to reduce peak hour impacts.~~

~~2. Provision of extraordinary mass transit support such as reducing the number of available employee parking spaces and subsidizing employee transit fares.~~

~~3. Make road improvements which will cause operating conditions on the constrained facilities to be maintained or maintain and improve operating conditions on backlogged facilities, or contribute the necessary amount of money projected each year to the mass transit system's operating or capital costs program.~~

~~4. Provision of data collected in the field using FDOT guidelines to demonstrate that the facility in question is actually operating at a better level than would be assumed using a computer analysis procedure.~~

~~Prior to implementing any of the above mitigation measures, the developer must provide documentation which shows how the proposed measure will mitigate for the increase in traffic volumes that will be generated.~~

1.1.4

~~The City shall coordinate with the Florida Department of Transportation, Department of Public Works, the Jacksonville Transportation Authority (JTA), and North Florida Transportation Planning Organization (TPO) in order to ensure that levels of service on backlogged facilities are improved to the minimum adopted standards identified in Policy 1.1.2. This coordinated effort will be achieved by giving priority to identified backlogged facilities when prioritizing projects in the TPO Transportation Improvement Program, FDOT's Five Year Work Program, Public Works Department Transportation Improvement Program and the 2030 Comprehensive Plan Capital Improvements Element.~~ A development that is exempt from the transportation concurrency requirements under the Florida Statutes shall be exempt from the mobility fee system.

~~1.1.5~~

~~The City shall identify and designate Transportation Concurrency Management Areas (TCMA) as the need arises. If a portion of the State Highway System is located within the (TCMA), the City shall negotiate with the FDOT the appropriate levels of service for the state roadways located therein.~~

1.1.6~~5~~5
For the purpose of issuing a development order or permit, a proposed development which is deemed to have a de minimis impact, meeting the requirements of ~~Rule 9J-5.0055(3) (C) 6a-c, F.A.C.~~ the Florida Statutes or Florida Administrative Code, shall not be subject to the concurrency requirements of ~~Rule 9J5.0055(3) (C) 1-4, F.A.C~~ the Florida Statutes or Florida Administrative Code. In this regard, the City has implemented a de minimis exemption provision as a component of its Concurrency Management System and to the application of a mobility fee.

Policies 1.2.3
The City, through its Mobility Fee ~~Concurrency Management~~ System and other programs, shall determine the need, timing, and funding of transportation improvements to correct the capacity deficiency.

Policies ~~1.3.1~~
~~The City shall identify and designate Transportation Concurrency Management Areas (TCMA) as the need arises. If a portion of the State Highway System is located within the TCMA, the City shall negotiate with the FDOT the appropriate levels of service for the state roadways located therein.~~

~~Policies 1.3.2~~ (subsequent policies renumbered accordingly)
~~The City shall establish and maintain as part of its Concurrency Management System, specialized guidelines for interpreting and applying Level of Service (LOS) standards to applications for final development orders and permits with the TMA. These guidelines may permit roadway screenline methodologies for roadways within a five (5) mile radius of the TMA. In such methodologies, screenlines will be created, which intersect a system of roadways with similar directional movements. Total traffic volumes on the roadway segments intersected by the screenlines shall not exceed total available capacities for such roadway segments. Any development proposed within the TMA shall be reviewed pursuant to these specialized guidelines as a basis for the issuance of final development orders and permits.~~

Objective 1.4
~~In order to minimize the unintended effects of concurrency, a Specialized Concurrency Management System for the impact area of NAS Cecil Field, each of the following policies shall be taken into consideration and included as part of the acceptable forms of mitigation for transportation impacts from NAS Cecil Field for purposes of compliance with transportation concurrency standards of Chapter 163, Florida Statutes, when applicable to development within NAS Cecil Field:~~
Through implementation of the Mobility Plan and Multi-modal Transportation Study (Ghyabi & Associates, 2010), the City shall strive to reduce its per capita Vehicle Miles Traveled (VMT) by 10% by 2030. A baseline for the City's average VMT shall be developed in order to measure the progress of this goal over the course of the plan.

The Study shall be evaluated and revised as necessary every five (5) years with the update of the North Florida TPO's Long Range Transportation Plan (LRTP). The Study shall produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.

Policies 1.4.1

~~Credit should be given for:~~

~~(i) the cost and number of internal roads to be constructed as part of the redevelopment of NAS Cecil Field and dedicated to the City,~~

~~(ii) the City and related agency investment in the transportation network serving the impact area of NAS Cecil Field, and~~

~~(iii) contributions of land and funding from the City to the Florida Department of Transportation (FDOT) for FDOT improvements to the State Highway System in the impact area of Cecil Field shall be established.~~

The land use and transportation strategies that support and fund mobility are contained in the Mobility Plan (Jacksonville Planning and Development Department, April 2011), adopted by reference and on file with the Planning and Development Department.

1.4.2

~~Prior to implementation of the Specialized Concurrency Management System the city, DCA, and FDOT will cooperatively develop a Chapter 163 agreement which will deal with these concurrency issues. This Chapter 163 agreement will identify the specific components of the concurrency system for Cecil including but not limited to level of service standards, area of testing, reporting and permitting requirements.~~

~~Each of these shall be taken into consideration and included as part of the acceptable forms of mitigation for transportation impacts from NAS Cecil Field for purposes of compliance with transportation concurrency standards of Chapter 163, Florida Statutes, when applicable to development within NAS Cecil Field.~~

The City shall amend the local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility Plan.

1.4.3

~~The measurement for traffic concurrency shall be based on PM peak hour trips rather than average daily trips. The trips credits provided for conditions prior to base closure shall be measured in units which are the same as the City's Concurrency Management System and not in average daily trips.~~

The CIE shall be based upon the transportation modes improvement project list set forth in the Mobility Plan.

1.4.4

Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.

1.4.5

At the time of the first five-year evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as

to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.

1.4.6
The City shall increase the data collection with regards to pedestrian and bicycle facilities on existing, local roadways within five (5) years of the effective date of the Mobility Plan. The subsequent Multi-modal Transportation Study will base the bicycle and pedestrian transportation modes on this data collection.

1.4.7
The City shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

1.4.8
The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or redevelopable parcels.

1.4.9
The street network shall generally be designed to promote the overall connectivity of all transportation systems while avoiding excessive through-traffic in residential areas by including where appropriate:

- Multiple direct multi-modal connections to and between local destinations such as parks, schools, and shopping;

- Inter-connections to multi-modal transportation facilities and services within and outside the boundaries of each Development Area, including bus services, regional rail service, regional greenway and trail systems, the SIS, and the regional aviation facilities;

- Modified grid systems, T-intersections, roadway jogs, and other appropriate traffic calming measures to discourage the use of local streets for cut-through traffic; and

- Additions or enhancements to improve the street network connectivity index.

1.4.10
Approximately 11 percent (11%) of the mobility fee collected per development shall be allocated for projects identified on the bicycle and pedestrian prioritized transportation mode improvement list within the applicable mobility zone, as found within the Mobility Plan. This percentage shall be revised as necessary at the time of the 5-year evaluation of the Multi-modal Transportation Study.

1.4.11
Although the Development Area boundaries may change, the weighted VMT value for each Development Area shall only be re-assessed at the next scheduled update of the Mobility Plan.

Objective 1.5

The City shall maintain the Central Business District (CBD) ~~Transportation Concurrency Exception Area (TCEA)~~ within the geographic area depicted on Map L-21, the Development Areas, of the Future Land Use Element for the purposes of downtown revitalization. This area includes all of the downtown revitalization area under the jurisdiction of the Jacksonville Economic Development Commission (JEDC). Transportation and mobility needs within the CBD shall be met through implementation of the following policies. ~~Central Business District TCEA.~~

~~A Transportation Concurrency Exception Area (TCEA) was established in the CBD for the purpose of downtown revitalization. The area of the TCEA is the 1,740 acres of the downtown included in the DRIs. Within the TCEA, which includes all of the downtown revitalization area under the jurisdiction of the Jacksonville Economic Development Commission (JEDC),, there shall be no transportation concurrency requirements, however, alternatives forms of mobility should be studied and made available. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:~~

~~**Policies 1.5.1**~~

~~The TCEA shall be mapped as Map L-21 and Map T-12 within the City of Jacksonville Land Use and Transportation Map Series.~~

1.5.~~2~~1

The City, in cooperation with appropriate public and private agencies shall continue to initiate methods to decrease automobile travel on, or encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the ~~TCEA~~ CBD. Such methods may include where appropriate, but are not limited to, the following:

1. Marketing and public education campaigns that promote the benefits and availability of transit;

2. Continued retrofitting of sidewalks and lighting within the City to encourage pedestrian alternatives and to improve pedestrian access to transit and commercial facilities;

3. Improvement of intersections to facilitate safe pedestrian modes of transportation;

4. Retrofitting of roadways within the City to include bicycle facilities thereby encouraging bicycling as alternative transportation;

5. Promoting and encouraging ridesharing, carpooling, staggered work hours and telecommuting;

6. Continued marketing of the City as a desirable and attractive place to live and work in an effort to accomplish compact growth;

7. Require that transit, bicycle, and pedestrian design considerations are ~~be~~ included in the design of all redevelopment and new development projects.

~~**1.5.3**~~

~~The City shall, in cooperation with the North Florida TPO and Florida Department of Transportation, refine the Congestion Management System (CMS). The strategies developed within the CMS shall give higher priority to corridors serving the TCEA and be incorporated within the Transportation Element of the City of Jacksonville Comprehensive Plan. The City shall support and suggest to the North Florida TPO to give priority to the appropriate projects from the congestion management plan affecting the TCEA and adding them to the North Florida TPO's Transportation Improvement Plan. The CMP shall include the following:~~

- ~~Establishment of measures and standards to assess mobility patterns and the performance of roadways and transit systems;~~
- ~~Identification of congested corridors and areas;~~
- ~~Identification of short and long range transportation strategies;~~
- ~~Establishment of a monitoring process to assess the effectiveness of the congestion management strategies.~~

~~**1.5.4**~~

~~In cooperation with the North Florida Transportation Planning Organization (TPO) and Jacksonville Transportation Authority (JTA), the City will give highest priority to the funding of necessary capacity improvements to roadways and transit services that would help to relieve congestion on roadways within the TCEA, which are operating below the adopted LOS standard.~~

1.5.~~5~~2

The City shall coordinate with the Jacksonville Transportation Authority (JTA) and the North Florida TPO [through the Congestion Management System (CMS)] to steadily increase the number of riders using JTA bus routes within the City by 2020.

1.5.~~6~~3

The City shall coordinate with JTA to include transit service strategies for enhancing mobility within the ~~TCEA~~ CBD such as continued development of the Skyway or other mass transportation systems.

1.5.~~7~~4

The City, in cooperation with the North Florida TPO and JTA, shall continue updating the facilities plan to improve transit facilities within the ~~TCEA~~ CBD.

1.5.~~8~~5

The City will continue the use of a Trolley system to serve the Central Business District. This system provides intermodal connections to other systems such as Skyway or other mass transportation systems, buses, bicycling, pedestrians, parking garages, and major attractions.

1.5.~~9~~6

The City will continue to cooperate with the North Florida TPO and JTA in planning a high capacity transit system for Duval County. This system should be focused to serve the ~~TCEA~~ CBD and provide intermodal connections to other systems such as buses, bicycling, pedestrians, parking garages, and major attractions.

1.5.~~10~~7
The City in cooperation with FDOT will continue to support Transportation Management Organization (TMO) activities such as Downtown Vision.

1.5.~~11~~ 8
The City shall continue developing a program to construct additional bicycle facilities in the ~~TCEA~~ CBD to accommodate and encourage the use of bicycles as transportation. These could include bike lanes, bike paths, racks, and other bicycle parking facilities.

1.5.~~12~~9
The City shall continue constructing new sidewalks and other pedestrian facilities throughout the ~~TCEA~~ CBD to encourage more pedestrian trips. High priority will be given to sidewalks that improve mobility and connectivity to transit.

~~**1.5.13**~~
~~Contained in Objective 1.8 is a process for monitoring overall mobility and economic development within the TCEA. It includes improvements and/or expansion of mass transit, pedestrian travel, bicycling and other forms of non-automobile travel within the TCEA.~~

~~**1.5.14**~~
~~As included in the Downtown Jacksonville TCEA Monitoring Plan, the City shall evaluate the effectiveness of the Transportation Concurrency Exception Area every 5 years by monitoring the following performance measures annually:~~

- ~~Level of development/redevelopment activity within the urban redevelopment and downtown revitalization areas;~~
- ~~Improvements to mass transit infrastructure serving the urban redevelopment and downtown revitalization areas;~~
- ~~Increase in mass transit ridership within the urban redevelopment and downtown revitalization areas;~~
- ~~Evaluate programs which promote pedestrian and non-automobile travel in the TCEA including improvements to the pedestrian and bicycle infrastructure.~~

~~**1.5.15**~~
~~On an annual basis, the City shall, in cooperation with FDOT, monitor traffic conditions and levels of service on the Strategic Intermodal System, the Florida State Highway Strategic Intermodal System and other important roadways within the TCEA. The TCEA Monitoring Program was developed within one year of the TCEA adoption, and consists of performance measures oriented to traffic impacts, pedestrian/bicycle and intersection level of service, transit ridership, and the application of various Transportation Demand Management (TDM) strategies by employers and various stakeholders. The analysis of the TCEA performance measures will be provided in an annual TCEA Monitoring Report. A detailed traffic analysis will be conducted every five years in coincidence with the TCEA Monitoring Report to provide information to the City and FDOT to assist in evaluating the effectiveness of the mitigation strategies. Should the City determine to revise the mitigation strategies outlined in Transportation Policy 1.8.8 with projects which have not already received an assignment of development rights under the Consolidated Downtown DRI or other development rights through a development agreement, then the~~

~~FDOT shall be consulted and shall review the proposed revisions in accordance with Section 163.3180, Florida Statutes.~~

1.5.1~~6~~0
In cooperation with the Florida Department of Transportation and the Regional Commuter Assistance Program (FCAP), North Florida TPO's Commuter Services, the City shall participate in annual transportation surveys to determine the status, issues and needs for employer based Transportation Demand Management (TDM) activities, including but not limited to ride sharing, van pooling, bicycling, walking, transit and flexible work hours. These activities shall be ongoing.

1.5.11
The City will continue its support of an enhanced transit system. The Rapid Transit System (RTS) is in the ~~final~~ planning stage ~~and approaching implementation~~. While this system will be developed in phases, it will eventually provide major corridor transit service with a high level of frequency and speed of travel. This will be accomplished by using a mix of dedicated lanes within the street system and exclusive transitway facilities, combined with the use of Intelligent Transportation System (ITS) technology solutions to move transit vehicles faster between destinations. The ITS solutions includes signal priority for transit vehicles, new fare collections systems, and real time travel information for riders. Other fixed route buses and feeder buses will be able to access the transitway to allow faster travel times and increased mobility for travelers. This system will allow higher capacities, improved travel time and performance characteristics, significantly better frequency of service with comfortable, safe stations and vehicles.

Objective 1.6 The transportation system profiled in The Downtown Master Plan Transportation Element was assessed to identify suitable strategies to implement the ~~Downtown Transportation Concurrency Exception Area~~ transportation improvements within the Central Business District (CBD). This section summarizes the results of the assessments and the transportation strategies to be used in the ~~Downtown TCEA~~CBD. DRI development rights available through the Consolidated Downtown DRI Development Order are granted to projects that are consistent with the Downtown Master Plan, in addition to the conditions of the Consolidated Downtown DRI Development Order.~~ ~~Transportation improvements currently required by the Development Order will be replaced by the improvements included in the TCEA Implementation Plan, which is incorporated into the Comprehensive Plan by reference. Transportation analysis included in the Implementation Plan will be used to support the TCEA and will also be used to support a DRI NOPC modification to reflect the strategies included in these policies and the TCEA Implementation Plan, which is incorporated in to the Comprehensive Plan by reference. Additional strategies and improvements may be analyzed and included in the NOPC. If they are found to be satisfactory approaches by the reviewing agencies, then the available development rights may be adjusted to reflect them. If the NOPC reviewing agencies do not find any additional strategies or proposed improvements acceptable, than the maximum development rights included in the revised development order will be the development rights analyzed in the Implementation Plan. Improvements, if any, that are included in the revised development order that are not listed in the financially feasible Capital Improvement Plan that is part of the Implementation Plan, will be adopted into a subsequent Capital Improvement Plan.~~

1.6.5
Parking Needs - It is appropriate to change how downtown parking is managed, especially in the commercial core. Downtown Jacksonville will continue to grow, and along with this growth, demand for additional parking. Most jobs and new commercial development in downtown with continue to concentrate in the commercial core area where the need for new parking guidelines, principles and policy are most critical. The planned timeframes for implementation of parking management infrastructure are included in the Implementation Plan. Strategies that will be used to meet the first component of the parking plan include:

- Parking in the commercial core area should be provided only with garage facilities, and not with surface lots. The commercial core area includes much of the financial/retail/cultural activities and therefore the most valuable property of downtown. Parking garages located in the commercial core area should be accessible to visitors, i.e., short-term parking, and include such amenities as retail on the ground floor.
- Provide additional garage parking in the commercial core area to meet the short-term parking needs of visitors or non-commuters.
- The northbank area and especially the commercial core area requires an estimated 2,500 long-term parking spaces. However, this parking should not be exclusively sited within the core area. Priority will be given for meeting this demand at peripheral sites served by transit outside the commercial core area. ~~The TCEA Implementation Plan contains a map (Figure 21) that identifies the boundaries of the area (outside a core area bounded by the River, Broad, Union and Liberty Streets) that may be considered for required parking at peripheral locations.~~

1.6.10
Plan for Skyway or other mass transportation systems - The JEDC and the Planning and Development Department have integrated transit, and particularly the Skyway into all downtown commercial and residential development planning by providing reduced parking incentives for commercial development located within 700' of a Skyway station and by promoting residential development along and near Skyway stations.

The establishment of planning principles that support and encourage transit-oriented development in all parts of downtown Jacksonville is a key component of the Master Plan and the Zoning Overlay. Such principles will facilitate further expansion of Skyway or other mass transportation systems by encouraging higher density development, reductions in the amount of parking required near stations, and design standards to promote pedestrian and bicycle access. ~~These principles will be applied to development in the TCEA in order to qualify for concurrency exemptions at the time of development order approval.~~

~~Objective 1.8~~ (subsequent polices under Obj. 1.8 are proposed for deletion)
~~As required by State statute, the facilities and funding necessary to achieve the purposes of the TCEA must be reflected in a financially feasible capital improvement plan. The plan associated with initial establishment of the TCEA is contained in Appendix 1 to this element. This appendix includes both the Implementation Plan strategies and the financially feasible and long-range projects contemplated in the strategies.~~

Objective 1.~~9~~8 Nothing contained in Objectives 1.5 - 1.~~8~~7 shall be construed to abrogate vested rights or obligations which may be applicable to any development within the Downtown DRI, under common law, the City of Jacksonville Comprehensive Plan or Chapter 163, Florida Statutes, which vested rights have accrued prior to adoption of Objectives 1.5 - 1.~~8~~7 and related policies. Specifically, the provisions of Objectives 1.5 - 1.~~8~~7 shall not be applicable to any development for which development rights have been assigned or allocated by the City, and/or the JEDC ~~and/or DDA~~ from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City~~,~~ and/or the JEDC ~~and/or DDA~~ and such developer prior to the adoption of Objectives 1.5 - 1.~~8~~7 which vested allocation shall inure to the benefit of such developer, its successors and assigns. In addition, the provisions of Objectives 1.5 - 1.~~8~~7 shall not abrogate any obligations incurred by the City, developers, or any third party in conjunction with any development for which development rights have been assigned or allocated by the City~~,~~ and/or the JEDC ~~and/or DDA~~ from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City~~,~~ and/or the JEDC ~~and/or DDA~~ and such developer prior to the adoption of Objectives 1.5 - 1.~~8~~7.

GOAL 2
Increase Existing Transportation Network Capacity - The traffic-carrying ability of the existing roadway network shall be optimized, and the traffic-carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles.

Policies 2.1.3
The City shall strive to bring each roadway segment into design conformity (shoulder widths, clear zone, turning lanes, etc.) concurrent with the implementation of its road resurfacing and reconstruction programs except where the roadway or roadway segment is constrained.

2.1.14
The City shall add bicycle facilities on roadway corridors that are being milled, resurfaced, or otherwise reconstructed so long as sufficient width exists.

Policies 2.3.11
Within five (5) years of the effective date of the Mobility Plan, the Planning and Development Department in cooperation with the Department of Public Works shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines.

Objective 2.4
The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policies 2.4.3
The City shall, through active participation in the Land Use, Utility, and Transportation (LUUTRAN) working group as established in the Future Land Use Element (FLUE), aggressively pursue JTA's Rapid Transit System to balance the goals of congestion relief, mobility alternatives and corridor redevelopment, provide service to the commuting public and increase transit ridership.

2.4.4
Through LUUTRAN, the City shall coordinate transportation planning activities with JTA and the TPO to ensure planned transportation investment and support land use objectives.

Policies 2.5.1
The City shall develop a marketing and lobbying strategy to increase Northeast Florida's share of Federal and State funding based on the community's demonstrated commitment to local transportation funding, application of effective growth management policies, and visionary plan for future growth.

2.5.3
The City shall identify Federal earmarks consistent with existing transportation priorities and the FDOT Work Program. Projects receiving Federal earmarks should be consistent with local development plans and be included in the Capital Improvement Element of the Comprehensive Plan.

Objective 3.2
The City shall minimize, to the extent possible, the right-of-way costs when constructing new roadway facilities and expanding existing roadway facilities by taking maximum advantage of rights-of-way established for other transportation modes, and by protecting its existing rights-of-way from building encroachment to the fullest extent of the law.

Policy 3.2.6
The City, through its development review process and the review of future transportation plans of the TPO, the FDOT and the JTA shall, encourage right-of-way acquisition and right-of-way sharing for the potential use of a multimodal transportation system.

GOAL 4
Establish a Non-Motorized Transportation Network - The establishment and use of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists throughout the City shall be supported.

Objective 4.1
The City shall support the establishment and maintenance of facilities designed to balance the needs of the complete spectrum of transportation users specifically for non-motorized transportation users such as pedestrians and cyclists within arterial and collector roadways.

Policies 4.1.1
The City shall implement the bicycle facility prioritized transportation project improvement list, ~~Bicycle Corridor Long Range Plan (1990-2010)~~ as described in the ~~*Comprehensive Bikeway Plan for Jacksonville Urbanized Area*~~ Mobility Plan, or its latest update by considering the needs of bicyclists on all roadway projects. This policy provides for the construction of designated bicycle lanes or paved shoulders when constructing or reconstructing roads in Jacksonville in accordance with the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO) Transportation Improvement Program. As stated in Policy 3.1.3, the roadway design shall contain twelve (12) foot wide travel lanes with four (4) foot wide designated bicycle lanes in an urban profile and twelve (12) foot wide travel lanes with five (5) foot wide designated bicycle lanes in a rural profile or an alternative non-motorized multi-modal transportation network as approved by the JPDD. However, in areas where right-of-way width constraints are present, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right-of-way width and the costs associated with acquisition in built up areas may not allow provision of the additional width for bicyclist on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case-by-case basis. Only under extreme right-of-way width constraints, should designated bicycle lanes be excluded from a project; in which case, a design standard of fourteen (14) foot wide outside curb lanes shall be used for both urban and rural profiles.

4.1.2
The City shall require new local streets serving residential areas to include four-foot sidewalks on both sides of the street within the dedicated right-of-way or an approved alternative pedestrian circulation system approved by the Jacksonville Planning and Development Department (JPDD).

4.1.3
The City shall require new dedicated local streets serving non-residential areas to include five-foot sidewalks within the dedicated right-of-way or an alternative pedestrian circulation system approved by the JPDD.

4.1.4
The City shall provide for the maintenance of pedestrian and bicycle travel ways on City facilities.

4.1.5
The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on site ~~when the JPDD determines the need based on the size and location of the development~~. Bicycle securing and/or storage facilities shall be located in a manner which eases the use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. To further this locational criteria, a bicycle storage facility shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

4.1.6
Where intersection construction or improvements are performed, the City shall provide or require curb-cut ramps at all intersections where one or more of the rights-of-way of the intersecting streets contain sidewalks and where roadway lane widths do not exceed twelve (12) feet.

4.1.7
The City shall utilize pavement surface and pavement marking treatments which support the accommodation of bicyclists within the roadway.

4.1.8
The City shall develop local roadway, sidewalk, and parking lot criteria which emphasize and support pedestrian traffic in appropriate neighborhood areas.

Objective 4.2
The City shall actively encourage its citizens to use non-motorized travel modes and support same with policies to assure pedestrian and bicycle access to all parks, recreational facilities, and public schools within the City.

Policies 4.2.1
The City, through its Bicycle/Pedestrian Program and its Planning and Development and Public Works Departments, shall continue to coordinate with and encourage the Duval County School Board and area colleges and universities in the implementation of programs and incentives to encourage students to use pedestrian and bicycle travel modes. The City will continue to sponsor workshops and seminars at area schools through its Bicycle/Pedestrian Program.

4.2.3
The City, through its development review process, shall require that the non-motorized transportation network receives full consideration; specifically, that bicyclists and pedestrian needs are accommodated in future development within the City. Special consideration shall be given to the movement of bicycle and pedestrian traffic in the core area of the Central Business District (CBD).

Objective 5.3
The City shall limit the addition of new parking spaces within the Downtown jurisdictional boundaries of the Jacksonville ~~Downtown Development Authority~~ Economic Development Commission. Designated mass transit park-and-ride parking facilities sited as specified by the Jacksonville Transportation Authority (JTA) and coordinated with the Jacksonville Economic Development Commission (JEDC) shall be used to achieve this objective.

Policy 6.1.2
The Jacksonville Transportation Authority shall continue to assess all fixed transit routes at a regular interval to determine necessary revisions to improve the fixed route system's efficiency.

~~Objective 6.2~~ (subsequent objectives and policies renumbered accordingly)
~~The City shall maintain levels of service standards for public transportation, both for service areas and vehicle occupancy.~~

~~**Policies 6.2.1**~~
~~The level of service for passenger comfort shall be "LOS D" as defined in *Highway Capacity Manual: Special Report 209* (Transportation Research Board, 1985). This stipulates that the occupancy shall not exceed 1.25 persons/seat, except for the Automated Skyway Express (ASE) which provides seating only for the elderly and the handicapped.~~

~~**6.2.2**~~
~~The frequency level of service standard on JTA fixed-route, fixed-schedule bus routes shall be thirty minutes during the peak period.~~

~~**6.2.3**~~
~~For the purpose of issuing a development order or permit, a proposed development which is deemed to have a de minimis impact, meeting the requirements of Rule 9J-5.0055(3)(C)6a-c. F.A.C., shall not be subject to the concurrency requirements of Rule 9J-5.0055(3)(C)1-4, F.A.C. In this regard, the City shall implement a de minimis exemption provision as a component of its Concurrency Management System.~~

Objective 6.~~3~~2
The Jacksonville Transportation Authority shall establish mass transit corridors.

Policies 6.~~3~~2.1
The Jacksonville Transportation Authority shall designate mass transit corridors through which frequent mass transportation service will be provided. In addition the JTA shall implement Mass Transit Express, Flyer and/or Commuter Mass Transit Service in heavily traveled corridors.

6.~~3~~2.2
The Jacksonville Transportation Authority shall continue to establish park-and-ride facilities at appropriate intervals along the mass transit corridors, as funds become available. 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 feeders.

6.~~3~~2.3
The City shall require through Land Development Regulations, higher density and intensity development in existing and future mass transit corridors, with employment-generating land uses concentrated in the vicinity of the park-and-ride facilities consistent with the Future Land Use Element and Map series.

6.~~3~~2.4
The Jacksonville Transportation Authority shall continue to operate fixed-guideway transit systems and coordinate this system with other, existing modes of mass transit.

~~**Policy 6.6.1**~~
~~New developments shall be permitted to mitigate adverse transportation impacts by funding improvements to the mass transit system in lieu of constructing roadway improvements.~~

Policy 6.~~6.4~~5.3
The City shall develop design standards to make transit pedestrian facilities uniformly attractive, safe, and comfortable.

Policy 6.~~7~~6.1
The JTA shall continue to adjust its hours of service to encourage the use of public transportation for home-work/ work-home trips.

~~**Policy 6.7.3**~~
~~The City shall encourage and support the operation of a public transit service which operates as a viable alternative to the personal automobile for the purpose of work trips. This will be achieved by utilizing such measures as encouraging new developments through the development review process, to be designed for service by a standard transit coach or by favorable consideration of off-street parking variances for development served by public transit and by providing financial assistance to the JTA.~~

~~**Objective 8.6**~~
~~**Provide for a civilian equivalent impact of development and reuse to occur on NAS Cecil Field within the City's Concurrency Management System prior to being evaluated consistent with the City's established level of service standards**.~~

Policy 9.1.4
The City shall encourage right-of-way acquisition or sharing for the potential use of a light or commuter rail system.

Objective 10.1
The City shall support and encourage the use of carpooling and vanpooling as effective mechanisms for increasing vehicle occupancy rates and decreasing greenhouse gas emissions.

Policy 10.1.2
The City shall require that new non-residential developments encourage carpooling by providing parking spaces, in preferential locations, to be set aside for the exclusive use of employee cars containing three or more persons. These spaces shall be counted as more than one space for meeting parking space requirements.

Objective 10.2
The Jacksonville Transportation Authority shall coordinate with the City and the Florida Department of Transportation to increase the peak hour vehicle occupancy ratio to 1.25 by 2015 and 1.50 by 2025 through implementation and enforcement of such measures as rideshare incentives, high occupancy vehicle lanes (HOV lanes), and bus exclusive-use lanes.

Policies 10.2.1
The Jacksonville Transportation Authority shall coordinate with the FDOT and the City to consider, when warranted, the installation of lanes which favor the movement of transit vehicles on designated major arterials having six or more through-lanes. The transit lanes may be high occupancy vehicle (HOV) lanes or bus exclusive-use lanes. HOV lanes shall be deemed to be warranted when the transit patronage exceeds 750 passengers in the peak hour in one direction.

10.2.2
The Jacksonville Transportation Authority shall coordinate with the City and other appropriate authorities to establish enforcement policies on all roadways designated as having HOV lanes or bus exclusive-use lanes.

Objective 10.3
The City, shall coordinate with the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO), the Jacksonville Transportation Authority and the Florida Department of Transportation in their efforts to educate the general public as to the environmental, financial and social benefits of alternative transportation modes. This coordination will be achieved through the Technical Coordinating Committee (TCC) of the TPO where all the above agencies including the Duval County School Board are represented.

Policies 10.3.1
The transportation development process shall provide an increase in public relations and utilization of alternatives, such as car van and bus pools, guaranteed ride home, preferential treatment parking, Park-and-Ride lots and Park-and-Shuttle lots (periphery parking), transit subsidies, public and private sector incentives, telecommuting, HOV lanes, public service announcements, designated paths, sidewalks and trails for bicycles and walking, employer/employee newsletters, newspaper, television and radio media.

10.3.3
The City shall continue to follow its Land Development Regulations which include off-street parking requirements for area colleges and universities, which will result in increased transit usage, carpooling, and vanpooling thereby increasing vehicle occupancy and transit utilization.

Policy 10.4.4
Rails-with-Trails multi-use paths shall be constructed in conjunction with commuter rail corridors where feasible.

Policy 10.5.10
The City shall consider multimodal transportation as an alternative to the expansion of roadways or the provision of new roadways.

GOAL 11
Responsibility to Community. An integrated transportation system shall be developed which will stimulate the economic development of the community, maximize compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.

Policy 11.2.8
The City shall explore opportunities to provide City employees with incentives to ride transit within five (5) years of the effective date of the Mobility Plan. These incentives may include but are not limited to the provision of park-and-ride facilities, reduced transit rates, and ride-share programs.

Policy 11.3.3
The City shall develop and achieve a high level of elected official and citizen participation early in the planning of the City's transportation system improvements to maintain an awareness of citizens' needs and desires through the citizen's advisory committee process including ad hoc committees, public hearings, and dissemination of information through the news media and newsletters.

Objective 11.4
The City shall promote plans which minimize adverse impact to the environment from transportation system development and are in compliance with all federal, state, and City regulations for environmental conditions in and around port, airport, rail, and related facilities.

~~**Policies 11.4.1**~~ **(subsequent policies renumbered accordingly)**
~~The City shall give priority to transportation improvements which will help reduce energy consumption and thereby reduce air pollution.~~

11.4.2~~2~~1
The City shall develop transportation facilities which minimize or reduce noise, water, air pollution, and other environmental problems.

~~**11.4.8**~~
~~Expansion of existing airports, port, rail, or related facilities shall have infrastructure in place to support the activities of the new facility concurrent with the occupancy of the expanded facility.~~

DEFINITIONS

Backlogged Facilities - A roadway facility is classified as backlogged when it has begun to operate at less than the minimum quality/level of service~~, as defined in Policy 1.1.2~~ and when no constraints exist which would prohibit the installation of capacity improvements; and such improvements are not included in the City of Jacksonville's five-year Capital Improvement Element or are not programmed for construction in the first three years of FDOT's adopted work program. ~~A backlogged facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A backlogged facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a five percent (5%) reduction in the facility's peak hour or daily operating speed.~~ The initial classification of facilities as backlogged is to be based on same-year field counts and shall be concurrent with adoption of this Plan. Table T-6A in Part II, Background Report, includes those facilities classified as backlogged. Traffic count data and the Transportation Improvement Program are to be reviewed and the identification of the backlogged facilities revised at a minimum of every two years.

Concurrency - ~~Means that~~ With regard to the provision of facilities and services, the assurance that, with the exception of transportation, the necessary public facilities and services to maintain the City's adopted level of service standards are available when the impacts of development occur.

Concurrency Management System - ~~Means the procedures and/or process that the City will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.~~ The procedures and/or process the City will use to assure that development orders and permits when issued will not result in a reduction of the adopted level of service standards at the time the impact of the development occurs.

Constrained Facilities - A roadway is classified as a constrained facility when, for physical, environmental or political reasons, the facility cannot be expanded by at least two through-lanes. ~~A constrained facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A constrained facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes or a five percent (5%) reduction in the facility's peak hour or daily operating speed.~~ The initial classification of facilities as constrained is to be based on same-year field counts and shall be concurrent with the adoption of the *2030 Comprehensive Plan.* Table T-6 in Part II, Background Report, lists the FDOT maintained constrained facilities in the City of Jacksonville.

Context Sensitive Streets – Street cross-sections which are designed and constructed to respond to their immediate surroundings. Specifically, context sensitive streets (CSS) consider the community, land, and surrounding built environment which streets, roads, and highways pass through and emphasize that transportation facilities should fit their physical settings, preserve neighborhood character, and maintain safety and mobility.

Development Area – An area depicted on the FLUM series which controls the density, development characteristics, and other variables within plan categories. The City is organized by five tiers of Development Areas including: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA).

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

~~As it relates to traffic circulation: A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience, and safety. The Levels of Service definitions which follow are to be the primary point of reference in consideration of level of service issues where traffic circulation is concerned.~~

~~*Level of Service A* describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial class. Vehicles are completely unimpeded in the ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.~~

~~*Level of Service B* represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted, and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.~~

~~*Level of Service C* represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial class. Motorists will experience an appreciable tension while driving.~~

~~*Level of Service D* represents conditions under which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 50 percent of free-flow speed.~~

~~*Level of Service E* is characterized by significant approach delays and average travel speeds of one-third of the free-flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.~~

~~*Level of Service F* characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, resulting in high approach delays. Adverse progression is frequently a contributor to this condition.~~

~~As it relates to transit, Level of Service has two separate elements. One deals with vehicle passenger loadings, and the second refers to the flow rate of vehicles over the transportation network.~~

Mobility Plan - Refers to the 2030 Mobility Plan, adopted by reference.

Mobility Score – A measurement to determine the average quality of service of the Mobility Plan within each Mobility Zone. The Q/LOS value for each mode of transportation will be weighted based on location and need of each Mobility Zone so as to arrive at a Mobility Score for each Mobility Zone. A city-wide Mobility Score will also be determined from the average scores of all Mobility Zones.

Mobility Zone – Defined geographic areas within each Development Area that are delineated so that their area is approximately equal to the average trip length of the underlying Development Area.

Multi-use Path – A shared-use pathway used by pedestrians, roller-bladers/skaters, runners, bicyclists, and other non-motorized users that is separated from motorized vehicular traffic by an open space or other barrier and is located within a public or private right-of-way.

Quality/Level of Service (Q/LOS) - An indicator of the extent or degree of service provided by, or proposed to be provided by a transportation facility based on and related to the operational characteristics of the facility. As it relates to traffic circulation, Q/LOS

is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience, and safety.

3.3 Capital Improvements Element (CIE)

CIE Goals, Objectives, and Policies

The following existing and revised/proposed goals, objectives and policies respond to the strategies outlined in this Mobility Plan. Proposed new objectives and policies, as well as proposed deletions or additions to current policies, are shown in strikethrough/underline format. The JPDD recommends that these text changes be submitted as amendments to the Comprehensive Plan resulting from this Mobility Plan in order to support and fund mobility.

Policies 1.1.4
The City shall use the following LOS standards in reviewing the impacts of new developments upon the enactment of its Concurrency Management System in accordance with Chapter 163 (Part II), F.S., excluding the sections regarding transportation.

1.1.5
The City shall implement a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation and a Mobility Fee System that addresses roadways, mass transit, and transportation facilities in general.

***Proposed removal of the "Public Facility Level of Service Standards" for "Mass Transit" and "Traffic Circulation."**

Objective 1.2
~~**Future development will be required to bear its proportionate share of the cost of the improvements necessitated by the development in order to adequately maintain adopted Level of Service standards unless the required improvements are identified in the Capital Improvements Element, an approved development agreement, or the first three years of the Florida Department of Transportation's Five Year Work Program.**~~ **The City shall coordinate with local and/or regional transportation agencies in order to budget for anticipated capital improvements and to explore opportunities regarding matching funds and alternative financing mechanisms.**

~~**Policy 1.2.5**~~
~~The City shall utilize the requirements of Chapter 9J-5.0055(2), F.A.C., Minimum Requirements for Concurrency F.A.C. to be adopted as a part of and consistent with the Land Development Regulations.~~

Policies 1.3.2
Public facilities needed to support development shall be required to be provided concurrent with the impacts of such development. The City will continue to allow the use of development agreements ~~and fair share contracts~~ between the City and developers.

1.3.3
Decisions regarding the issuance of development orders and permits shall be based upon coordination of the development requirements set forth in the 2030 Comprehensive Plan, including, but not limited to, the Land Development Regulations and the availability of public facilities needed to support development concurrent with the impact of that development in a manner consistent with Chapter 9J-5.0055(2), F.A.C., excluding references to transportation or roadway level of service and concurrency.

Policy 1.5.1
Prior to the issuance of a Certificate of Occupancy, the City through the implementation and enforcement of its Concurrency Management System, shall ensure that all public facilities, including adequate water supplies but excluding transportation, needed to serve development for which development orders were previously issued are provided concurrent with the impacts of said development. Additionally, prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

***Under "Implementation" Section:**

Monitoring and Evaluation

Monitoring and evaluation of this element are necessary to ensure effectiveness. Chapter 163 (Part II), F.S., requires that this element be reviewed annually to ensure that facilities are available concurrent with the impacts of development and that the levels of service are maintained.

The annual review will be the responsibility of the Planning and Development Department. The review and subsequent analysis will culminate in recommendation to be presented to the City Council for action. Applicable planning staff should provide input to the Finance Department during the budget formulation process. The annual review process will include:

a) an evaluation of costs, revenues, and scheduling;

b) an evaluation of the continued consistency with the infrastructure sub-elements and in particular, support of the Future Land Use Element;

c) the establishment of priorities and ranking of projects;

d) the correction of deficiencies;

e) a determination as to whether the Levels of Service and Mobility Scores are measurable and the effectiveness in maintaining them;

f) the inclusion of the next years' capital facilities needs into the five-year

schedule; and

g) concurrency status.

Concurrency Management System

The City has adopted a Concurrency Management System as part of its Land Development Regulations. The Concurrency Management System ensures, prior to the issuance of a development order and development permit, that the adopted Level of Service standards for schools, ~~roads,~~ potable water, sanitary sewer, solid waste, drainage, ~~mass transit,~~ and parks and recreation will be maintained and that public facilities and services needed to support development are available concurrent with the impacts of development.

The City shall require concurrency tests for local development orders and local development permits to be conducted by each agency or department having responsibility for the impacted facility(s) prior to the consideration of such local development orders or local development permits, which shall include data concerning proposed densities and intensities, according to the following guidelines:

1. Each affected agency or department shall develop customized concurrency testing procedures and mechanisms that assess the capacity demands of a proposed development upon its particular facility(s);

2. Each affected agency or department shall communicate the results of its customized concurrency test via the computer software program developed by the City's Central Services Computer Systems Division.

The computer software program developed by the Information Technologies Department shall be called the Automated Concurrency Management System Data Base. The Automated Concurrency Management System Data Base and each affected agency or department shall monitor changes in the capacities of affected public facilities over time and changes in the Levels of Service provided for affected public facilities over time.

All local development orders and local development permits approved by the City shall be accompanied by an approved Concurrency Management Reservation Certificate (CRC) for that specific project, certifying that it has passed mandated concurrency tests.

Capacity for all local development orders and local development permits holding approved Concurrency Reservation Certificates shall be reserved in the affected public facilities for the life of its associated and approved local development order or local development permit.

Mobility Fee System

The City shall utilize a city-wide multi-modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map CI-2, so as to arrive at a Mobility Score for each Zone. The Mobility Score

provides a measurement to determine the average quality of service of the Mobility Plan, on file with the Planning and Development Department, within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.

Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city-wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.

Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:

- Auto/Truck Mode
- Transit Mode
- Bicycle Mode
- Pedestrian Mode

Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).

Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.

In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:

Q/LOS B = 4 (4.00)

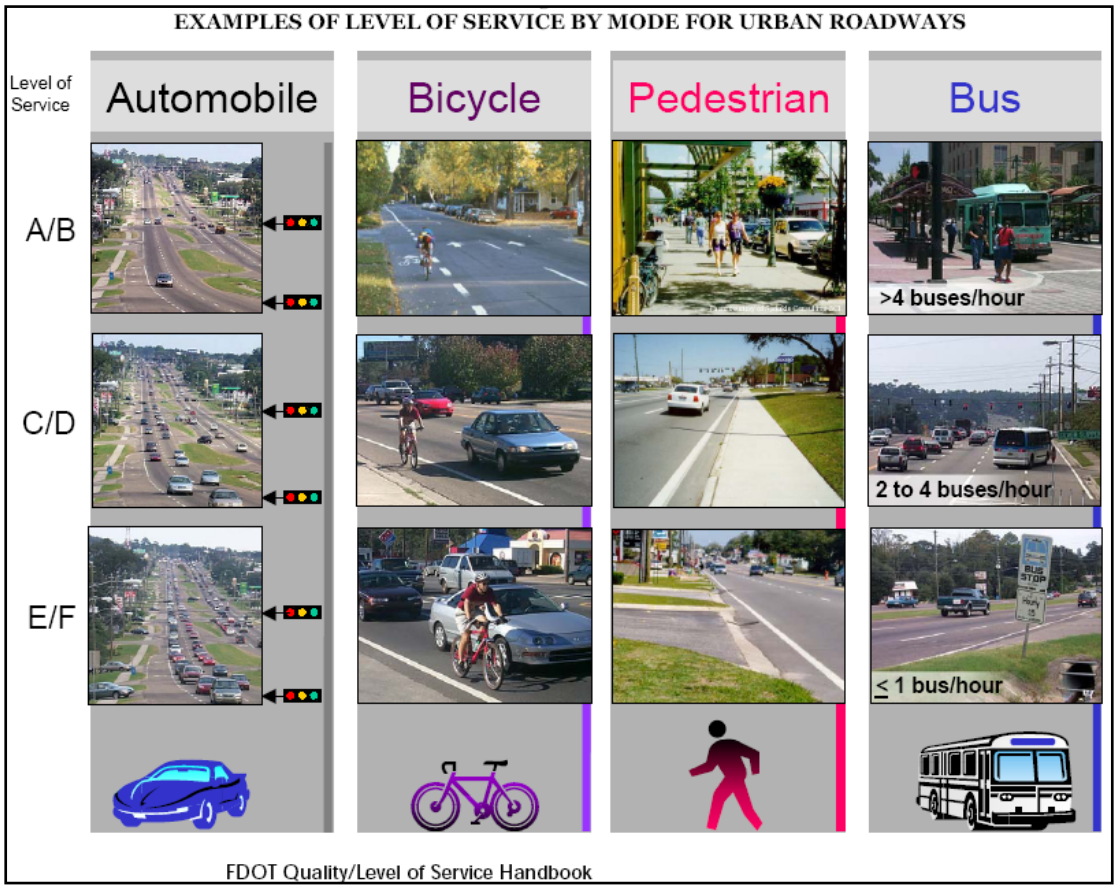
Q/LOS C = 3 (3.00 to 3.99)

Q/LOS D = 2 (2.00 to 2.99)

Q/LOS E = 1 (1.00 to 1.99)

Q/LOS F = 0 (0.00 to 0.99)

The figure below provides a visual interpretation of Q/LOS by mode choice.



Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.

The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).

The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop, their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes.

Table CI-1 provides the 2030 projection of weights and scores.

TABLE CI-1
2030 PROJECTED MOBILITY SCORES

2030 Mobility Score by Mobility Zone

With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in Zones 7, 8, 9 & 10

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted	Weighted
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight	Score	Q/LOS "Grade"
1	1.68	60%	0.72	10%	2.41	15%	1.71	15%	1.70	E
2	1.78	60%	1.17	10%	2.69	15%	1.76	15%	1.85	E
3	2.56	80%	0.23	5%	2.40	10%	1.23	5%	2.36	D
4	2.29	80%	0.51	5%	2.43	10%	1.24	5%	2.16	D
5	2.13	80%	0.06	5%	2.12	10%	1.18	5%	1.98	E
6	2.36	80%	0.06	5%	2.62	10%	1.40	5%	2.22	D
7	1.39	25%	1.44	25%	1.73	25%	1.93	25%	1.62	E
8	2.09	25%	2.34	25%	1.92	25%	2.05	25%	2.10	D
9	1.99	25%	1.95	25%	1.91	25%	1.85	25%	1.93	E
10	2.02	20%	2.65	30%	1.96	20%	2.52	30%	2.35	D
Average	2.03		1.11		2.22		1.69		2.03	D

LEGEND:

Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT *2009 Quality/Level of Service Handbook*)

Q/LOS "C" = 3 (3.00 to 3.99)

Q/LOS "D" = 2 (2.00 to 2.99)

Q/LOS "E" = 1 (1.00 to 1.99)

Q/LOS "F" = 0 (0.00 to 0.99)

NOTES:

1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.
2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.
3. City of Jacksonville CIE Prioritized Roadway Projects ($218,000,000) Included in Auto/Truck Mode Scores.
4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).

~~**Objective 1.6**~~

~~**The City may allow a landowner to proceed with development of a specific parcel of land notwithstanding a failure of the proposed development to satisfy transportation concurrency, when all of the following policies are shown to exist:**~~

~~**Policies 1.6.1**~~

~~Pursuant to Section 163.3180(11)(a), F.S., the City has adopted a local comprehensive plan that is in compliance.~~

~~**1.6.2**~~

~~Pursuant to Section 163.3180(11)(b), F.S., the proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the adopted City comprehensive plan, and determined by the City.~~

~~**1.6.3**~~

~~Pursuant to Section 163.3180(11)(c), F.S., the City's comprehensive plan includes a financially feasible Capital Improvements Element that provides for transportation facilities adequate to serve the proposed development and the City has not implemented that element.~~

~~**1.6.4**~~

~~Pursuant to Section 163.3180(11)(d), F.S., the City has provided a means by which the landowner will be assessed a fair share of the cost of providing the transportation facilities necessary to serve the proposed development.~~

~~**1.6.5**~~

~~Pursuant to Section 163.3180(11)(e), F.S., the landowner has made a binding commitment to the City to pay the fair share of the cost of providing the transportation facilities to serve the proposed development.~~

~~**1.6.6**~~

~~Pursuant to Section 163.3180(16)(b)(1), F.S., the landowner/developer may satisfy all transportation concurrency requirements by contributing or paying fair share mitigation if transportation facilities or facility segments identified as mitigation for traffic impacts are specifically identified for funding in the 5-year Capital Improvements Element Schedule, or the City of Jacksonville Long-Term Concurrency Management System, or if such contributions or payments to such facilities or segments are reflected in the 5-year Capital Improvements Element Schedule in the next regularly scheduled update of the capital improvements element. Updates to the 5-year Capital Improvements Element Schedule which reflect fair share contributions may not be found not in compliance based on Sections 163.3164(32) and 163.3177(3), F.S. if additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on the transportation facilities. This Policy 1.6.6 does not require the City to approve a development that is not otherwise qualified for approval pursuant to all other applicable comprehensive plan provisions and land development regulations.~~

~~**1.6.7**~~

~~Pursuant to Section 163.3180(16)(c), F.S., fair share mitigation includes, without limitation, separately or collectively, private funds, contributions of land and construction and contribution of facilities and may include public funds as determined by the City. Fair share mitigation may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the development and such improvements may address one or more modes of travel. The fair market value of the fair share mitigation shall not differ based on the form of mitigation. The City may not require a development to pay more than its fair share contribution regardless of the method of mitigation. Fair share mitigation shall be limited to ensure that a development meeting the requirements of this section mitigated its impact on the transportation system, but is not responsible for the additional cost of reducing or~~

~~eliminating backlogs.~~

~~**1.6.8**~~

~~Pursuant to Section 163.3180(16)(f), F.S., if the funds in the adopted 5-year Capital Improvements Element Schedule are insufficient to fully fund construction of a transportation improvement required by the City's concurrency management system, the City and a landowner/developer may still enter into a binding fair share agreement authorizing the landowner/developer to construct that amount of development on which the fair share is calculated, if the fair share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the City or other entity maintaining the transportation facilities, significantly benefit the impacted transportation system. The improvements funded by the fair share component must be adopted into the 5-year Capital Improvements Element Schedule at the next annual capital improvements element update. The funding of any improvements that significantly benefit the impacted transportation system satisfies the concurrency requirements as a mitigation of the development's impact upon the overall transportation system, even if there remains a failure of concurrency or other impacted facilities.~~

Objective 1.~~7~~6

The City's process for assessing, receiving and applying a landowner's ~~fair share of the cost of providing the transportation facilities necessary to serve~~ mobility fee for a proposed development ~~fitting the requirements of Objective 1.6,~~ shall be governed by the following policies:

Policies1.~~7~~6.1

~~For purposes of assessing a landowner's fair share of the cost of providing transportation facilities necessary to serve a proposed development, t~~The City shall use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's ~~fair share contribution (A), shall equal the development's total peak hour trips generated (B), divided by the increase in peak hour capacity created by the proposed improvement to be constructed on the impacted road link (C), multiplied by the total cost of the proposed road improvement, including any drainage or utility costs (D).~~

~~Landowner's Fair Share A = B x D~~
~~C~~

mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Landowner's Mobility Fee = A x B x (C – Trip Reduction Adjustments)

1.~~7~~6.2

The City shall use the most recent ~~issue of the Florida Department of Transportation Office of Policy Planning, Policy Analysis and Program Evaluation publication entitled Transportation Costs to calculate the value of (D) in the formula found in Policy 1.7.1 The Jacksonville Public Works Department will be consulted to assist with calculation of the drainage and utility costs associated with the value of (D).~~ edition of the Institute of Transportation Engineer's (ITE) publication entitled *Trip Generation* to calculate the value of daily trips in the formula found in Policy 1.6.1. The City may collect the

necessary data to create its own trip generation rates if the ITE manual is not reflective of local conditions.

1.~~7~~6.3

~~The City shall use the most recent edition of the Institute of Transportation Engineer's publication entitled Trip Generation to calculate the value of (B) in the formula found in Policy 1.7.1.~~

Mobility fee dollars shall be applied to established funding accounts for each applicable Mobility Zone and dedicated to the transportation improvements listed within the Mobility Plan.

1.~~7~~6.4

~~The City shall receive any fair share dollars when all of the policies under Objective 1.6 are shown to exist, into Transportation Roadway Link Analysis Trust Funds, said trust funds to be dedicated to the transportation roadway improvements determined to be necessary by the City's Department of Planning and Development Director.~~

Mobility fee dollars shall have a reasonable relationship to the transportation impacts generated by a landowner's proposed development. Mobility fee dollars shall be applied to the selected transportation improvement project when funds collected are available to the investment necessary to begin the project and the project is located within the respective Mobility Zone and maintains or improves the adopted city-wide and Mobility Zone minimum mobility score.

1.~~7~~6.5

~~The City shall apply Transportation Roadway Link Analysis Trust Fund monies when such funds equal the investment necessary to commence engineering and construction development of the roadway link that is its subject in view of the requirements under Part 6, Chapter 122, City of Jacksonville Ordinance Code.~~

Developments which have already been approved via a fair share agreement for concurrency can move forward under the conditions of such agreements. Concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired shall be recognized and accepted until expiration, unless the applicant chooses to pursue the mobility fee system.

1.6.6

A transportation improvement project from the approved Mobility Plan may be chosen by the applicant to be constructed or funded in lieu of or as credit to the assessed mobility fee subject to the following requirements:

1. The project must be within the respective Mobility Zone;
2. The project must maintain or improve the adopted city-wide and Mobility Zone minimum mobility score; and
3. The project must be adopted into the next cycle of the 5-year CIE schedule.
4. The cost of improvements for the chosen project, as determined by the most recent edition of the FDOT Generic Cost Per Mile Models, may be equal to or less than the applicant's assessed mobility fee. If the cost of the improvement project is less than the applicant's assessed mobility fee, the applicant shall be required to pay the difference between the assessed mobility fee and the cost of the improvement project.

~~1.7.6~~6.7

The City shall adopt and implement a mobility fee system, as provided in Chapter 2009-96, Laws of Florida, by July 8, 2011. Notwithstanding the provisions in Policies ~~1.7.1~~ 1.6.1 through ~~1.7.5~~ 1.6.6 above, until the City's adoption and implementation (effective date) of a mobility fee system, a fair share contribution for a proposed development which meets the following criteria may be calculated by an alternative formula, which is intended to provide incentives for economic development, to be established in the City's land development regulations, which may take into consideration factors such as the timing and amount of the economic impact of proposed development. To be eligible for the calculation of a fair share contribution by such an alternative formula, the proposed development shall not impact roadway improvements to which fair share contributions are to be applied pursuant to existing contracts or agreements and the applicant must agree (1) that its proposed development shall be authorized by a final development order which is issued on or before the earlier of (a) the adoption and implementation (effective date) of a mobility fee system or (b) July 8, 2011, and (2) that construction shall be completed and final plat(s) or certificates of occupancy or use, whichever is applicable, be issued within 18 months after the issuance of the final development order or be subject to a mobility fee, as it shall be adopted and implemented. Additionally, the applicant shall demonstrate that the proposed development will generate at least three (3) construction jobs within such 18-month period and, for non-residential development, at least five (5) permanent jobs thereafter. The alternative formula may be applied by the City Council in its legislative review of a fair share contract. The alternative formula will permit the reduction of a fair share contribution, as otherwise calculated by the standard formula, upon demonstration of economic impact. The reduction shall be determined by the City Council, in its legislative discretion, taking into consideration the demonstrated economic impact of the proposed development, including temporary and permanent jobs generated thereby. For the purpose of this policy, the term "final development order" shall include approval of final construction plans for required improvements under Chapter 654, Ordinance Code, and building permits. This policy does not affect fair share contracts entered into prior to this policy's adoption or final development orders issued pursuant such fair share contracts. This policy also does not affect the ability of parties to a fair share contract to amend or terminate a fair share contract.

DEFINITIONS

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

Development Area – An area depicted on the FLUM series which controls the density, development characteristics, and other variables within plan categories. The City is organized by five tiers of Development Areas including: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA).

Mobility Plan – Refers to the 2030 Mobility Plan, adopted by reference.

Mobility Score – A measurement to determine the average quality of service of the Mobility Plan within each Mobility Zone. The Q/LOS value for each mode of transportation will be weighted based on location and need of each Mobility Zone so as to arrive at a Mobility Score for each Mobility Zone. A city-wide Mobility Score will also be determined from the average scores of all Mobility Zones.

Mobility Zone – Defined geographic areas within each Development Area that are delineated so that their area is approximately equal to the average trip length of the underlying Development Area.

Quality/Level of Service (Q/LOS) - An indicator of the extent or degree of service provided by, or proposed to be provided by a transportation facility based on and related to the operational characteristics of the facility. As it relates to traffic circulation, Q/LOS is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience, and safety.

3.4 Other Comprehensive Plan Elements

The following existing and revised/proposed goals, objectives and policies respond to the strategies outlined in this Mobility Plan. Proposed new objectives and policies, as well as proposed deletions or additions to current policies, are shown in strikethrough/underline format. The JPDD recommends that these text changes be submitted as amendments to the Comprehensive Plan resulting from this Mobility Plan in order to support and fund mobility.

Conservation and Coastal Management Element (CCME)

~~Policy 7.1.11~~ (subsequent policies renumbered accordingly)
~~The City shall utilize hurricane evacuation times, as well as Level of Service standards, in determining the timing and priority of roadway improvements as contained within the Transportation Element. Existing evacuation route deficiencies shall be included in the five year schedule of capital improvements.~~

~~Policy 9.1.1~~ (subsequent policies renumbered accordingly)
~~The Levels of Service, service areas and phasing of improvements for roadways within the coastal area shall be those contained within the Transportation Element of the 2030 Comprehensive Plan.~~

~~Policy 10.2.2~~ (subsequent policies renumbered accordingly)
~~Access consistent with the Levels of Service established within the Transportation Element shall be provided by all new or expanding boat facilities.~~

Policy 13.3.1
Upon completion of the revised Future Land Use Map, pursuant to FLUE Objective 4, the City shall review the Land Development Regulations for opportunities to promote energy conservation. Subjects for consideration shall include:

- site design and building orientation,
- maximizing reuse of existing buildings,
- promoting installation of clothes lines in new residential developments, and
- integration of multimodal transportation infrastructure requirements into the Land Development Regulations.

Housing Element (HE)

Policy 1.1.1

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

Policy 1.4.4

Commercial and other non-residential uses lying adjacent to residential neighborhoods shall not be expanded into residential neighborhoods unless~~:~~

~~1.~~ such uses enhance or do not diminish or degrade the residential character of the neighborhood.~~, and~~

~~2. the expansion shall not result in a reduction of the level of service on the residential streets.~~

Policy 1.11.2

The City will focus its revitalization efforts in the Northwest Jacksonville Area based upon this comprehensive plan, and other reports documenting the service deficiencies in the Northwest Jacksonville Area. These efforts will address street, drainage, and utilities, a variety of quality affordable housing, social services, job training, employment opportunities, and mass transportation to facilitate access to other educational and employment opportunities in the City.

Intergovernmental Coordination Element (ICE)

Policy 1.1.1

Use the intergovernmental review and comment provisions of the Local Government Comprehensive Planning and Land Development Regulation Act, as well as other existing mechanisms to coordinate Levels of Service (LOS) between Jacksonville and the adjacent local governments. These entities include:

~~1. Florida Department of Transportation (FDOT) - State and federal roads.~~

~~2~~1. St. Johns River Water Management District (SJRWMD) - drainage; potable water supply, regional water supply plan.

~~3~~2. Northeast Florida Regional Council (NEFRC) - regional policies.

~~4~~3. Jacksonville Beach, Neptune Beach, the Town of Baldwin and Atlantic Beach - water; sewer; drainage; solid waste; parks.

~~5~~4. Duval County Public Schools (DCPS) – public school facilities.

~~6~~5. North Florida Transportation Planning Organization (TPO) – long range transportation planning.

~~7~~6. Adjacent counties and municipalities.

~~8~~7. JEA – regional water supply, potable water supply, reuse water service delivery.

~~9~~8. SJRWMD, Duval County Health Department, City of Jacksonville Environmental Quality Division (EQD), and City of Jacksonville Planning and Development Department - self-supplied domestic uses and small public water supply systems.

GOAL 3
To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans with local land use plans.

Objective 3.1
To coordinate the redevelopment of major corridors and enhance the relationship between transportation, land use and future mobility in Jacksonville.

Policy 3.1.1
The Planning and Development Department shall work with the Jacksonville Transportation Authority (JTA), FDOT, and the North Florida Transportation Planning Organization (TPO) to coordinate their transportation planning activities through the LUUTRAN Committee, to ensure planned transportation investment and support land use objectives reflected in the Future Land Use and Growth Management Policies of the City of Jacksonville Comprehensive Plan.

4.0 Funding and Implementation

As mentioned earlier, the Mobility Plan uses the average weighted VMT of each Development Area to assess the mobility fee for new development and/or redevelopment. Existing developments are not subject to a mobility fee unless redevelopment of these properties occurs in such a way as to fall under the scope of this plan. The mobility fee is applied to a prioritized transportation improvement project list in such a way as to ensure that the mobility fee is being used to fund a transportation improvement in an area that has a rational relationship to the location of the development. Developments that have already entered into a fair share contract for concurrency can move forward with such agreements. If the mobility fee provides a more desirable method for the progression of developments that already hold capacity under the transportation concurrency management system, the developer may vacate their fair share agreement and proceed using a mobility fee.

4.1 Integration with Regional Transportation Planning

The North Florida Transportation Planning Organization (TPO) boundary includes all of Duval County and portions of Clay, Nassau and St. Johns Counties. This area encompasses over 1,800 square miles and a population of 1.2 million. The TPO adopted its 2035 Long Range Transportation Plan (LRTP) in November 2009. The purpose of this plan is to create a long range transportation vision and plan for the region. The prioritized transportation improvement project list for Jacksonville responds to the goals and objectives of the TPO's 2035 LRTP. These goals and objectives are as follows:

1. To provide a proactive transportation planning process that is open, inclusive and accessible to all;
2. To keep people and goods moving and help our region's economy grow;
3. To increase the accessibility of our transportation system;
4. Promote consistency with the plans of each city and county, other regional agencies, and the state and recognize the interrelationship between land use, transportation and economic development;
5. Maximize the existing transportation system to meet the needs of today and tomorrow;
6. To improve the connectivity of our transportation system by better connecting travel modes;

7. To protect our environment, conserve energy and enhance our quality of life;
8. To make our transportation system safer;
9. To make our transportation system more secure; and
10. To economically, efficiently, and equitably expand and maintain our transportation system.

In crafting these goals and objectives, the TPO utilized federal transportation legislation, local government comprehensive plans, the Regional Planning Council Strategic Regional Policy Plan, and the goals and objectives from the 2030 LRTP. Planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) were also used to develop these goals and objectives.

4.2 Mobility Fee Implementation

The 2030 Multi-modal Transportation Study provides the methodology for determining the mobility fee and its application. The City's Comprehensive Plan and Code of Ordinances will establish the administrative functions regarding the implementation and processing of the fee.

To reiterate, a mobility fee will be assessed as follows:

Mobility Fee = A x B x (C – Trip Reduction Adjustments)

where A = Cost per VMT;

B = Average VMT per Development Area; and

C = Project Daily Vehicle Trips.

The cost per VMT (variable "A" in the equation above) was calculated by dividing the cost of the transportation project improvements by the projected change in VMT between 2010 and 2030.

The average trip length (variable "B" in the equation above) for each Development Area is summarized as follows:

- Central Business District – 9.09 miles
- Urban Priority Area – 9.24 miles
- Urban Area – 9.46 miles

- Suburban Area – 10.28 miles
- Rural Area – 12.27 miles

The Institute for Traffic Engineers' (ITE) Trip Generation Manual estimates the number of generated trips by various land uses (variable "C" in the equation above). The basic methodology for determining automobile traffic is to first establish the land use types anticipated within a proposed development; second, to determine the trip generation rate or equation for each land use type provided within the ITE Trip Generation Manual; and third, to apply the trip generation rate or equation to the number of units of development (per employee, residential unit, square footage of floor area, etc). These trips can be added together to arrive at the total number of trips generated by the proposed development. Internal capture, pass-by capture, and existing land use trip reduction adjustments can then be applied to determine the total net external daily trips. Special trip generation studies will be accepted to obtain local data.

4.2.1 Mobility Fee Adjustments

As discussed in Section 2.4, a mobility fee trip reduction adjustment procedure will be applied to adjust the trip generation (and ultimately to the mobility fee) if the proposed development meets specific design and location-based elements projected to reduce vehicle miles traveled and to encourage the use of alternative modes of transportation. Specifically, adjustments may be given based on the street intersection density, bicycle network completion, sidewalk network completion, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development. Policies which support the application of trip reduction adjustments to an assessed mobility fee are included within the Transportation Element of the Comprehensive Plan.

4.3 Transportation Improvements

Prioritized transportation improvement projects have been proposed to address roadway deficiencies. The selection of these improvements is based on the potential for road widening; the need for improvements based on future traffic projections; and the consideration of alternative modes of transportation. Several of the multi-modal improvements were also chosen to reduce and relieve deficiencies on FDOT highway

and Strategic Intermodal System (SIS) facilities. Facility improvements that parallel freeways have been selected so as to provide mobility alternatives to congested roadways.

Roadway Capacity Improvements. The most appropriate improvement for many deficient transportation facilities is to widen the roadway. Each new or widened roadway included in the prioritized transportation improvement project list is assumed to include sidewalks and bicycle facilities consistent with the applicable cross-section for road design, bus turn-out facilities, and Comprehensive Plan policies. Roadway improvement projects consist of a combination of new roads, widening existing roads, intersection improvements and Intelligent Transportation System (ITS) improvements. For many deficient facilities, widening the roadway is not physically possible or is not consistent with community visioning goals. Projected deficiencies for these roadways are proposed to be addressed through intersection and ITS improvements.

Transit Transportation Mode Improvements. The Mobility Plan places a high priority on establishing mass transit spines throughout Jacksonville and encourages increased connectivity between existing regular local bus routes and proposed bus rapid transit, commuter rail and streetcar routes in order to enhance their usability as each corridor is activated. Thus the Plan's prioritized transit transportation mode improvement projects list includes the development of fixed mass transit spines on, or parallel to, multiple deficient roadway links. These improvements provide an alternative city-wide transportation network while providing an anchor for transit oriented development.

Several committed bus rapid transit, commuter rail, and streetcar projects that are included in the TPO's Long Range Transportation Plan (LRTP) are also well suited to address the City’s roadway link deficiencies as shown in through the results of the 2030 conditions assessment for the auto/truck transportation mode, the guiding principles and themes of the community Vision Plans, and the City’s desire to stimulate mobility-friendly development. In order to facilitate and accelerate the construction of streetcar and commuter rail projects, the 2030 Mobility Plan proposes a 25% local match for portions of the commuter rail north, southeast and southwest lines, fully funding the street car line from Downtown to Riverside (King Street) and fully funding a skyway extension across the Florida East Coast (FEC) rail line to connect San Marco to Downtown Jacksonville. Intelligent Transportation Systems (ITS) and road widening projects along significant

stretches of Philips Highway, Southside Boulevard and Beach Boulevard will also accelerate and improve the performance of bus rapid transit routes proposed along those corridors.

Bicycle and Pedestrian Transportation Mode Improvements. Despite many completed peripheral road enhancement projects that have included bicycle facilities, the urbanized area of the City remains dominated by a network of roadway links without bicycle facilities, impeding the usability of the overall transportation network.

The prioritized bicycle transportation mode improvement projects list emphasizes the addition of bicycle facilities to alleviate "gaps" in the current bicycle network. These improvements also integrate the connected citywide bicycle network with proposed and existing mass transit corridors and stations to provide additional alternative transportation options to neighborhoods that are not adjacent to main line fixed transit routes (BRT, Commuter Rail, Streetcar, etc.). A total of over 105 miles of bicycle improvements will enhance the connectivity of the existing bicycle facilities network.

The pedestrian transportation mode improvement projects focus on providing sidewalk facilities along all functionally classified roadway links with the Urban Area and Urban Priority Area. In addition, sidewalk facilities that would complement proposed regional mass transit system stations have also been included.

Pedestrian improvements include the construction of over 83 miles of sidewalks on roadways within the City's urbanized areas where sidewalks are not currently provided and a pedestrian overpass on Arlington Expressway between Arlington Road and Southside Boulevard.

4.3.1 Mobility Zones

Mobility fees will be applied to transportation improvement projects within mobility zones. The mobility zones, shown in Map M-6, are defined geographic areas within each Development Area and ensure that the transportation improvement to which the mobility fee is applied has a rational relationship to the location of the development. The mobility zones will be delineated so that their area is approximately equal to the average trip length of the underlying Development Area. If the development is located in more than one mobility zone, the mobility fee may be applied to a project in either zone. If all

of the improvement projects within a mobility zone have been funded, an improvement project in an adjacent zone may be selected based on the recipient improvement project's location within the radius of average trip length from the boundaries of the proposed development.

4.3.2 Prioritized Transportation Improvement Project List

The prioritized transportation improvement project list identifies the mobility projects and anticipated revenues necessary to fund these projects. The road and transit projects included in the 2030 Multi-modal Transportation Study shall be prioritized to determine the order in which projects will be planned, designed, and constructed over the planning horizon and to develop a sub-set of projects that will be included in the five-year schedule of the CIE once the appropriate investment has been accumulated.

Evaluation criteria have been utilized in prioritizing the project list for each mobility zone. The purpose of the evaluation criteria is to establish a method with which to measure how well potential projects meet the objectives of the Mobility Plan and to determine their ranking for funding and implementation.

The project evaluation criteria for the Mobility Plan is based on the goals, objectives, and key performance indicators developed for the update of the North Florida TPO's 2035 LRTP, with modifications to more closely align with Jacksonville's specific mobility needs. The evaluation criteria are listed below.

1. Promote Intermodal Access;
2. Promote Access to Major Employment Centers;
3. Promote Transportation Corridor Connectivity;
4. Mobility Options/ Transit Accessibility;
5. Magnitude of Deficiency Mitigated;
6. Potential to Mitigate Multiple Deficiencies;
7. Congestion Management Strategies (ITS, signal coordination, intersection modification, queue jumping, bus only lanes);
8. Existing Capacity Deficiency;
9. Multi-modal or Intermodal Connectivity;
10. Promote Sustainable Development; and
11. Title VI Area Impacts.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S. Code Section 2000d). The environmental justice component of Title VI guarantees fair treatment for all people and allows JTA, to identify and address, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations, such as undertaking reasonable steps to ensure that Limited English Proficiency (LEP) persons have meaningful access to the programs, services, and information that the JTA provides.

Road and transit improvement projects will be scored based on the above evaluation criteria and prioritized based on a cumulative score. The projects will then be sorted by mobility zone and ranked in order within each mobility zone. The top-ranked project within each zone will be designated as the first project to receive mobility fees that are collected within that zone. After the Mobility Plan becomes effective, the prioritized transportation improvement project list will be adopted within the 10-year schedule of the Capital Improvements Element (CIE) of the Comprehensive Plan. Projects will be adopted into the five-year schedule of the CIE when mobility fee funds collected are available to the investment necessary to begin the project.

Bicycle and pedestrian projects will be funded by setting aside a percentage of the mobility fees equal to the ratio of bicycle/pedestrian project costs to the total cost of the Mobility Plan. These revenues will be applied to projects based on prioritization of bicycle and pedestrian projects. The prioritized transportation improvement project list and related tables have been attached at the end of this section.

4.3.3 Evaluation and Maintenance

In order to evaluate the City's mobility fee system and maintain an effective transportation system, the City will adopt a city-wide multi-modal quality/level of service (Q/LOS) standard to measure mobility and establish an acceptable mobility score based on roadways, transit, and bicycle and pedestrian facilities.

Q/LOS is expressed using five letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.

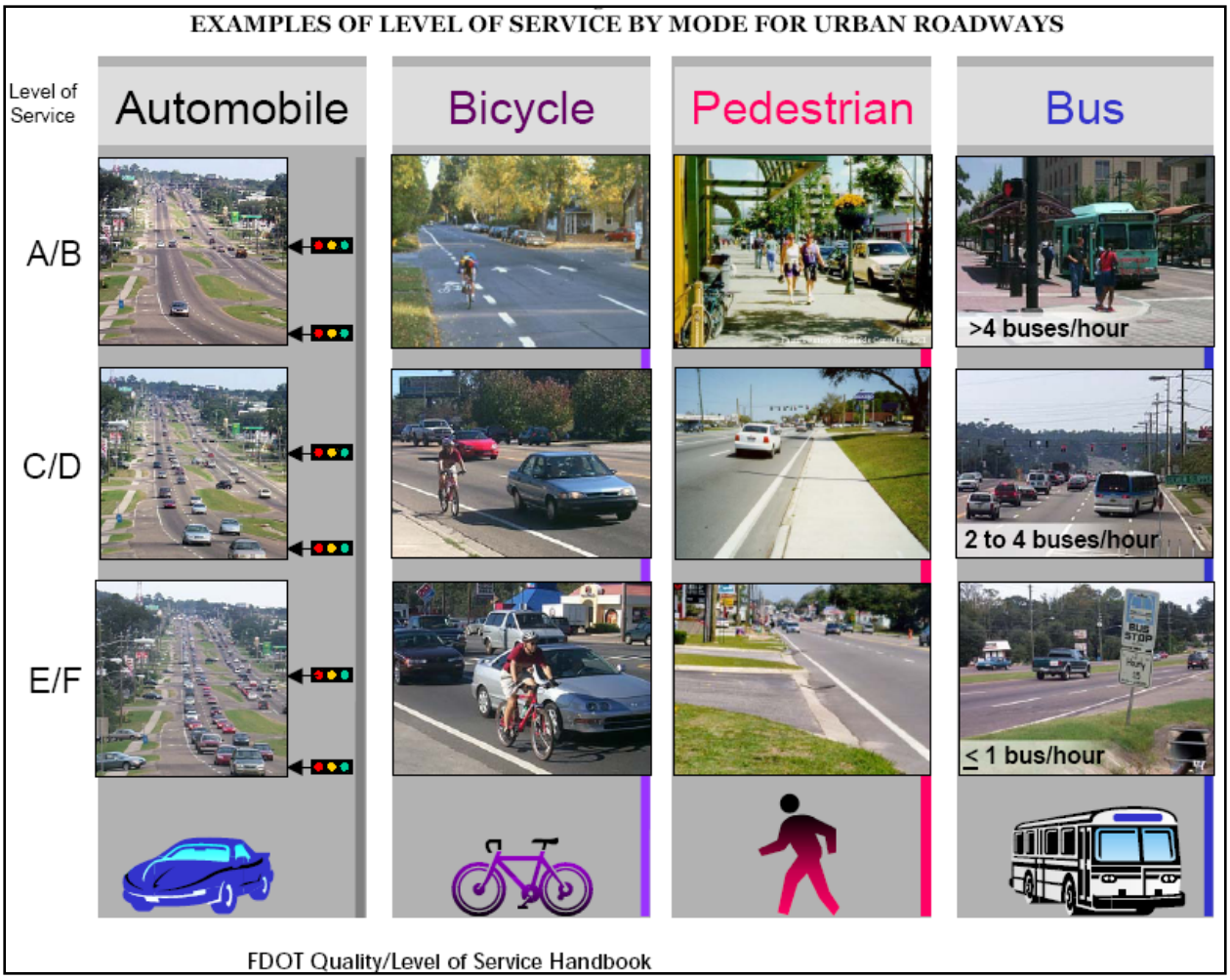
Quality/Level of service (Q/LOS) on roadway links within each mobility zone are calculated for four basic methods of travel: Auto/Truck Mode, Transit Mode, Bicycle Mode, and Pedestrian Mode. The quality/level of service analysis for each mode is based on methodologies presented in the 2009 Quality/Level of service Handbook, Florida Department of Transportation, 2009 (Q/LOS).

Mobility Score. The Q/LOS value for each mode of transportation will be weighted based on the location and needs of each mobility zone so as to arrive at a mobility score for each zone. The mobility score provides a measurement to determine the average quality of service of the Mobility Plan within each of the 10 mobility zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.

Individual mobility zones will need to maintain a minimum mobility score of 1.5 (Q/LOS E), and the City, as a whole, will need to maintain a minimum city-wide mobility score of 2.0 (Q/LOS D), determined from the average scores of all the mobility zones.

In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:
Q/LOS B = 4 (4.00)
Q/LOS C = 3 (3.00 to 3.99)
Q/LOS D = 2 (2.00 to 2.99)
Q/LOS E = 1 (1.00 to 1.99)
Q/LOS F = 0 (0.00 to 0.99)

The figure below provides a visual interpretation of Q/LOS by mode choice.



A weighted mobility score for each mobility zone is based on the percent of mode choice requirement for the zone. For example, mobility zones located in large rural areas will require more auto/truck mode mobility requirements as they develop; whereas the more urban mobility zones will likely need equal amounts of improvements for all modes.

Table 4.3.1 E-1: Summary of Available Roadway Capacity

Table E-1: Summary of Available Roadway Capacity

Roadway Functional Classification	Available Capacity by Mobility Zone (2009 LOS E)									
Orientation	Mobility Zones									
East/West	1	2	3	4	5	6	7	8	9	10
Arterial	96,698	213,651	217,609	80,370	21,083	178,624	210,980	293,947	390,487	175,552
Collector	217,149	11,863	98,440	77,460	119,346	94,016	202,951	145,476	189,000	209,424
Freeway	300,400	221,600	-	-	222,492	222,492	39,567	221,333	64,167	61,200
Available Capacity E/W	**614,247**	**447,114**	**316,049**	**157,830**	**362,921**	**495,132**	**453,497**	**660,756**	**643,654**	**446,176**
North/South	1	2	3	4	5	6	7	8	9	10
Arterial	133,590	322,881	124,610	229,498	192,076	138,218	282,487	227,525	200,483	182,083
Collector	58,195	222,617	156,504	52,671	146,004	150,391	217,488	309,103	364,018	229,086
Freeway	397,858	113,255	233,472	198,300	29,419	55,700	28,800	10,550	138,269	-
Available Capacity N/S	**589,643**	**658,752**	**514,586**	**480,469**	**367,499**	**344,309**	**528,775**	**547,178**	**702,770**	**411,169**
Total Available Capacity	1,203,890	1,105,866	830,635	638,299	730,420	839,441	982,272	1,207,934	1,346,424	857,344
2009 Roadway Projects Cost ($Millions 2010)					$5.227					

Roadway Functional Classification	Available Capacity by Mobility Zone (2030 LOS E)									
Orientation	Mobility Zones									
East/West	1	2	3	4	5	6	7	8	9	10
Arterial	22,977	(7,651)	123,509	45,409	8,195	109,533	124,134	154,647	202,651	113,879
Collector	170,007	9,990	51,727	5,028	52,029	26,200	101,983	103,640	93,336	100,406
Freeway	261,350	83,383	-	-	61,511	61,511	(114,797)	63,556	(91,459)	22,108
Available Capacity E/W	**454,334**	**85,722**	**175,236**	**50,437**	**121,735**	**197,244**	**111,320**	**321,843**	**204,528**	**236,393**
North/South	1	2	3	4	5	6	7	8	9	10
Arterial	45,910	152,169	75,269	135,674	144,711	99,385	1,444	81,462	66,739	96,957
Collector	43,070	165,686	48,994	23,339	86,982	46,070	128,523	188,674	208,791	137,243
Freeway	(52,235)	(54,060)	27,033	22,719	(10,180)	7,828	(56,528)	(50,965)	44,037	-
Available Capacity N/S	**36,745**	**263,795**	**151,296**	**181,732**	**221,513**	**153,283**	**73,439**	**219,171**	**319,567**	**234,200**
Total Available Capacity	491,079	349,517	326,532	232,169	343,248	350,527	184,758	541,014	524,095	470,592
2030 Roadway Projects Cost ($Millions 2010)	$27.045	$40.140	$39.510	$23.810	$6.110	$54.340	Transit Project	$27.045	Transit Project	CBD Assessment

Projects Recommended for the CIE				
Mobility Zone	Roadway	Segment Limits	Proposed Improvement	Cost
1	PHILIPS HWY	I-95 TO BAYMEADOWS RD	WIDEN 4 TO 6 LANES	$ 27,045,000
2	SOUTHSIDE BLVD	J TURNER BUTLER BLVD TO BEACH BLVD	WIDEN 4 TO 6 LANES	$ 40,140,000
3	NEW BERLIN RD	PULASKI RD TO CEDAR POINT RD	WIDEN 2 TO 4 LANES	$ 39,510,000
4	DUNN AVE	NEW KINGS RD TO I-295	WIDEN 2 TO 4 LANES	$ 23,810,000
5	TROUT RIVER BLVD	OLD KINGS RD TO NEW KINGS RD	WIDEN 2 TO 4 LANES	$ 6,110,000
6	NORMANDY BLVD	103RD ST TO I-295	WIDEN 4 TO 6 LANES	$ 54,340,000
7	STREET CARS (TRANSIT)	DOWNTOWN RIVERSIDE (KING ST)		$ 14,000,000
8	PHILIPS HWY	I-95 TO BAYMEADOWS RD	WIDEN 4 TO 6 LANES	$ 27,045,000
9	COMMUTER RAIL (TRANSIT)	DOWNTOWN TO AVENUES WALK/MALL	COMMUTER RAIL	$ 31,250,000
10	CBD			$ -
Total (not including CBD assessment)				$263,250,000

Table 4.3.1 E-2: Transit Mode Project Summary

Table E-2: Transit Mode Project Summary

Mobility Zones	Transit Corridor	From	To	Project Description	Length (Miles)	Total Cost in $2010 (Million)	City of Jacksonville Mobility Plan Contribution	Total Cost in $2010 (Million)
3/4/8/10	Commuter Rail North	Downtown Jacksonville	Airport Center Drive	Limited Service (CSX)	12.6	$125.0	25% Local Match	$31.25
1/9/10	Commuter Rail Southeast	Downtown Jacksonville	Avenues Walk / Mall	Limited Service (FEC)	13.3	$80.0	25% Local Match	$20.00
7/8/10	Commuter Rail Southwest	Downtown Jacksonville	I-295	Limited Service (CSX)	11.9	$117.0	25% Local Match	$29.25
7/10	Streetcar West	Downtown Jacksonville	Five Points	High Frequency Service	2.5	$36.0	Fully Funded	$36.00
7	Streetcar West Phase 2	Five Points	Riverside (King Street)	High Frequency Service	1.0	$14.0	Fully Funded	$14.00
9/10	Streetcar Southbank	Prudential Dr.	Hendricks Ave.	High Frequency Service	3.0	$45.0	50% Local Match	$21.00
				Total	41.9	$393.0		$151.50

Source: North Florida TPO - 2035 LRTP

Table 4.3.1 E-3: Summary of Project Costs by Mode and Mobility Fee Calculations

Table E-3: Summary of Project Costs by Mode and Mobility Fee Calculations

Project Mode Description	Cost $2010
Roadway Improvement Cost:	$ 218,000,000.00
CBD Improvement Cost:	$ 30,306,895.00
Transit Improvement Cost:	$ 151,500,000.00
Bicycle Improvement Cost:	$ 36,350,000.00
Pedestrian Improvement Cost:	$ 13,510,000.00
Total Improvement Cost:	**$ 449,666,895.00**
Balance brought forward From 2008 Improvements	$ 5,226,950.00
Total Mobility Fee Assessment	**$ 444,439,945.00**

Mobility Fee Calculations Using VMT Generated by Development in COJ	
2008 COJ Development VMT in COJ	42,962,640
2030 COJ Development VMT in COJ	61,379,191
Change in VMT	18,416,551
Cost per Vehicle Mile Traveled in 2010 Dollars ($444.44/18.417)	**$ 24.13**

Table 4.3.1 E-4: Mobility Score by Mobility Zone

Table E-4: Mobility Score by Mobility Zone

Existing (2008-2009) Conditions

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted Score	Weighted LOS "Grade"
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight		
1	2.65	60%	0.18	10%	2.53	15%	1.92	15%	2.28	D
2	3.03	60%	1.35	10%	2.68	15%	2.16	15%	2.68	D
3	3.64	80%	0.01	5%	2.76	10%	1.62	5%	3.27	C
4	3.47	80%	0.17	5%	2.62	10%	1.83	5%	3.14	C
5	3.57	80%	0.06	5%	2.64	10%	1.74	5%	3.21	C
6	3.34	80%	0.04	5%	2.59	10%	1.86	5%	3.03	C
7	2.75	25%	0.50	25%	2.06	25%	2.30	25%	1.90	E
8	3.16	25%	0.93	25%	2.32	25%	2.51	25%	2.23	D
9	2.54	25%	0.95	25%	2.11	25%	2.21	25%	1.95	E
10	2.75	20%	2.16	30%	2.46	20%	2.85	30%	2.55	D
Average	3.09		0.635		2.477		2.1		2.62	D

Future (2030) Conditions

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted Score	Weighted LOS "Grade"
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight		
1	1.68	60%	0.72	10%	2.41	15%	1.71	15%	1.70	E
2	1.78	60%	1.17	10%	2.69	15%	1.76	15%	1.85	E
3	2.56	80%	0.23	5%	2.4	10%	1.23	5%	2.36	D
4	2.29	80%	0.51	5%	2.43	10%	1.24	5%	2.16	D
5	2.13	80%	0.06	5%	2.12	10%	1.18	5%	1.98	E
6	2.36	80%	0.06	5%	2.62	10%	1.40	5%	2.22	D
7	1.39	25%	1.44	25%	1.73	25%	1.93	25%	1.62	E
8	2.09	25%	2.34	25%	1.92	25%	2.05	25%	2.10	D
9	1.99	25%	1.95	25%	1.91	25%	1.85	25%	1.93	E
10	2.02	20%	2.65	30%	1.96	20%	2.52	30%	2.35	D
Average	2.03		1.11		2.22		1.69		2.03	D

LEGEND:
LOS "B" = 4 (4.00; LOS "A" Not Attainable in FDOT *2009 Quality/Level of Service Handbook*)
LOS "C" = 3 (3.00 to 3.99)
LOS "D" = 2 (2.00 to 2.99)
LOS "E" = 1 (1.00 to 1.99)
LOS "F" = 0 (0.00 to 0.99)

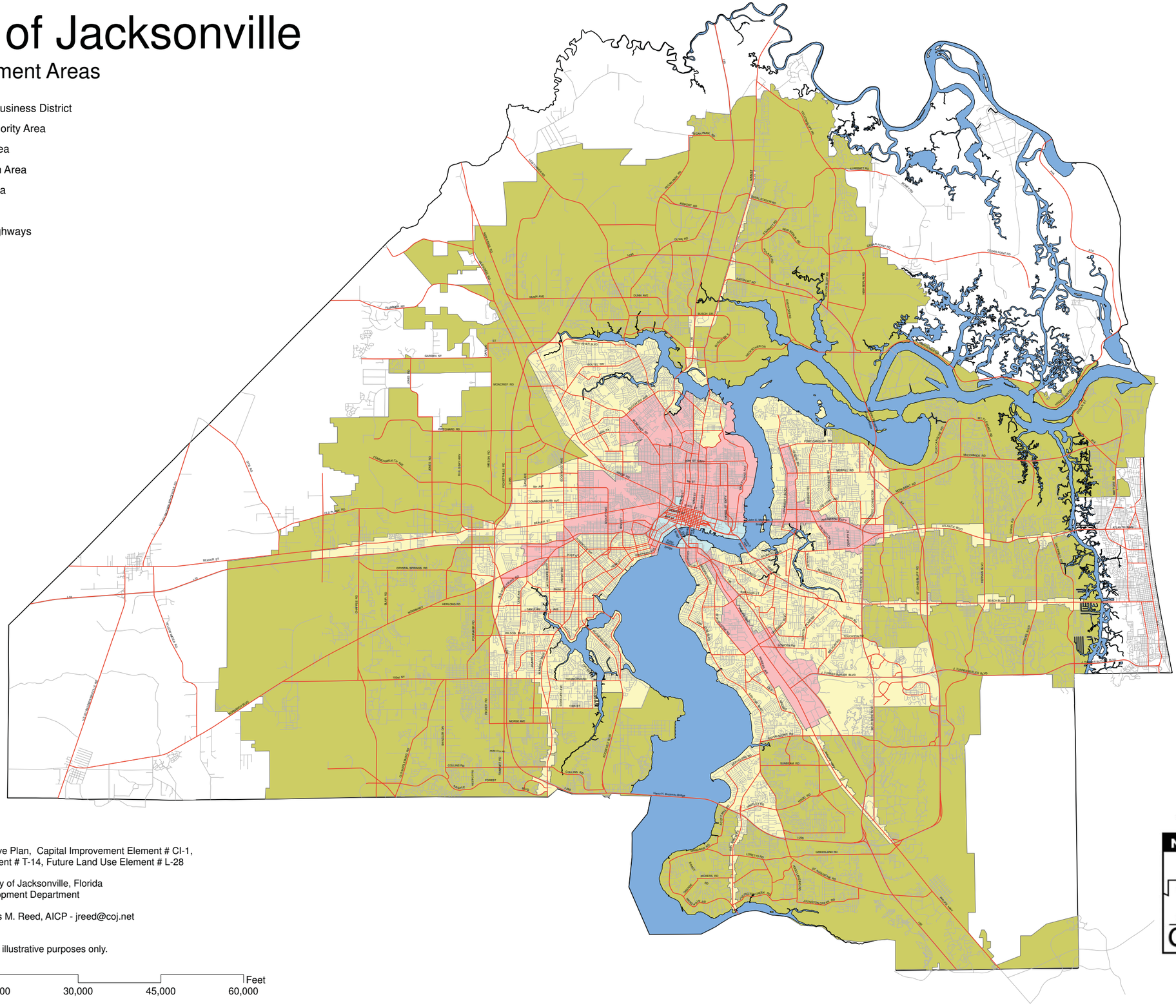
NOTES:
1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.
2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.
3. City of Jacksonville CIE Prioritized Roadway Projects ($218,000,000) Included in Auto/Truck Mode Scores.
4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).
5. Table E-_Includes increased Transit Frequency in Zones 7, 8, 9 & 10.

Map M-1: Development Areas

City of Jacksonville

Development Areas

- Central Business District
- Urban Priority Area
- Urban Area
- Suburban Area
- Rural Area
- Roads
- Major Highways
- River



*2030 Comprehensive Plan, Capital Improvement Element # CI-1, Transportation Element # T-14, Future Land Use Element # L-28

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

Developed by James M. Reed, AICP - jreed@coj.net
November 9, 2010

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

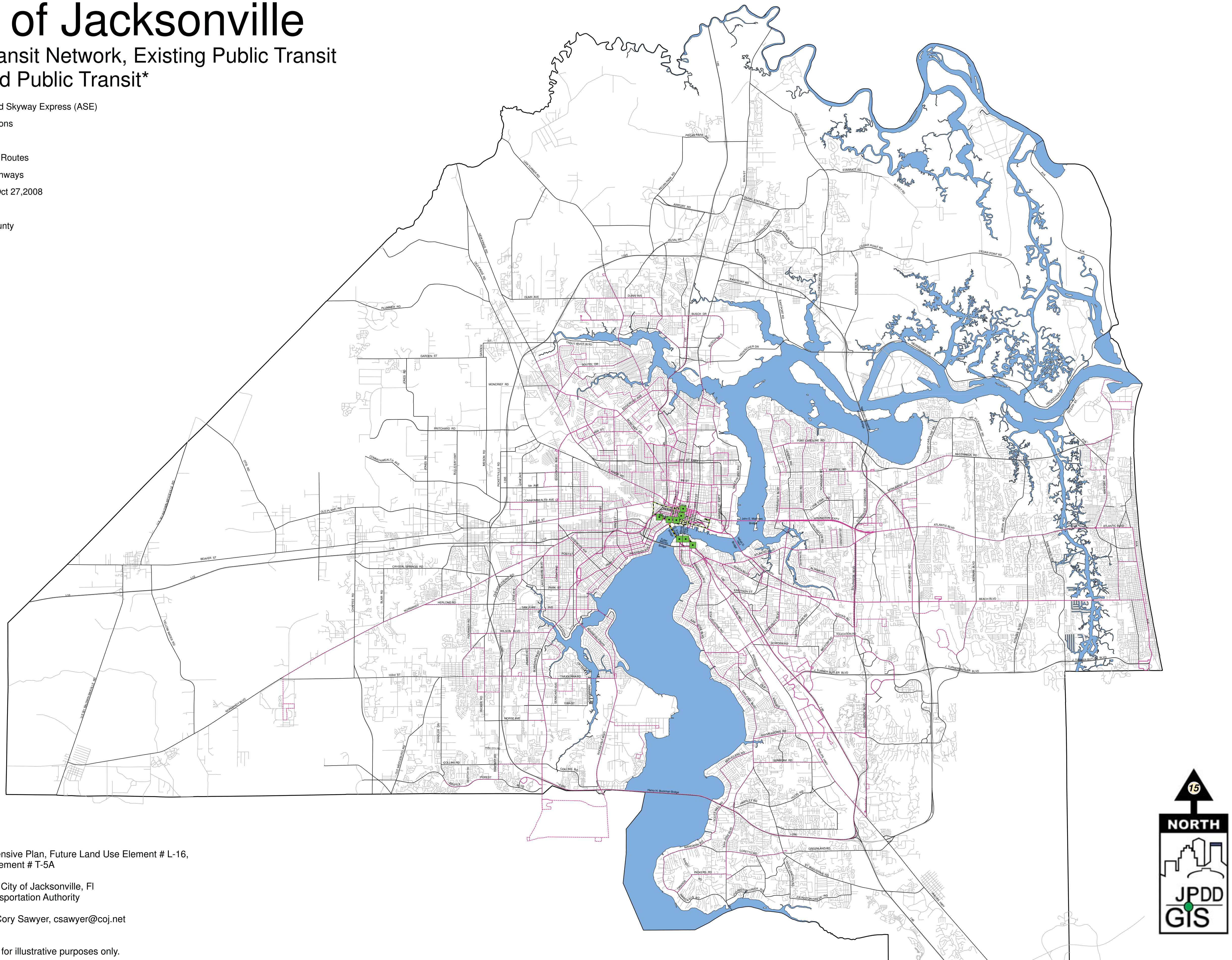
JPDD GIS

Map M-2: Mass Transit Network, Existing Public Transit, and Proposed Public Transit

City of Jacksonville

Mass Transit Network, Existing Public Transit
Proposed Public Transit*

- Automated Skyway Express (ASE)
- ASE Stations
- Trolly
- 2008 Bus Routes
- Major Highways
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Future Land Use Element # L-16,
Transportation Element # T-5A

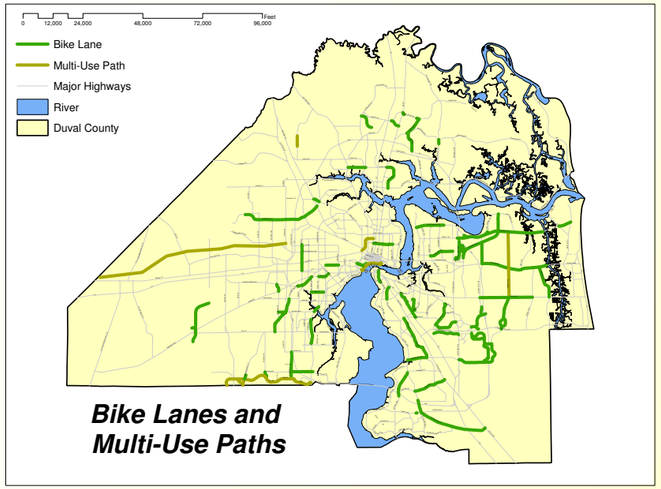
Data provided by City of Jacksonville, Fl
Jacksonville Transportation Authority

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

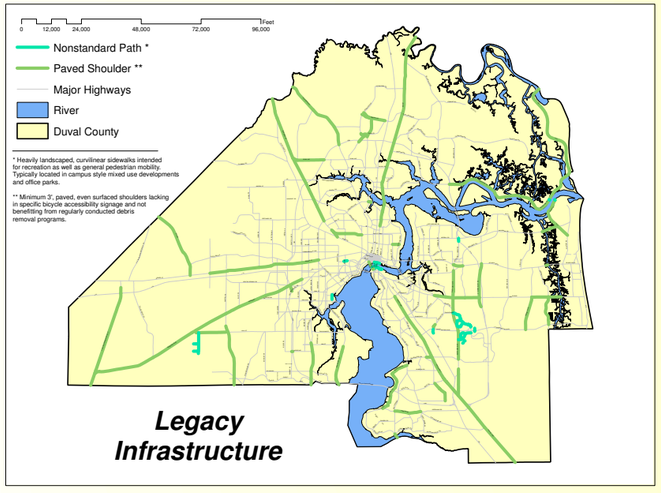
Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

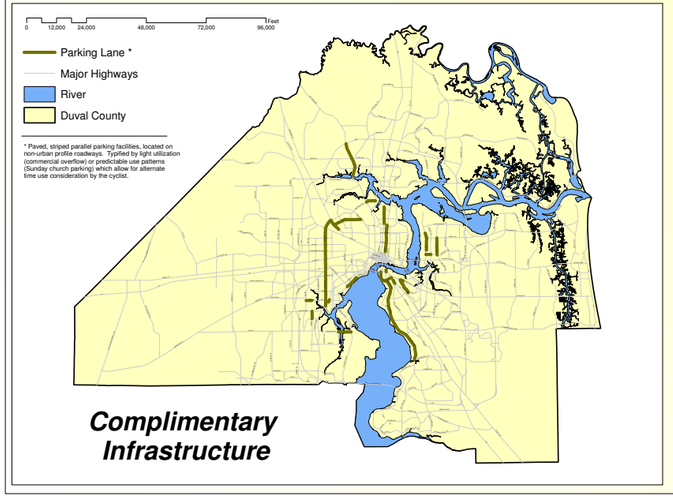
Map M-3: Bicycle Inventory Map



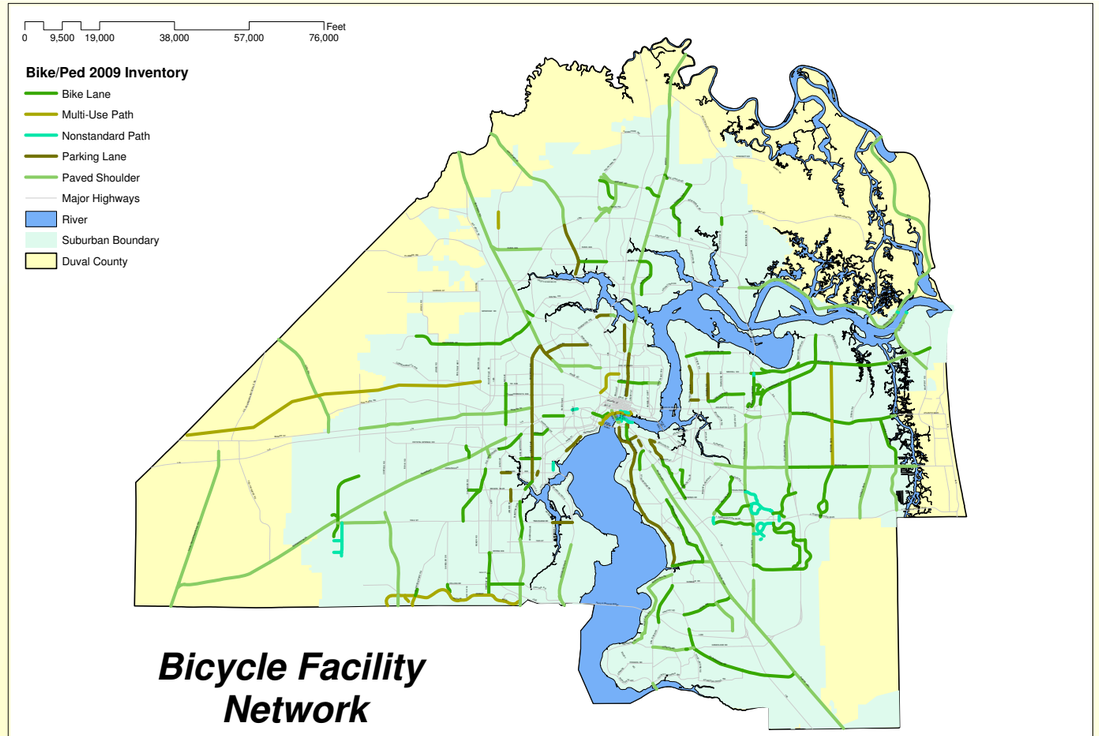
Bike Lanes and Multi-Use Paths



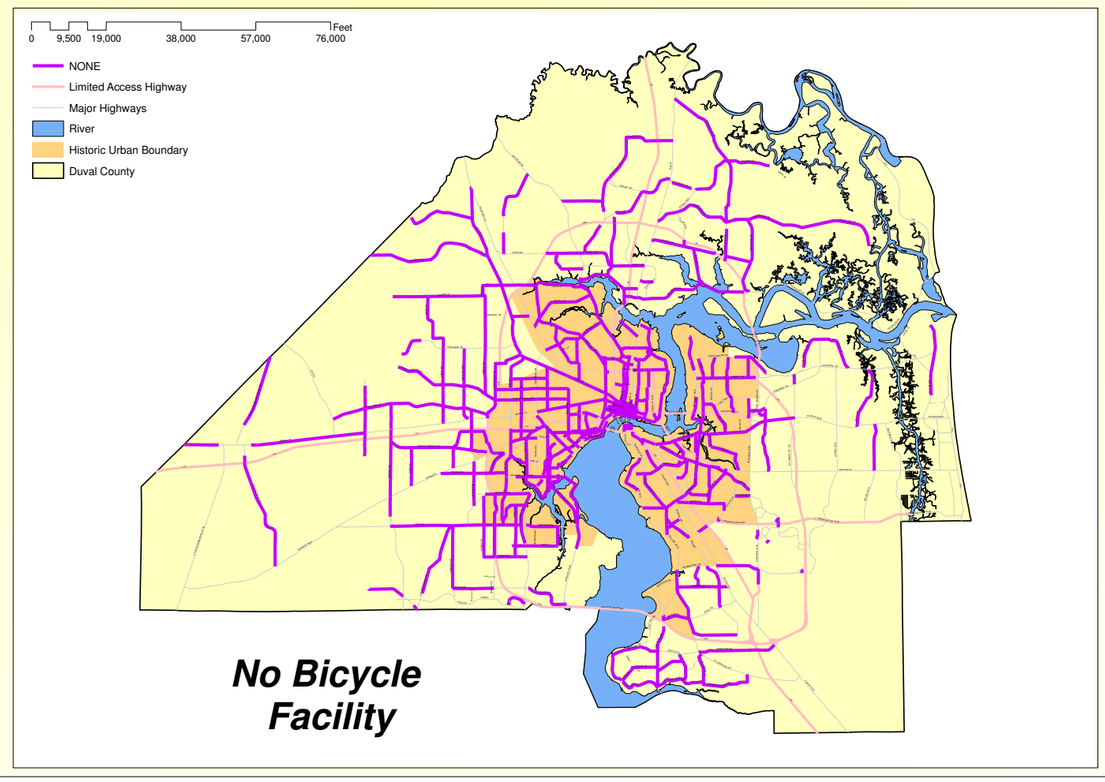
Legacy Infrastructure



Complimentary Infrastructure



Bicycle Facility Network



No Bicycle Facility

City of Jacksonville

Bicycle Facility Network Inventory

Bike Lane *

Multi-Use Path *

Paved Shoulder **

Nonstandard Path ***

Parking Lane ****

* Powers Ave at Wolfson High School
** Kernan Bv Recreational Path
*** Philips Highway north of Butler Bv
**** Gate Parkway east of Southside Bv
***** San Jose Bv south of Miramar

NORTH

JPDD GIS

Developed by James M. Reed, AICP - jreed@coj.net
June 28, 2009

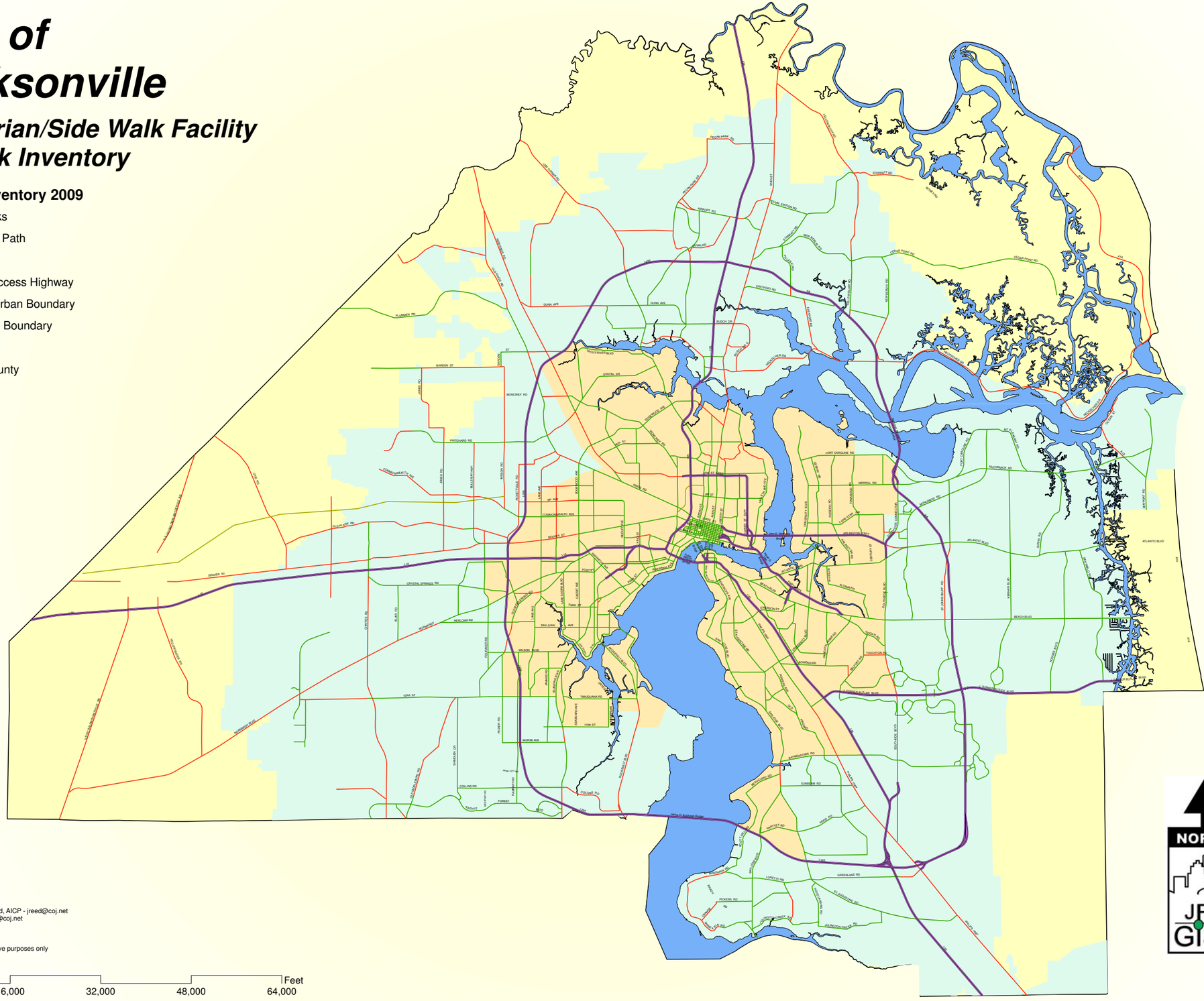
Map M-4: Pedestrian Inventory Map

City of Jacksonville

Pedestrian/Side Walk Facility Network Inventory

Sidewalk Inventory 2009

- Side Walks
- Multi-Use Path
- NONE
- Limited Access Highway
- Historic Urban Boundary
- Suburban Boundary
- River
- Duval County



Developed by James M. Reed, AICP - jreed@coj.net
and Scott McLarty - tmclarty@coj.net

September 28, 2009

Content intended for illustrative purposes only

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

NORTH

JPDD GIS

Map M-5: ITS/Traffic Signal Map

City of JacksonvilleTraffic Signals Map

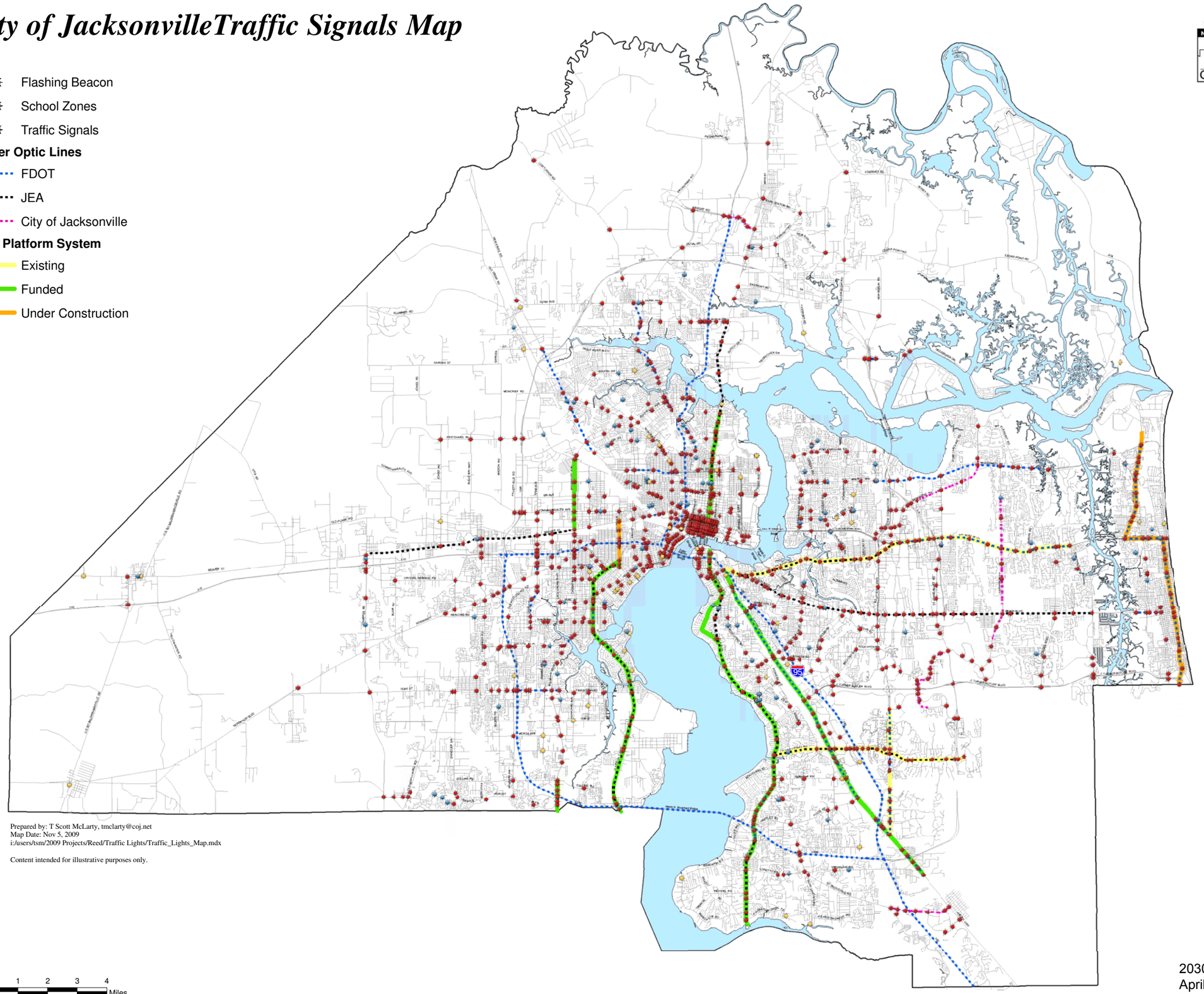
- Flashing Beacon
- School Zones
- Traffic Signals

Fiber Optic Lines

- FDOT
- JEA
- City of Jacksonville

ITS Platform System

- Existing
- Funded
- Under Construction



Prepared by: T Scott McLarty, tmclarty@coj.net
Map Date: Nov 5, 2009
i:/users/tsm/2009 Projects/Reed/Traffic Lights/Traffic_Lights_Map.mdx

Content intended for illustrative purposes only.

1 0.5 0 1 2 3 4
Miles

Map M-6: Mobility Zones

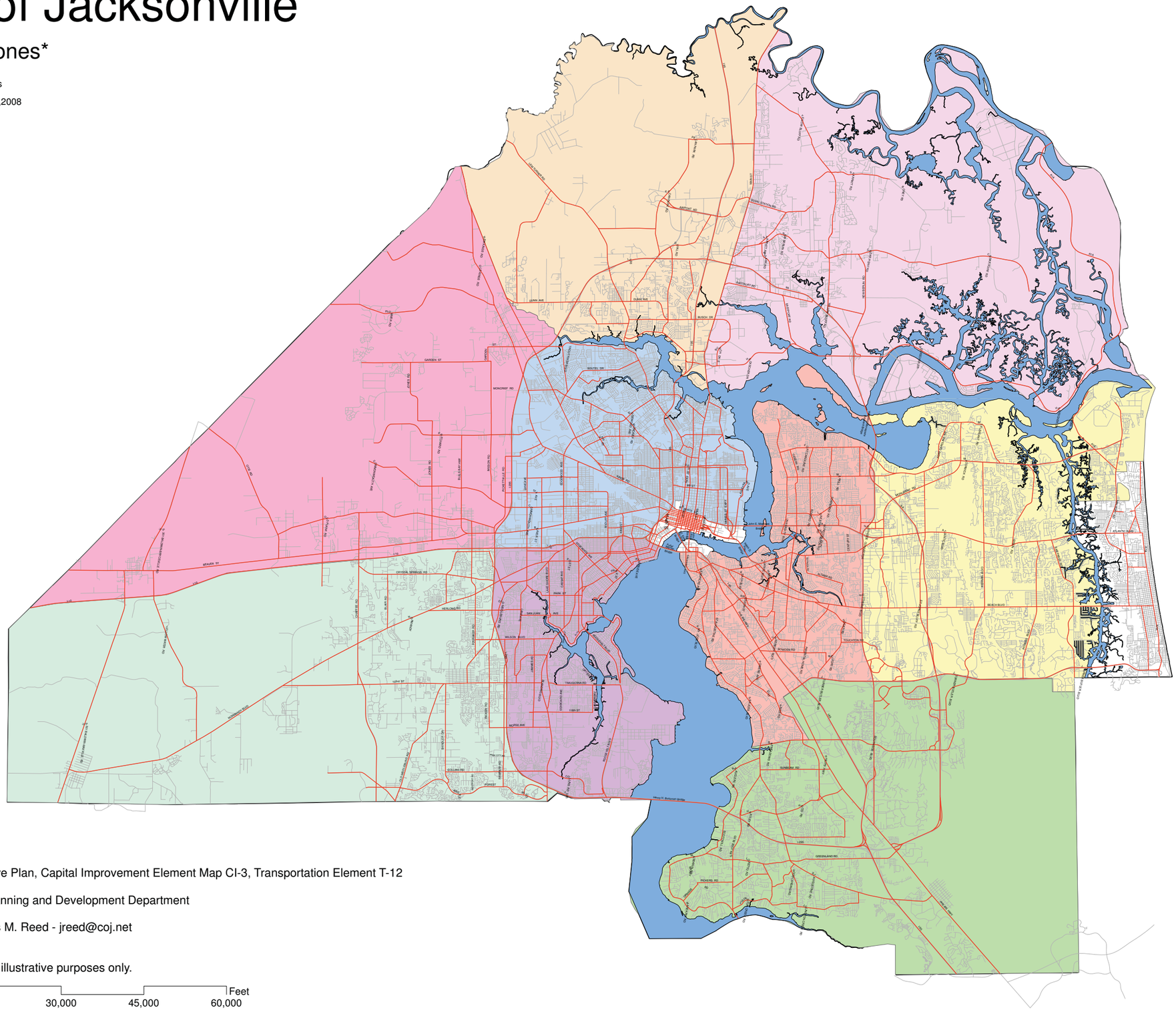
City of Jacksonville

Mobility Zones*

- Major Highways
- Roads - Oct 27,2008
- River

Mobility Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6
- Zone 7
- Zone 8
- Zone 9
- Zone 10



*2030 Comprehensive Plan, Capital Improvement Element Map CI-3, Transportation Element T-12

Data provided by Planning and Development Department

Developed by James M. Reed - jreed@coj.net
November 2010

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

JPDD GIS

APPENDIX 1:

2030 MULTI-MODAL TRANSPORTATION STUDY

(Under separate cover)

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APPENDIX 2:

OPERATIVE PROVISIONS AND PLAN CATEGORY DESCRIPTIONS OF THE FUTURE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN

OPERATIVE PROVISIONS

Guidelines and Standards

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

Locational Criteria

All of the plan categories described in this element allow for a variety of uses. Each category has a set of principal uses, which are intended to be the indicator of the overall development pattern of the area, and various types of secondary or supporting uses, which may also be allowed. The locational criteria in this section describe the factors to be used in determining appropriate locations for: (1) principal land use plan categories in plan amendment requests; (2) development characteristics and density within plan use categories; and (3) supporting uses in residential and other plan category areas.

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

Development Areas: As depicted on the FLUM series, the City is organized by five tiers of Development Areas ranging from high density in the historic core to very low density in the outlying rural areas. These include: the ~~Downtown TCEA/~~Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category, as follows:

1. *The ~~Downtown TCEA/~~Central Business District (CBD):* The ~~Downtown TCEA/~~Central Business District (CBD) is the Downtown Jurisdictional area of the Jacksonville Economic Development Commission (JEDC). All the area in the ~~Downtown TCEA/~~Central Business District (CBD) is included within the boundaries of the Downtown Development of Regional Impact (DRI). The exact location, distribution, and density/intensity of various types of land use in the JEDC's Downtown jurisdictional area will be guided by the site development plans approved as part of the development order for the Downtown DRI(s).
2. *Urban Priority Area (UPA)*: The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles

traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.

3. *Urban Area (UA)*: The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.
4. *Suburban Area (SA)*: The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.
5. *Rural Area (RA)*: The RA consists of all lands outside of the SA and corresponds with predominantly undeveloped portions of the City with land uses such as Agriculture, Recreation, Conservation, or Public Buildings Facilities. Development should occur at very low densities which create little demand for new infrastructure and community serving supporting uses, unless development occurs under the Multi-Use Category, as a Rural Village or as a Master Planned Community as defined in this element. Development may occur within the Rural Area provided that it is consistent with the Operational Provisions and the Land Use category descriptions. Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.

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

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

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

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

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

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

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

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

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

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

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

highway functional classification system map, which is part of the 2030 Comprehensive Plan.

DESCRIPTION AND INTERPRETATION OF THE FUTURE LAND USE MAP SERIES

The Future Land Use Map series (FLUMs) depicts designated Development Areas and the generalized land use categories that will guide development and redevelopment through the planning period and has been prepared in conformance with Section 163.3177, F.S. and Section 9J-5.006, F.A.C. Development Areas provide a tiered approach for density and development characteristics and each land use plan category permits a range of land uses, densities, and intensities through implementation of the City's Land Development Regulations. Minimum densities, as required in the various plan categories, do not apply to accessory uses such as security, watchmen or caretaker residences and, unless specifically stated otherwise in a plan category or for TOD, minimum densities shall not be construed to require residential uses. The exact type of land use, and the density and intensity appropriate at any one location will be determined using the criteria in this and the other elements of the 2030 Comprehensive Plan, as well as applicable Land Development Regulations.

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

1. Roadways, public and private community facilities and essential services serving the areas;

2. Parks and open space areas;

3. Conservation and other natural areas, and

4. Agriculture, silviculture, and similar other low intensity open space uses.

DETERMINATION OF FUTURE LAND USE MAP DEVELOPMENT AREA BOUNDARIES

Individual analysis of the conditions affecting Development Areas is necessary in order to determine the corresponding boundary lines. Generally, the Development Area boundaries follow existing or proposed geographic features such as roadways, rail and utility rights-of-ways, section lines, natural and manmade watercourses, and the edges of water bodies. In areas where such features do not exist, or are inappropriate, existing property boundaries shall be used whenever possible to delineate Development Area boundaries.

~~DETERMINATION~~ DETERMINATION OF FUTURE LAND USE MAP CATEGORY BOUNDARIES

Individual analysis of the conditions affecting land use locations is necessary in order to determine plan category boundary lines. Generally, the boundaries between different

land use categories depicted on the FLUMs follow existing or proposed geographic features such as roadways, rail and utility rights-of-ways, section lines, natural and manmade watercourses, and the edges of water bodies. In areas where such features do not exist, or are inappropriate, existing property boundaries shall be used whenever possible to delineate plan category boundaries.

PLAN CATEGORY DESCRIPTIONS

This section describes how each category shown on the FLUMs is to be interpreted. The character of each land use category is defined by Development Area, building type, residential density, functional use, and the physical composition of the land. Each category has a range of potentially permissible uses, which are not exhaustive, but are intended to be illustrative of the character of uses permitted. The plan category names indicate the dominant or principal use that is intended for development within the category. Supporting uses may be developed subject to the provisions of this and other 2030 Comprehensive Plan elements.

Not all potential uses are routinely acceptable anywhere within the land use category. The criteria herein only designate locations that may be considered for potential uses and each potential use must be evaluated for compliance with the goals, objectives and policies of this and other elements of the 2030 Comprehensive Plan, as well as applicable federal, State and local Land Development Regulations. The location, type, scale and density of the uses shall be compatible with the overall existing character, as well as the desired future character of the area.

RESIDENTIAL

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

Areas depicted for residential uses are shown under four residentially dominated plan categories; Rural Residential (RR), Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). Various housing types, ranging from detached single-family dwelling units to attached multi-family structures are allowed in the various categories. In order to encourage infill and redevelopment on existing lots of record within the Urban Development Areas (UPA and UA), the net density may exceed the allowable gross density limitation specified herein, provided such density is consistent with the applicable Land Development Regulation for such area. Pre-existing residential units may be restored to residential use at their original or historically significant (i.e., as existing 50 years previous) density, regardless of the land use plan category, as long as there is not an adopted Neighborhood Action Plan recommending against it and they are made consistent with all other applicable Land Development Regulations for the area. Achievement of the density ranges of the various categories will only be permitted when full urban services are available to the development site, subject to the provisions of this and other

applicable elements of the 2030 Comprehensive Plan. It is not the intent of this plan to permit maximum allowable densities throughout the area depicted for a particular land use category on the Future Land Use Map series. Land Development Regulations that will be developed to implement the plan shall ensure that several development districts are established within each residential category to allow a variety of lot sizes and development densities. Accordingly, the average residential density in each category will be much lower than the maximum allowable density. Notwithstanding the density limitation of the residential categories, one dwelling unit will be permitted on any nonconforming lot of record, which was existing on the effective date of the 2010 Comprehensive Plan. Development on such nonconforming lots of record shall be subject to all other plan provisions.

Residential Secondary Uses: The following secondary uses are permitted in all residential land use categories subject to the provisions of this and other elements of the 2030 Comprehensive Plan: Neighborhood supporting recreation facilities and public facilities, such as Schools, Churches and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments and Home occupations. Golf, yacht, tennis and country clubs; Driving ranges; Community residential homes; Cemeteries and mausoleums but not funeral homes or mortuaries; Bed and breakfast establishments in appropriate locations in the designated historic residential districts.

In addition to the above, the following secondary uses may be permitted subject to the provisions of each residential land use category: Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; Animals other than household pets; Borrow pits; and Drive through facilities associated with a permitted use.

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

Not all principal or secondary uses stated above are permitted in all residential land use categories. The intensity and range of uses permitted in a specific land use category are subject to the provisions of this and other elements of the 2030 Comprehensive Plan, and all applicable Land Development Regulations. New neighborhood commercial uses shall not be allowed, as secondary uses, where such uses would constitute an intrusion into an existing single-family neighborhood.

RURAL RESIDENTIAL (RR)

RR - GENERAL INTENT

Rural Residential (RR) is a category intended to provide rural estate residential opportunities in the suburban and rural areas of the City.

Generally, single-family detached housing will be the predominant land uses in this category. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

RR - URBAN PRIORITY AREA (UPA) and URBAN AREA (UA) INTENT
Plan amendment requests for new RR designations are discouraged in the Urban Priority Area and the Urban Area.

RR - URBAN PRIORITY AREA and URBAN AREA USES
The uses provided herein shall be applicable to all RR sites within the Urban Priority Area and Urban Area.

Principal Uses
Single family dwellings.

Secondary Uses
Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; and Drive through facilities in conjunction with a permitted use.

RR - URBAN PRIORITY AREA and URBAN AREA DENSITY
The maximum gross density in the Urban Priority Area and Urban Area shall be 2 units/acre when both centralized potable water and wastewater are available to the site; and the maximum gross density shall be 1 unit/acre when served with on-site potable water and wastewater; and there shall be no minimum density.

RR - SUBURBAN AREA (SA) and RURAL AREA (RA) INTENT
Rural Residential (RR) is a category intended to provide rural estate residential opportunities in the Suburban and Rural Areas of the City.

Plan amendment requests for new RR designations are preferred in locations which are supplied with full urban services.

RR - SUBURBAN AREA and RURAL AREA USES
The uses provided herein shall be applicable to all RR sites within the Suburban Area and Rural Area.

Principal Uses
Single family dwellings.

Secondary Uses
Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; and Drive through facilities in conjunction with a permitted use.

RR - SUBURBAN AREA and RURAL AREA DENSITY

The maximum gross density in the Suburban Area and Rural Area shall be 2 units/acre when both centralized potable water and wastewater are available to the site; and the maximum gross density shall be 1 unit/acre when served with on-site potable water and wastewater; and there shall be no minimum density.

LOW DENSITY RESIDENTIAL (LDR)

LDR - GENERAL INTENT

Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be connected to reduce the number of Vehicles Miles Traveled and cul-de-sacs should be avoided. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

LDR - URBAN PRIORITY AREA (UPA) INTENT

LDR in the Urban Priority Area is intended to provide for low density residential development. Further, it is intended to promote neighborhoods in need of redevelopment and to provide a compact single-family development typology that is supportive of transit, neighborhood commercial uses and services. In these instances, the category provides a higher density than LDR in other Development Areas of the City. The application of this higher density should be supported by a neighborhood plan or study.

Plan amendment requests for new LDR designations are preferred in locations which are supplied with full urban services.

LDR - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all LDR sites within the Urban Priority Area.

Principal Uses

Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following

secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.

LDR - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.

- The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.
- The maximum gross density shall be 15 units/acre when there is a supporting neighborhood plan or study; except for sites within the Coastal High Hazard Area (CHHA), unless appropriate mitigation is provided consistent with the City's CHHA policies, the maximum gross density shall be 7 units/acre.

LDR - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.

LDR - URBAN AREA (UA) INTENT

LDR in the Urban Area is intended to provide for low density residential development.

Plan amendment requests for new LDR designations are preferred in locations which are supplied with full urban services.

LDR - URBAN AREA USES

The uses provided herein shall be applicable to all LDR sites within the Urban Area.

Principal Uses

Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into

mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses associated with and developed as an integral component of TND.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.

LDR - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.

- The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.

LDR - URBAN AREA DEVELOPMENT CHARACTERISTICS

New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.

LDR - SUBURBAN AREA (SA) INTENT

LDR in the Suburban Area is intended to provide for low density residential development.

LDR - SUBURBAN AREA USES

The uses provided herein shall be applicable to all LDR sites within the Suburban Area.

Principal Uses

Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional

Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses associated with and developed as an integral component of TND.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.

LDR - SUBURBAN AREA DENSITY

The maximum gross density in the Suburban Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.

- The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.

LDR - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.

LDR - RURAL AREA (RA) INTENT

LDR in the Rural Area is intended to provide for low density residential development.

Plan amendment requests for new LDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

LDR - RURAL AREA USES

The uses provided herein shall be applicable to all LDR sites within the Rural Area.

Principal Uses

Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses associated with and developed as an integral component of TND.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.

LDR - RURAL AREA DENSITY

The maximum gross density in the Rural Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.

- The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.

LDR - RURAL AREA DEVELOPMENT CHARACTERISTICS

New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.

MEDIUM DENSITY RESIDENTIAL (MDR)

MDR - GENERAL INTENT

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Development within the category should be compact and

connected and should support multi-modal transportation. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept and Transit Oriented Development (TOD) are permitted. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

MDR - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

MDR - URBAN PRIORITY AREA (UPA) INTENT

MDR in the Urban Priority Area is intended to provide compact medium to high density mixed use development.

Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

MDR - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all MDR sites within the Urban Priority Area.

Principal Uses

Multi-family dwellings; Single-family dwellings when the predominant surrounding development typology within the MDR category is single-family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses

associated with and developed as an integral component of TND or TOD.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.

MDR - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 20 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- The maximum gross density shall be 40 units/acre when there is a supporting neighborhood plan or study; except for sites abutting Low Density Residential (LDR) and for sites within the Coastal High Hazard Area (CHHA), unless appropriate mitigation is provided consistent with the City's CHHA policies, the maximum gross density shall be 20 units/acre.
- In the absence of the availability of centralized water and sewer, the gross density of development permitted in this category shall be the same as allowed in LDR without such services.
- There shall be no minimum density for single family dwellings when the predominant surrounding development typology within the MDR category is single family or when single-family dwellings are permitted as a secondary use.

MDR - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all MDR sites within the Urban Priority Area.

- Development massing should generally be evenly distributed throughout the site to the greatest extent possible, except as otherwise required by the General Neighborhood Protection provisions of the MDR category.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

MDR - URBAN AREA (UA) INTENT

MDR in the Urban Area is intended to provide compact medium density residential development

Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

MDR - URBAN AREA USES

The uses provided herein shall be applicable to all MDR sites within the Urban Area.

Principal Uses

Multi-family dwellings; Single-family dwellings when the predominant surrounding development typology within the MDR category is single-family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses associated with and developed as an integral component of TND or TOD.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.

MDR - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 20 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- In the absence of the availability of centralized water and sewer, the maximum gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.
- There shall be no minimum density for single family dwellings when the predominant surrounding development typology within the MDR category is single family or when single-family dwellings are permitted as a secondary use.

MDR - URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all MDR sites within the Urban Area.

- Development massing should generally be evenly distributed throughout the site to the greatest extent possible.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

MDR - SUBURBAN AREA (SA) INTENT

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development.

Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

MDR - SUBURBAN AREA USES

The uses provided herein shall be applicable to all MDR sites within the Suburban Area.

Principal Uses

Multi-family dwellings; Single-family dwellings when the predominant surrounding development typology within the MDR category is single-family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses associated with and developed as an integral component of TND or TOD.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.

MDR - SUBURBAN AREA DENSITY

The maximum gross density in the Suburban Area shall be 20 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- In the absence of the availability of centralized water and sewer, the gross density of development permitted in this

category shall be the same as allowed in Low Density Residential (LDR) without such services.

- There shall be no minimum density for single family dwellings when the predominant surrounding development typology within the MDR category is single family or when single-family dwellings are permitted as a secondary use.

MDR - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all MDR sites within the Suburban Area.

- Development massing should generally be evenly distributed throughout the site to the greatest extent possible.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

MDR - RURAL AREA (RA) INTENT

Plan amendment requests for new MDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

MDR - RURAL AREA USES

The uses provided herein shall be applicable to all MDR sites within the Rural Area.

Principal Uses

Multi-family dwellings; Single-family dwellings when the predominant surrounding development typology within the MDR category is single-family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area: and Other uses associated with and developed as an integral component of TND or TOD.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.

MDR - RURAL AREA DENSITY

The maximum gross density in the Rural Area shall be 20 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- In the absence of the availability of centralized water and sewer, the gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.
- There shall be no minimum density for single family dwellings when the predominant surrounding development typology within the MDR category is single family or when single-family dwellings are permitted as a secondary use.

MDR - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all MDR sites within the Rural Area.

- Development massing should generally be evenly distributed throughout the site to the greatest extent possible.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

HIGH DENSITY RESIDENTIAL (HDR)

HDR - GENERAL INTENT

High Density Residential (HDR) is a mixed use category intended to provide compact high density residential development and transitional uses between lower density residential uses and commercial uses and public and semi-public use areas. High rise multi-family and mixed use developments should be the predominant development typology in this category. Development within the category should be compact and connected and should support multi-modal transportation. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept and Transit Oriented Development (TOD) are permitted. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

HDR - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass

and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

HDR - URBAN PRIORITY AREA (UPA) INTENT

HDR in the Urban Priority Area is intended to provide compact high density mixed use development. High density residential development which includes limited commercial uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled. A combination of compatible mixed uses should be organized vertically within a multistory building.

HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

HDR - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all HDR sites within the Urban Priority Area.

Principal Uses

Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office: and Uses associated with and developed as an integral component of TND or TOD.

Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.

HDR - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 80 units/acre and the minimum gross density shall be 20 units/acre; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 60 units/acre.
- For sites within the Coastal High Hazard Area (CHHA), the maximum gross density shall be 60 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

HDR - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all HDR sites within the Urban Priority Area.

- A combination of compatible mixed uses should be organized vertically within a multistory building.
- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Mixed uses shall be provided in developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Non-residential uses in mixed use developments, shall be limited to the ground floor.
- Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

HDR - URBAN AREA (UA) INTENT

HDR in the Urban Area is intended to provide compact medium to high density mixed use development. Medium to high density residential development which includes limited commercial uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled. A combination of compatible mixed uses should be organized vertically within a multistory building.

HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

HDR - URBAN AREA USES

The uses provided herein shall be applicable to all HDR sites within the Urban Area.

Principal Uses

Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office; and Uses associated with and developed as an integral component of TND or TOD.

Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential Land Use Introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.

HDR - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 60 units/acre and the minimum gross density shall be 20 units/acre.

HDR - URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all HDR sites within the Urban Area.

- A combination of compatible mixed uses should be organized vertically within a multistory building.
- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Mixed uses shall be provided for developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Non-residential uses in mixed use developments, shall be limited to the ground floor.
- Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

HDR - SUBURBAN AREA (SA) INTENT

HDR in the Suburban Area is intended to provide compact medium to high density mixed use development. Medium to high density residential development which includes limited commercial uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled.

Plan amendment requests for new HDR designations are discouraged in the Suburban Area because they would potentially encourage urban sprawl. HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

HDR - SUBURBAN AREA USES

The uses provided herein shall be applicable to all HDR sites within the Suburban Area.

Principal Uses

Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office; and Uses associated with and developed as an integral component of TND or TOD.

Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential Land Use Introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.

HDR - SUBURBAN AREA DENSITY

The maximum gross density in the Suburban Area shall be 60 units/acre.

HDR - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all HDR sites within the Urban Area.

- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Mixed uses shall be provided for developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map and non-residential uses in mixed use developments, shall be limited to the ground floor.
- Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of

driveway access points on roads classified as arterials on the Functional Highway Classification Map.

- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

HDR - RURAL AREA (RA) INTENT

Plan amendment requests for new HDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl. HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

HDR - RURAL AREA USES

The uses provided herein shall be applicable to all HDR sites within the Rural Area.

Principal Uses

Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office: Uses associated with and developed as an integral component of TND or TOD.

Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential Land Use Introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.

HDR - RURAL AREA DENSITY

The maximum gross density in the Rural Area shall be 60 units/acre.

HDR - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all HDR sites within the Urban Area.

- Developments on sites greater than 5 acres should incorporate mixed uses and appropriate Traditional Neighborhood Development (TND) components.
- Mixed uses shall be provided for developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map and non-residential uses in mixed use developments, shall be limited to the ground floor.
- Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

COMMERCIAL

This category is primarily intended to provide for all types of commercial retail sales and service establishments and development which includes offices and Multi-family uses.

The plan includes five types of commercially dominated land use categories: Residential-Professional-Institutional, Neighborhood Commercial, Community/General Commercial, Regional Commercial, and Central Business District. The principal uses range from a small convenience store, laundry/dry cleaning shop to mixed use development, large shopping centers and multi-story office buildings.

Commercial Secondary Uses: Secondary uses permitted in all residential land use categories are also allowed in all commercial land use categories, including schools. In addition, secondary uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: Trade schools and colleges, hospitals, medical centers, clinics, and sanitariums; Museums; Art galleries; Theaters and related uses; Convention, exhibition, trade,

and festival facilities and other similar institutional uses; Transit stations; and Off-street parking lots and garages.

In addition to the above, the following secondary uses may be permitted subject to the provisions of each commercial land use category: Criminal justice facilities; Transportation terminals and facilities; Stadiums and arenas; Yard waste composting; Dude ranches; Riding academies; Shooting ranges; Commercial fishing or hunting camps; and Fairgrounds.

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

RESIDENTIAL-PROFESSIONAL-INSTITUTIONAL (RPI)

RPI - GENERAL INTENT

Residential Professional Institutional (RPI) is a category primarily intended to accommodate medium to high density residential, professional office, and institutional uses. Limited commercial retail and service establishments which serve a diverse set of neighborhoods may also be a part of mixed use developments. RPI is generally intended to provide transitional uses between commercial and residential uses, although it may also provide a transition between industrial and residential uses when industrial uses pose no health or safety risks to residents. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA mass transit system station or Rapid Transit System (RTS). Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

RPI - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element.
- When developing mixed uses, residential uses, shall be arranged on the site to provide a use transition between new

non-residential uses and the protected abutting residential land uses to the greatest extent feasible.

- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

RPI - URBAN PRIORITY AREA (UPA) INTENT

RPI in the Urban Priority Area is intended to provide compact medium to high density development. Development which includes medium to high density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. A combination of compatible should be organized vertically within a multistory building.

Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

RPI - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all RPI sites within the Urban Priority Area.

Principal Uses

Multi-family dwellings; Office; Business and Professional Office; Institutional; Large scale institutional uses, which require supporting residential and office components; Commercial retail sales and service establishments limited to 50 percent of the site area; Live/Work Units; Financial institutions; Restaurants (without drive-in or drive-thru facilities); Single Room Occupancies (SROs); Off street parking lots and garages when combined with another principal use; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2010 Comprehensive Plan; and Uses associated with and developed as an integral component of TOD.

Single-use developments shall be limited to residential or office. Single use residential developments shall be developed pursuant to the requirements of the Medium Density Residential (MDR) category.

Mixed use developments may not include more than 90 percent of any individual use.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Single-

family dwellings a part of a single-use or mixed used development; Veterinary Offices; and Filling stations.

Ancillary Transitional Uses
Off street parking facilities; Stormwater facilities; Open spaces.

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

RPI - URBAN PRIORITY AREA DENSITY
The maximum gross density within the Urban Priority Area shall be 40 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units/acre.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR), in which case the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA), the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- There shall be no minimum density for single family dwellings which were originally constructed as single family dwellings prior to adoption of the 2030 Comprehensive Plan or when single-family dwellings are permitted as a secondary use.

RPI - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS
The development characteristics provided herein shall be applicable to all RPI sites within the Urban Priority Area.

- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Commercial retail sales and service establishments shall be limited to the ground floor.

- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD, TND, and mixed use developments open spaces should be designed as common connecting elements between uses.

RPI - URBAN AREA (UA) INTENT

RPI in the Urban Area is intended to provide compact medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

RPI - URBAN AREA USES

The uses provided herein shall be applicable to all RPI sites within the Urban Area.

Principal Uses

Multi-family dwellings; Office; Business and Professional Office; Institutional; Large scale institutional uses, which require supporting residential and office components; Commercial retail sales and service establishments limited to 50 percent of the site area; Live/Work Units; Financial institutions; Restaurants (without drive-in or drive-thru facilities); Single Room Occupancies (SROs); Off street parking lots and garages when combined with another principal use; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2010 Comprehensive Plan; and Uses associated with and developed as an integral component of TOD.

Single-use developments shall be limited to residential or office. Single use residential developments shall be pursuant to the requirements of the Medium Density Residential (MDR) category.

Mixed use developments may not include more than 90 percent of any individual use.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings as part of a single-use or mixed used development; Veterinary Offices; and Filling stations.

Ancillary Transitional Uses

Off street parking facilities; Stormwater facilities; Open spaces.

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

RPI - URBAN AREA DENSITY

The maximum gross density within the Urban Area shall be 30 units/acre and there shall be no minimum density; except as provided herein.

- For sites abutting Low Density Residential (LDR) and Rural Residential (RR), the maximum gross density shall be 20 units/acre.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA), the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

RPI - URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all RPI sites within the Urban Area.

- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Commercial retail sales and service establishments shall be limited to the ground floor.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD, TND, and mixed use developments open spaces should be designed as a common connecting element between uses.

RPI - SUBURBAN AREA (SA) INTENT

RPI in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred.

Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

RPI - SUBURBAN AREA USES

The uses provided herein shall be applicable to all RPI sites within the Suburban Area.

Principal Uses

Multi-family dwellings; Office; Business and Professional Office; Institutional; Large scale institutional uses, which require supporting residential and office components; Commercial retail sales and service establishments limited to 50 percent of the site area; Live/Work Units; Financial institutions; Restaurants (without drive-in or drive-thru facilities); Single Room Occupancies (SROs); Off street

parking lots and garages when combined with another principal use; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2010 Comprehensive Plan; and Uses associated with and developed as an integral component of TOD.

Single-use developments shall be limited to residential or office. Single use residential developments shall be pursuant to the requirements of the Medium Density Residential (MDR) category.

Mixed use developments may not include more than 90 percent of any individual use.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings as part of a single-use or mixed used development; Veterinary Offices; and Filling stations.

Ancillary Transitional Uses

Off street parking facilities; Stormwater facilities; Open spaces.

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

RPI - SUBURBAN AREA DENSITY

The maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum density; except that Transit-Oriented Development (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre.

RPI - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all RPI sites within the Suburban Area.

- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.

- Commercial retail sales and service establishments shall be limited to the ground floor.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map. In the case of TND, developments should also be massed along the newly created street network.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD, TND, and mixed use developments open spaces should be designed as a common connecting element between uses.

RPI - RURAL AREA (RA) INTENT

Plan amendment requests for new RPI designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

RPI - RURAL AREA USES

The uses provided herein shall be applicable to all RPI sites within the Rural Area.

Principal Uses

Multi-family dwellings; Office; Business and Professional Office; Institutional; Large scale institutional uses, which require supporting residential and office components; Commercial retail sales and service establishments limited to 50 percent of the site area; Live/Work Units; Financial institutions; Restaurants (without drive-in or drive-thru facilities); Single Room Occupancies (SROs); Off street parking lots and garages when combined with another principal use; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Uses associated with and developed as an integral component of TOD.

Single-use developments shall be limited to residential or office. Single use residential developments shall be pursuant to the requirements of the Medium Density Residential (MDR) category.

Mixed use developments may not include more than 90 percent of any individual use.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings a part of a single-use or mixed used development; Veterinary Offices; and Filling stations.

Ancillary Transitional Uses

Off street parking facilities; Stormwater facilities; Open spaces.

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

RPI - RURAL AREA DENSITY

The maximum gross density within the Rural Area shall be 20 units/acre and there shall be no minimum density; except that Transit-Oriented Development (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre.

RPI - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all RPI sites within the Rural Area.

- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Commercial retail sales and service establishments shall be limited to the ground floor.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map. In the case of TND, developments should also be massed along the newly created street network.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of

driveway access points on roads classified as arterials on the Functional Highway Classification Map.

- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD, TND, and mixed use developments open spaces should be designed as a common connecting element between uses.

NEIGHBORHOOD COMMERCIAL (NC)

NC - GENERAL INTENT

Neighborhood Commercial (NC) is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. Nodal development patterns are preferred. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of Vehicles Miles Traveled. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

NC - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a style compatible with adjacent areas to serve as a visual buffering element.

NC - URBAN PRIORITY AREA (UPA) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a

roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way are considered preferred locations.

NC - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all NC sites within the Urban Priority Area.

Principal Uses

Offices, Business and professional offices, including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 40 units/acre and there shall be no minimum density; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

NC - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all NC sites within the Urban Priority Area.

- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting non-residential uses and sites and to limit the number of driveway access points on roads

classified as arterials on the Functional Highway Classification Map.

- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

NC - URBAN AREA (UA) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

NC - URBAN AREA USES

The uses provided herein shall be applicable to all NC sites within the Urban Area.

Principal Uses

Offices Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 30 units/acre and there shall be no minimum density; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

NC - URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all NC sites within the Urban Area.

- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting non-residential uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

NC - SUBURBAN AREA (SA) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

NC - SUBURBAN AREA USES

The uses provided herein shall be applicable to all NC sites within the Suburban Area.

Principal Uses

Offices, Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - SUBURBAN AREA DENSITY

The maximum gross density in the Suburban Area shall be 20 units/acre and there shall be no minimum density.

NC - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all NC sites within the Suburban Area.

- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting non-residential uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

NC - RURAL AREA (RA) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

NC - RURAL AREA USES

The uses provided herein shall be applicable to all NC sites within the Rural Area.

Principal Uses

Offices, Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - RURAL AREA DENSITY

The maximum gross density shall be 20 units/acre, and there shall be no minimum density.

NC - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all NC sites within the Rural Area.

- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting non-residential uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

COMMUNITY/GENERAL COMMERCIAL (CGC)

CGC - GENERAL INTENT

Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA mass transit system station or Rapid Transit System (RTS). Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

CGC - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

CGC - URBAN PRIORITY AREA (UPA) INTENT

CGC in the Urban Priority Area is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment. Development that includes residential uses is preferred to provide support for commercial and other uses. A combination of compatible mixed uses should be vertically integrated within a multistory building.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map.

CGC - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all CGC sites within the Urban Priority Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotel and motel; Office, Business and Professional Office including veterinary office; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of TOD.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 60 units/acre and the minimum gross density shall be 20 units/acre; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units/acre and there shall be no minimum density.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR), in which case the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- There shall be no minimum density for single family dwellings which were originally constructed as single family dwellings prior to adoption of the 2030 Comprehensive Plan.

CGC - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Urban Priority Area.

- A combination of compatible mixed uses should be vertically integrated within a multistory building.
- Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

CGC - URBAN AREA (UA) INTENT

CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential uses is preferred to provide support for commercial and other uses.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map.

CGC - URBAN AREA USES

The uses provided herein shall be applicable to all CGC sites within the Urban Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile

home/motor home rental and sales, boat storage and sales; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of TOD.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 40 units/acre and there shall be no minimum density; except as provided herein.

- For sites abutting Low Density Residential (LDR) and Rural Residential (RR), the maximum gross density shall be 20 units/acre.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless

appropriate mitigation is provided consistent with the City's CHHA policies.

CGC - URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Urban Area.

- Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

CGC - SUBURBAN AREA (SA) INTENT

The Suburban Area is intended to provide development in a nodal development pattern.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

CGC - SUBURBAN AREA USES

The uses provided herein shall be applicable to all CGC sites within the Suburban Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile home/motor home rental and sales, boat storage and

sales; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of TOD.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - SUBURBAN AREA DENSITY

The maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum gross density; except as provided herein.

- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre; except for sties abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

CGC - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Suburban Area.

- Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

CGC - RURAL AREA (RA) INTENT

Plan amendment requests for new CGC designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

CGC - RURAL AREA USES

The uses provided herein shall be applicable to all CGC sites within the Rural Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile home/motor home rental and sales, boat storage and sales; Off street parking lots and garages: Filling stations; and Uses associated with and developed as an integral component of TOD when within the defined proximity of an existing transit station.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are permitted by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - RURAL AREA DENSITY

The maximum gross density within the Rural Area shall be 20 units/acre and there shall be no minimum density.

CGC - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Rural Area.

- Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- CGC uses shall be clustered in a manner resulting in the creation of an undeveloped buffer between the uses and adjacent wetlands, conservation and agricultural lands.

REGIONAL COMMERCIAL (RC)

Regional commercial uses serve the City and outlying communities. Combined service populations generally exceed 80,000 people or 30,000 dwelling units. In size and scale, regional commercial development will

meet generally the standards and guidelines for developments of regional impact (DRI) pursuant to Section 380.06 F.S. Plan amendment requests for new RC designations are discouraged as Regional Commercial uses may be accommodated within the CGC category.

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

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

The standards in the Land Development Regulations and the criteria herein only designate locations that may be considered for regional commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. Regional commercial uses should abut a roadway classified as a principal arterial or higher facility on the adopted highway functional classification system map, which is part of the 2030 Comprehensive Plan, except for sites located within the DDA's jurisdiction. Sites with two or more boundaries on transportation rights-of-way classified as principal arterials or higher will be considered preferred locations.

Central Business District (CBD)

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

development plans approved as part of the development order for the Downtown DRI(s).

INDUSTRIAL

Industrial uses are generally considered to be the most likely to create unacceptable impacts on residential areas. Noise, odors, toxic chemicals and wastes, and transportation conflicts are all associated with traditional industrial uses.

Industrial uses are crucial to the long term economic well-being of the City. Existing strategically located industrial lands are identified on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility". These areas are presumed to be appropriate for land use map amendments to industrial categories, subject to Objective 3.2 and supporting policies as well as other applicable objectives and policies of this element.

The plan includes four industrial land use categories: Business Park (BP), Light Industrial (LI), Heavy Industrial (HI), and Water Dependent-Water Related (WD-WR). Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. Business parks, for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing.

Industrial Secondary Uses: All public facilities and non-residential uses permitted in residential and commercial land use categories may also be permitted as secondary uses in industrial land use categories, with the exception that, consistent with the Public School Facilities Element, public schools are not permitted in the Heavy Industrial Category.

Not all principal or secondary uses stated above will be permitted in all industrial categories. The type, intensity and range of uses permitted in a specific industrial category is subject to the provisions of this and other elements of the 2030 Comprehensive Plan and all applicable Land Development Regulations.

BUSINESS PARK (BP)

BP - GENERAL INTENT

Business Park (BP) is a category primarily intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Residential uses are also permitted in appropriate locations as identified under the Development Area Uses. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian

mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA mass transit system station or Rapid Transit System (RTS). Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

BP - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element. However, scale transition shall not be required where the Industrial Sanctuary or Situational Compatibility overlay zone buffer requirements, pursuant to Section 656.399 of the City of Jacksonville Zoning Code, exceed the buffers required under Part 12 of the City of Jacksonville Zoning Code.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

BP - URBAN PRIORITY AREA (UPA) and URBAN AREA (UA) INTENT

BP in the Urban Priority Area and the Urban Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary.

Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services and with site access to roads classified as arterial or higher on the Highway Functional Classification Map.

BP - URBAN PRIORITY AREA and URBAN AREA USES

The uses provided herein shall be applicable to all BP sites within the Urban Priority Area and the Urban Area.

Principal Uses

Offices; Business and professional offices; Banks; Financial institutions; Research and development activities;

Radio and TV studios; Commercial retail sales and service establishments; Major institutions; Light manufacturing; fabrication and assembly; Light industrial; Warehousing; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses associated with and developed as an integral component of TOD on sites located outside of areas identified as an Industrial Sanctuary.

Newly constructed residential uses in the BP category shall be for workforce persons.

Commercial retail sales and service establishments and residential uses shall only be permitted as part of mixed use development. Mixed use developments may not include more than 80 percent of any individual use.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category, as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off-street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Dude ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Accessory Uses

Outside storage accessory to a permitted use may be permitted provided it is visually screened pursuant to

supplemental performance standards and criteria of the Land Development Regulations.

BP - URBAN PRIORITY AREA and URBAN AREA DENSITY

The maximum gross density in the Urban Priority Area and Urban Area shall be 40 units/acre and there shall be no minimum density; except as provided herein.

- For sites abutting Low Density Residential (LDR) and Rural Residential (RR), the maximum gross density shall be 20 units/acre and there shall be no minimum density.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.

BP - URBAN PRIORITY AREA and URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all BP sites within the Urban Priority Area and Urban Area.

- Developments on sites greater than 10 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest adjacent classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.
- Uses shall be sited in a manner to promote internal pedestrian and vehicular circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD and mixed use developments open space should be designed as a common connecting element between mixed uses.

BP - SUBURBAN AREA (SA) INTENT

BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services and with site access to roads classified as arterial or higher on the Highway Functional Classification Map.

BP - SUBURBAN AREA USES

The uses provided herein shall be applicable to all BP sites within the Suburban Area.

Principal Uses

Offices; Business and professional offices; Banks; Financial institutions; Research and development activities; Radio and TV studios; Light manufacturing; fabrication and assembly; Commercial retail sales and service establishments; Major institutions; Light industrial; Warehousing; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses associated with and developed as an integral component of TOD for sites located outside of areas identified as an Industrial Sanctuary.

Newly constructed residential uses in the BP category shall be for workforce persons.

Commercial retail sales and service establishments and residential uses shall only be permitted as part of mixed use development. Mixed use developments may not include more than 80 percent of any individual use.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category, as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off-street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Dude ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Accessory Uses

Outside storage accessory to a permitted use may be permitted provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations.

BP - SUBURBAN AREA DENSITY

The maximum gross density in Suburban Area shall be 20 units/acre and there shall be no minimum density. Transit-Oriented Development shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.

BP - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all BP sites within the Suburban Area.

- Developments on sites greater than 10 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest adjacent classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD and mixed use developments open space should be designed as a common connecting element between mixed uses.

BP - RURAL AREA (RA) INTENT

Unless a site is identified on the Industrial Preservation Map (Map L-23), Plan amendment requests for new BP designations are discouraged, in the Rural Area because they would potentially encourage urban sprawl.

BP - RURAL AREA USES

The uses provided herein shall be applicable to all BP sites within the Rural Area.

Principal Uses

Offices; Business and professional offices; Banks; Financial institutions; Research and development activities; Radio and TV studios; Light manufacturing; fabrication and assembly; Commercial retail sales and service establishments; Major institutions; Light industrial; Warehousing; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses associated with and developed as an integral component of TOD on sites located outside of areas identified as an Industrial Sanctuary.

Newly constructed residential uses in the BP category shall be for workforce persons.

Commercial retail sales and service establishments and residential uses shall only be permitted as part of mixed use development. Mixed use developments may not include more than 80 percent of any individual use.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2010 Comprehensive Plan are allowed within this category, as

long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off-street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Dude ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Accessory Uses

Outside storage accessory to a permitted use may be permitted provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations.

BP - RURAL AREA DENSITY

The maximum gross density in Rural Area shall be 20 units/acre and there shall be no minimum density. Transit-Oriented Development shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.

BP - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all BP sites within the Rural Area.

- Developments on sites greater than 10 acres should incorporate urban development characteristics as defined in this element.
- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest adjacent classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.

- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- In TOD and mixed use developments open space should be designed as a common connecting element between mixed uses.

LIGHT INDUSTRIAL (LI)

LI - GENERAL INTENT

Light Industrial (LI) is a category which provides for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes.

Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred; except for sites located within the JEDC's jurisdictional boundaries.

LI - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, vehicular traffic and associated airborne debris, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element. However, scale transition shall not be required where the Industrial Sanctuary or Situational Compatibility overlay zone buffer requirements, pursuant to Section 656.399 of the City of Jacksonville Zoning Code, exceed the buffers required under Part 12 of the City of Jacksonville Zoning Code.
- Elements such as yards, buffers, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a style compatible with adjacent areas to serve as a visual buffering element from adjacent uses.

LI - GENERAL USES

The uses provided herein shall be applicable to all LI sites in all Development Areas.

Principal Uses

Light assembly and manufacturing; Packaging; Processing; Manufacturing of paints, enamels and allied products; Concrete batching plants; Storage/warehousing; Research and development activities; Transportation terminals; Radio/T.V. studios; Transmission and relay towers; Yard waste composting; Recycling facilities; Business/professional offices; Medical clinics; Veterinary offices; and Vocational/trade schools and building trade contractors.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Railroad yards; Truck terminals; Bus and rail stations; Solid waste management facilities including composting and recycling operations; Institutional uses and public facilities; Utility plants and facilities; Broadcasting studios including transmitters; and Telephone and cellular phone towers.

HEAVY INDUSTRIAL (HI)

HI - GENERAL INTENT

Heavy industrial uses are generally the most likely to produce adverse physical and environmental impacts on adjacent residential areas such as noise, land, air and water pollution and transportation conflicts. For this reason, heavy industrial land uses should be buffered by other less intense transitional land uses, such as office, light industrial or open space, etc., to protect residential and other sensitive land uses; i.e., schools, health care facilities, etc. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

Heavy industrial uses shall be located with convenient access to the transportation network that includes major highways, railroads, airports and port facilities. Site access to roads classified as arterial or higher on the Highway Functional Classification Map is preferred; except for sites located within the JEDC's jurisdictional boundaries. Sites with railroad access and frontage on two highways are preferred locations for heavy industrial development.

HI - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design

techniques including but not limited to: transitions in uses; buffering; setbacks; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, vehicular traffic and associated airborne debris, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element. However, scale transition shall not be required where the Industrial Sanctuary or Situational Compatibility overlay zone buffer requirements, pursuant to Section 656.399 of the City of Jacksonville Zoning Code, exceed the buffers required under Part 12 of the City of Jacksonville Zoning Code.

- Elements such as yards, buffers, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a style compatible with adjacent areas to serve as a visual buffering element from adjacent uses.

HI - GENERAL USES

The uses provided herein shall be applicable to all HI sites in all Development Areas.

Principal Uses

Mining; Heavy manufacturing; Repair; Fabrication; Assembly; Packaging; Processing; Distribution; Transportation operations; Railroad switching yards; Solid waste management facilities; and Utility plants.

This may include manufacturing, processing, storage or transportation of paper and pulp, scrap metal, explosives, paint, oil, turpentine, shellac, lacquer or varnish and similar other hazardous and toxic materials as well as petroleum refining including the various components and raw materials thereof.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction.

WATER DEPENDENT-WATER RELATED (WD-WR)

WD-WR - GENERAL INTENT

WD-WR is a category primarily intended for land uses that require deep water access to the St. Johns River. The primary purpose of the category is to protect, support and permit orderly expansion of the Port of Jacksonville.

WD-WR - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design

techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element. However, scale transition shall not be required where the Industrial Sanctuary or Situational Compatibility overlay zone buffer requirements, pursuant to Section 656.399 of the City of Jacksonville Zoning Code, exceed the buffers required under Part 12 of the City of Jacksonville Zoning Code.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

WD-WR - GENERAL USES

The uses provided herein shall be applicable to all WD-WR sites in all Development Areas.

Principal Uses

Ports; Harbors; Industrial docks; Facilities for construction; Maintenance and repair of vessels; Ship supply establishments and facilities; Freight, trucking, shipping or other transportation terminals; Non-manufacturing; Storage; Processing; Transportation; Dredge; and Disposal and other similar uses, which are related to and support the Port are also permitted, even though they may not require deep water access.

Other water dependent uses, such as utility plants, water related recreation facilities, and fishing villages along with supporting commercial, service, institutional and public facilities are also permissible activities in appropriate locations.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction.

Accessory Uses

Travel trailer parks, railroad yards, storage including bulk storage of flammable liquids and distribution facilities are permitted provided it is part of another principal use.

MULTI - USE (MU)

MU GENERAL INTENT

The Multi-Use land use category is intended to accommodate, in a more innovating fashion, development or redevelopment of areas in a larger size and scale. Areas which are appropriate for the Multi-Use designation include development which meets or exceeds the thresholds for a Development of Regional Impact (DRI), Florida Quality Development (FQD), or Regional Activity Centers (RAC) under Chapter 380, *Florida Statutes*, or a former military base closed pursuant to the Defense Base Closure and Realignment Act of 1990 and under Florida Statute 228 or subsequent Federal/local action or areas which have been approved as a Transportation Management Area with a Chapter 163 Agreement (TMA), and for those developments that comprise of at least 250 acres and provide for master planned communities which include energy efficient development patterns and other features designed to maximize the preservation of natural areas. The MU category is also appropriate for areas where the City of Jacksonville sponsors and adopts a community plan and its resulting revised land development regulations in conjunction with adoption of the MU category. Community plans meeting these criteria must involve a public participation component. These are the only areas to which the Multi-Use will apply.

MU GENERAL USES

The major purposes of this designation are to facilitate mixed-use development with horizontal and vertical land use integration, encourage mass transit and other mobility options, reduce dependence on the automobile, provide incentives for quality development and give definition to the urban form. As such, a mix of both residential and non-residential uses is encouraged, but not required in MU projects. Design, aesthetics and environmental protection and enhancement are to be emphasized as part of the Multi-Use land use category.

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

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

1. The density and intensity of land uses permitted within this category shall include at least three different land uses and of these no one land use, except for conservation, can exceed 70% of the land area involved in the particular amendment.

2. Multi-Use land uses will be of regional significance and either a DRI, RAC, FQD, former Military Base or TMA or be for a development that

comprise of at least 250 acres and provides for master planned communities which include energy efficient development patterns and other features designed to maximize the preservation of natural areas or be based upon a City of Jacksonville sponsored and adopted community plan and its resulting revised land development regulations.

3. Multi-Use uses of this magnitude shall be DRI, FQDs, RACs, or former Military Bases and may be located in such areas as in the downtown and community redevelopment areas and areas surrounding regional community facilities such as airports, ports, convention centers or governmental complexes, commerce centers and regional activity centers or may be based upon a City of Jacksonville sponsored and adopted community plan or be a development that comprises of at least 250 acres and provides for master planned communities which include energy efficient development patterns and other features designed to maximize the preservation of natural areas. Each Multi-Use land use designation shall be a defined geographical area, delineated on the Future Land Use Map series (FLUMs) of the Future Land Use Element of the 2010 Comprehensive Plan. In addition, on the Map within the defined geographical area, the name of the multi-use development shall be inserted with an asterisk. Elsewhere on the map next to the asterisk shall be a cross reference to the specific policy in the Future Land Use Element which refers to the development by name shall identify the land uses allowed, the percentage distribution or range of mix of uses and the densities and intensities of uses. The specific FLUE policy and the companion Planned Unit Development (PUD) rezoning shall enumerate all the land uses which will be utilized by the development without specific locations so that any land use may be used anywhere in the development subject to locational criteria and the requirements of other applicable local land development.

DEVELOPMENT TYPOLOGY AND LAND DEVELOPMENT REGULATIONS

Development within the MU Category may include permitted uses mixed within the same building (vertical) or in separate buildings on the same site or in the same block (horizontal). Multi-use development allows for a high quality mix of compatible uses. To facilitate integration of land uses, the placement of an interconnected system of streets is required to the greatest extent feasible and the use of cul-de-sacs is discouraged.

Development within an MU land use designation shall be permitted only by a Planned Unit Development (PUD) zoning district. No development beyond current use of the site shall take place until such time as a comprehensive and detailed PUD application, as set forth in the PUD Procedures of the Zoning Code, is submitted and approved. MU developments may utilize a conversion process that allows for the modification of densities and intensities of approved uses provided:

1. A conversion table is submitted to and approved by the Planning and Development and,
2. The trip generation level is less than or equal to the most recent legislatively adopted transportation analysis and is consistent with the land use types and the range of percentage distribution of uses provided in the site specific policy accompanying the MU designation.

The proposed mix of land uses must be projected to result in a minimum internal capture rate of 15% of the total PM peak hour trip generation at build out within the MU development.

In addition to the criteria listed above and as required in the Land Development Regulations, the initial and/or subsequent PUDs should also address the following:

- Demonstration of consistency with the site-specific land use policy.
- Open Space Requirements.
- Phasing Strategy.
- Parking requirements. Shared parking, including deck parking, and on-street parking, is encouraged in order to reduce the amount of impervious surface area.
- Pedestrian and bicycle-oriented design features, including street design standards that promote pedestrian and bicycle usage.
- Consideration of transit-supportive features, including dedication of right-of-way in order to promote the construction of a long-term transit-ready system.
- Consistency with *Jacksonville Design Guidelines and Best Practices Handbook* for commercial development, as appropriate.
- Identification of at least one neighborhood activity center is strongly encouraged when residential uses are included in the proposed development.
- Along corridors with a mix of uses and/or within neighborhood activity centers, consideration of build-to lines. Build-to lines should place buildings close together, fronting on a sidewalk, to create a sense a place and provide spatial definition along streets.
- Compatible building heights and setbacks.
- Appropriate and diverse lot sizes.
- Accessory dwelling units are encouraged when residential uses are included as a portion of the proposed development.
- Development should, to the greatest extent feasible, not create isolated pockets which are not able to be

functionally tied to the neighborhood activity center and/or corridor with a mix of uses with respect to roadways, pedestrian pathways, bike paths, or architectural treatments.

- Wetlands, carbon sinks, and other environmentally sensitive areas should be dedicated for conservation uses; any development within such areas shall be consistent with the Conservation/Coastal Management Element policies.
- Stub-outs are required. A "stub-out" is a transportation facility, usually a paved roadway, (i) whose right-of-way terminates at a parcel abutting a development, (ii) that consists of a short segment that is intended to serve current and future development by providing continuity and connectivity of the public street network, (iii) that is provided when there is a reasonable expectation that connection with a future street is possible, or (iv) that is constructed to at least the end of the radius of the intersection with the adjoining street and the right of way is graded and dedicated to the property line.
- Need for public/civic uses and sites such as schools, libraries, fire stations

ADMINISTRATIVE PROVISIONS

Proposals for the MU designation shall specify, as applicable, a maximum number of dwelling units for residential development and maximum square footages and/or acreages for non-residential development, and shall demonstrate a projected minimum internal capture rate of 15% of the total PM peak hour trip generation at build out within the MU development. PUDs can be amended so long as the applicant establishes the following:

1. The development maintains a minimum internal capture rate of 15 percent; and
2. The development does not exceed the number of agreed upon total trips as calculated by the permitted development maximums.

If new uses are added or approved uses are removed from the site-specific land use policy; the original number of agreed upon total trips is exceeded; or boundary changes are made to the site, a new land use application shall be filed with the Planning and Development Department.

A monitoring/tracking report shall be provided by the master developer with each submittal for verification of substantial compliance to the PUD. The details and contents of the monitoring/tracking report will be addressed in the initial PUD, including demonstration of how the

project is progressing towards attainment of the required 15% internal capture rate. This monitoring/tracking report shall be reviewed and approved by the Planning and Development Department staff as part of the verification of substantial compliance process.

Multi-Use (MU) land use designations in existence prior to the effective date of Ordinance 2010-400, including subsequent amendments to such MU designations shall be exempt from these requirements, provided they continue to comply with the MU land use category requirements in place at the time the MU designation was originally approved. Multi-Use (MU) land use designations associated with FLUE Policies 4.3.1 – 4.3.17 comply with this exemption. A copy of the former MU category shall be provided in the background for the FLUE.

ROS - GENERAL INTENT

This category includes lands used for activities that are associated with outdoor recreation. The FLUMs depict major existing recreational facilities only since neighborhood scale recreational areas are allowed as secondary uses within the residential and commercial categories. The location of new recreational facilities will be guided by the provisions of this and other elements of the 2030 Comprehensive Plan. Recommendations in the more specific planning district, neighborhood or functional plans will also be considered in siting future recreational facilities.

ROS - GENERAL USES

The uses provided herein shall be applicable to all ROS sites in all Development Areas.

Principal Uses

Parks, Playgrounds; Golf courses; Driving ranges; Marinas; Fairgrounds and spectator sports facilities in public and private ownership; carbon sinks; Pastoral open space managed by the Recreation and Community Services Department is also included.

Secondary Uses

Dude ranches; Riding academies; Boarding stables; Private camps; Campgrounds; Travel trailer parks; Country clubs; Private clubs; Sale and service of alcoholic beverages for on-site consumption in conjunction with a permitted use; Rifle or pistol shooting ranges; Archery ranges; Hunting and fishing camps and similar other recreational uses; public schools.

Excluded Uses

Areas designated as national or state forests, parks or preserves, although they offer excellent recreational opportunities, are included in the Conservation category. Private recreation and open space facilities that are part of residential, commercial or

institutional land uses approved as integrated developments are also excluded since they are considered to be supporting uses to their projects.

PUBLIC BUILDINGS AND FACILITIES (PBF)

PBF - GENERAL INTENT

This is a broad land use category that is intended to accommodate major public use or community service activities.

Siting public/semi-public facilities that are allowed in commercial, light and heavy industrial, residential and institutional categories as supporting uses will not require plan amendment. Some major uses, however, because of their scale and potential community impacts, may only be sited in this plan category.

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

PBF - GENERAL USES

The uses provided herein shall be applicable to all PBF sites in all Development Areas.

Principal Uses

All lawful government activities; Public buildings and grounds; Schools; Criminal justice facilities; Military installations; Transportation facilities including airports, train stations, terminals etc.; along with ancillary and accessory uses such as Warehouses; General aviation uses; Hotels; Motels; Restaurants; Car rental agencies; Public/private institutions; Churches and places of worship; Hospitals, including Professional offices, Medical clinics, Pharmacies, and other uses normally associated therewith; Private clubs; Sale and service of alcoholic beverages in conjunction with a permissible use; Major public utilities; and Off street parking lots; Nursing homes; Group care homes; Homes for the aged or orphans and other uses normally associated therewith are also permitted within this land use category.

Secondary Uses

Recreation and open space such as Ball parks; Stadiums Arenas and equestrian facilities; etc.; Sale and service of alcoholic

beverages in conjunction with a permitted activity; Off street parking lots; Silviculture activities; Conservation areas; Sanitary landfills; Construction and demolition debris landfills; Yard waste composting facilities including the mulching plant and similar other uses.

CONSERVATION (CSV)

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

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

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

AGRICULTURE (AGR) (i) – (iv)

AGR - GENERAL INTENT

Agriculture (AGR) is intended to provide for agricultural uses and to preserve the existing rural character of outlying areas of the City. Most AGR lands are located in the Rural Area of the City where full urban services and facilities will not be provided by the City during the planning time frame. Accordingly, the principal activities allowed in these categories are agriculture and related uses, such as farming, horticulture, forestry and logging, storage, processing and wholesale distribution of farm supplies and products, and other resource dependent uses. In order to preserve the rural character of these areas, residential uses are permitted at very low densities or as a component of Rural Villages where uses are clustered to limit their impact on surrounding character.

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

(i) Lots of record of 640 acres (section) or more in size at the time of adoption of the 2010 Comprehensive Plan;

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

(iii) Lots of record of 40 acres and up to but not including 160 acres at the time of adoption of the 2010 Comprehensive Plan.

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

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

AGR - GENERAL USES

The uses provided herein shall be applicable to all AGR sites in all Development Areas.

Principal Uses

Single-family dwellings; Farming; Horticulture; Forestry and logging; Storage, processing and wholesale distribution of farm supplies and products; Raising of farm animals and poultry; Dude ranches; Riding academies; Game preserves; Bird sanctuaries; Fish hatcheries and refuges; Watersheds; Reservoirs; Control structures and wells; Retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies; Animal hospitals; Veterinary clinics; Animal boarding places; Dog kennels; Resource based activities, such as conservation, recreation, and mining activities; renewable energy facilities and uses, such as

wind and solar farms; and Marinas meeting the siting criteria of the Conservation/Coastal Management Element.

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

- The provision of the facilities and services is in conformity with the provisions of this and other elements of the 2030 Comprehensive Plan;
- The use meets all local, State and federal regulatory requirements and performance standards;
- The location, scale, and design of the facilities are compatible with agricultural and rural activities;
- The use does not attract urban sprawl, spin-off urban development or may not be a desirable activity in the urban Development Areas because of external impacts on adjacent lands. Such uses include racetracks, solid waste management facilities including sludge disposal, power plants, major utility lines, airport, airstrips, prisons, slaughter houses, radio and television station antennas.

Secondary Uses

Race tracks; Sawmills; Bait and tackle shops; Commercial hunting and fishing camps; Truck stops and similar other supporting commercial uses; Sale and service of alcoholic beverages in conjunction with a permitted activity; Churches and places of worship; Public facilities including schools; and Home occupations.

AGR - DENSITY

The maximum density in AGR categories shall be as follows:

- AGR (i) One Unit/100 acres;
- AGR (ii) One Unit/40 acres;
- AGR (iii) One Unit/10 acres;
- AGR (iv) One Unit/2.5 acres.

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

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

- If the residual parcel is at least ten (10) acres, the exception to density standards may be granted through an administrative process provided that the resulting parcels are consistent with the Land Development Regulations.

- If the residual parcel is less than ten (10) acres, or if the resulting homestead parcels are not consistent with the Land Development Regulations, the eligibility for exception shall be determined by the Planning Commission through the variance process.

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

- Both the development and the remaining undeveloped agricultural land shall be part of a site-plan-controlled zoning district (PUD or PUD-SC) which stipulates that the maximum allowable density credit for the entire subject site has been transferred to the area of cluster development and may not be subsequently rezoned to the contrary without a comprehensive plan amendment.
- Units may not be clustered at densities which would exceed the threshold for wells and septic tanks, nor located in areas which cannot sustain wells or septic tanks.
- The following non-residential uses may be included as part of the clustered development: Conservation; Recreation; Farming; Horticulture; Raising of farm animals and poultry; Dude ranches; Riding academies; Game preserves; Commercial hunting and fishing camps; Marinas meeting the siting criteria of the Conservation/Coastal Management Element; Bird sanctuaries; Fish hatcheries and refuges; Watersheds; Reservoirs; Control structures and wells; Retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies; Bait and tackle shops; Animal hospitals; Veterinary clinics; Animal boarding places; Dog kennels, Churches and other public facilities; and Home occupations.
- Wetlands and water bodies for which density credit is given shall be recorded as preservation or conservation areas or easements. Any proposed changes to said preservation or conservation areas or easements shall be approved by the City Council.

The general objective is to hold to a minimum the number of residential units allowed in agricultural areas where full urban services and facilities are not available while nevertheless allowing some residential use for each owner of a lot of record.

AGR - DEVELOPMENT CHARACTERISTICS

An objective of the 2030 Comprehensive Plan is to encourage large landowners in the agricultural area to develop their respective properties in a mixed-use type of development in the future. Such development should be clustered such that it creates minimal impact to the surrounding rural character and designed to provide for the "internal capture" of daily trips for work, shopping and recreational activities through the development of Rural Villages.

Standards for Rural Villages

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

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

Rural Villages Locational Restrictions

- A Rural Village should not be located any closer than 1 mile from another Rural Village. General locations of possible rural villages are shown on the map included in the background data and analysis. The map shall be updated to show actual boundaries as specific villages are approved.

- A Rural Village shall have direct access to a roadway classified as an arterial or collector roadway. Alternatively, access to the Village may be via a new collector roadway directly accessing an existing arterial or collector roadway, the cost of which shall be borne entirely by the developer.

- A Rural Village shall include public infrastructure, such as potable water and sewer facilities which are designed according to JEA standards and which do not encourage urban sprawl.

Rural Villages Sizes and Density

- Rural Villages should be a minimum of approximately 500 acres and a maximum of approximately 3,500 acres.

- Rural Villages shall include a Village Center and a minimum of two distinct residential neighborhoods, which may contain smaller neighborhood centers.

- The minimum and maximum gross density of a Rural Village is less than 1 unit per gross acre and 7 units/ per gross acre for single family, 2 units/ per gross acre to 15 units/ per gross acre for multi-family.

Rural Villages Land Use Mix

- There must be a mix of at least three uses, including public facilities as one. Between 50% and no more than 90% of the land area should be residential.

- As part of the development of Rural Villages, the City's Land Development Regulations shall identify the need for centrally located park or town square, vehicular, pedestrian and bicycle access within the Village Center and the residential areas. There should also be an interconnected network of streets and bicycle/walking/riding paths. These standards shall protect and promote a Rural Village character and be consistent with the adopted District Vision Plan.

- Rural Villages shall be zoned as Planned Unit Development Satellite Community (PUD-SC).

- The Neighborhood Centers should generally not exceed 10 acres each.

- The Village Center should range from approximately 20 acres to 150 acres.

- Office and industrial acreage should range from less than 50 and no more than 200 acres or around 10% of the land area.

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

WETLANDS

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

WATER

This category includes rivers, streams, creeks, sloughs and other waterways, lakes, open reservoirs, bays and estuaries. Only existing water bodies are

depicted on the FLUMs. Small borrow pits, stormwater retention ponds, etc., are not shown.

APPENDIX 3:

SOURCES

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