

2030 COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT



~~November 2010~~ May 2011

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INTRODUCTION

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

The first EAR for the 2010 Comprehensive Plan comprises the 1990-1995 period, and the second EAR comprises the 2000-2007 period. The second EAR identifies major issues of concern to Jacksonville residents, reviews implementation of the plan since the last EAR, assesses achievements, successes and shortcomings of the Plan, identifies necessary changes and provides updated population projections.

The update of the Future Land Use Element (FLUE), presented in the following pages, reflects changes recommended in the second EAR. New policies have been added as recommended in the EAR and mandated by updates to the Florida Statutes and Florida Administrative Code, including extending the planning time frame to 2030 and renaming the plan the 2030 Comprehensive Plan. Issue statements have been removed in an effort to streamline the element and to remove text not belonging in the Goals, Objectives and Policies Section of this document. Various editorial, organizational and other appropriate agency or reference name changes have been made as well.

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

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2030 COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT

A

GOALS, OBJECTIVES AND POLICIES

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT

*City of Jacksonville 2030 Comprehensive Plan
Future Land Use Element
Revised ~~November 2010~~ May 2011
Revised Exhibit 2
May 17, 2011
Page 6 of 195*

GOALS, OBJECTIVES AND POLICIES

GOAL 1

To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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

Policies 1.1.1

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

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.

1.1.3

The Development Areas should be reviewed for expansion during subsequent EAR processes. In addition, because the development capacity of the Future Land Use map fluctuates with time, Development Areas will be periodically reevaluated as part of the Plan review and amendment process.

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.

1.1.5

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

1.1.6

The City of Jacksonville is divided into six planning districts along census tract boundaries. The City should evaluate and modify the Planning District boundaries to achieve smaller districts or sub-districts which have common characteristics and will enable the City to address the various nuances of existing neighborhoods and more precise evaluations of needs and improvements.

1.1.7

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

1.1.8

Ensure that all future development and redevelopment meets or exceeds the requirements of all Land Development Regulations, including, but not limited to zoning, subdivision of land, landscape and tree protection regulations, and signage, as established and adopted by the City, State of Florida and the federal government, unless such requirements have been previously waived by those governmental bodies.

1.1.9

Permit development only if it does not exceed the densities and intensities established in the Future Land Use Element as defined by the Future Land Use map category description and their associated provisions.

1.1.10

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

1.1.11

Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

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.

1.1.13

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

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

1.1.14

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

1.1.15

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

1.1.16

Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:

1. Creation of like uses;
2. Creation of complementary uses;
3. Enhancement of transportation connections;
4. Use of noise, odor, vibration and visual/ aesthetic controls; and/or

5. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.

1.1.17

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

1.1.18

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

1.1.19

Offer economic incentives through the Jacksonville Economic Development Commission (JEDC) to induce development to locate in the Urban Core, North, Northwest, and Southwest Planning Districts of the City rather than in the more congested areas of Greater Arlington and Southeast Planning Districts.

1.1.20

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.

1.1.23

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

1.1.24

The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.

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.

1.1.26

The Planning and Development Department and JEA will coordinate the location of future water and sewer lines with land use designations in the City's comprehensive Plan in order to influence both the timing and location of future growth.

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

Policies 1.2.1

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

1.2.2

No development order shall be issued which does not meet the standards of Chapter 9-J5.0055, F.A.C. Specifically, the necessary facilities are in place, the necessary facilities will be in place when the development impacts occur, the necessary facilities are under construction or the necessary facilities are guaranteed by an enforceable development agreement.

1.2.3

Identify areas with excess and deficient capacities for public facilities, and update this information through appropriate City departments no less than once a year. Permit development in areas with excess capacities for public facilities, and deny it in areas with deficient capacities, unless needed facilities can be provided concurrently with development by the public or private sectors in conformance with the 2030 Comprehensive Plan.

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.

1.2.5

Limit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

1.2.6

The City shall ensure through the implementation of Chapter 654, Ordinance Code (Code of Subdivision Regulations) that suitable lands and/or easements are available for the provision of utility and transportation facilities necessary to support proposed development, and implement improvements with minimum land use, social and environmental disruption. Consider the location and timing of new public facility construction in requests for Future Land Use Map series amendments.

1.2.7

The City shall, through joint participation agreements among federal, State, and local governments, and the private sector, as appropriate, identify and build needed public facilities, and allocate the costs of such facilities in proportion to the benefits accruing to each.

1.2.8

Ensure that projected growth in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area will be provided with sufficient system capacity to obtain centralized wastewater and potable water, through implementation of the Capital Improvements Element, which shall be updated annually and shall be coordinated with the growth projections for the City.

1.2.9

Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

1.2.10

JEA shall continue to extend water and sewer systems to portions of the Urban Priority Area, Urban Area, and Suburban Area urban and suburban area currently served by septic tanks, giving priority to areas with malfunctioning septic tanks and areas unsuitable for septic tanks. JEA shall include the Planning and Development Department in the review of all extension or expansion plans for utility services to ensure urban growth is directed to areas suitable for development.

1.2.11

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

1.2.12

As outlined in Chapter 752 of the Ordinance Code (Jacksonville Reuse of Reclaimed Water Program), the City will observe water conservation requirements when evaluating future land use patterns and shall require the proper disposal and reuse of wastewater for all non-sanitary purposes where connections are available.

1.2.13

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

1.2.14

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

1.2.15

The City's Land Development Regulations shall include standards and criteria for drainage and stormwater management in all types of development based on Level of Service standards established in the 2030 Comprehensive Plan.

1.2.16

When a specific maximum development density or intensity is not stated on the Annotated Future Land Use Map or in a site-specific policy, the City of Jacksonville shall use the following as the assumptions for maximum development when analyzing the impacts of amendments to the Future Land Use Map (FLUM). The following development impact standards do not limit the development potential of any site. For the purposes of this policy, Floor Area Ratio (FAR) is defined as the ratio of gross floor area of all structures on a lot to gross lot area.

DEVELOPMENT STANDARDS FOR IMPACT ASSESSMENT OF LAND USE CATEGORIES ON FLUMS

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

Residential Densities> Single-Family: 2.66 Population/Dwelling Unit; Multi-Family: 2.35 Population/Dwelling Unit

Source: City of Jacksonville Planning and Development Department

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

Policies 1.3.1

For all new arterials and freeways or other limited access facilities constructed after 1991, and for all major arterials for which access and egress are to be reevaluated, the following guidelines are to be used in determining the spacing of driveways:

Limited Access Facilities-rural	1 per 2 miles
Limited Access Facilities-urban	
- with frontage roads	1 per mile
- without frontage roads	1 per 2 miles
Major Arterials	4 per mile
Minor Arterials	8 per mile

1.3.2

No zoning variance to reduce the required front yard setback, as established by Land Development Regulations, located on a minor or major arterial or freeway shall be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be permitted adequate opportunity to respond to the variance request and concerns expressed shall be considered prior to variance determination.

1.3.3

Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the ~~City Traffic Engineer~~ Traffic Engineering Division and the Jacksonville Planning and Development Department (JPDD). Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right-turn-only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the ~~City Traffic Engineer~~ Traffic Engineering Division and JPDD.

1.3.4

New development sites shall be required, wherever possible to share existing access points. The City will encourage new service drives or roads and connections to existing service drives or roads when deemed appropriate by the ~~City Traffic Engineer~~ 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.

1.3.5

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

1.3.6

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

1.3.7

Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the ~~City Traffic Engineer~~ Traffic Engineering Division and JPDD.

1.3.8

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

1.3.9

Unless the Planning and Development Department makes a specific finding that they are not necessary or appropriate, connections shall be required to be reserved in all proposed rezonings, subdivision reviews and site plans where there is the possibility of creation of a local or collector road system. Such reservation shall be for 5 years from the date of approval of the zoning or site plan, unless another time is agreed to by the city and landowner.

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.

Objective 1.4 Protect areas of unique natural beauty by including consideration of the natural features and physical characteristics of the City, such as soils, topography, vegetation etc., in all development orders.

Policies 1.4.1

The City shall continue to amend the City's development review process to include a review by the appropriate City agencies of soil capability, stability, permeability and other relevant soil characteristics.

1.4.2

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

1.4.3

The City shall prohibit development lacking centralized sewer and water service in areas where on-site sewage disposal facilities would be located on soils unsuitable for such uses, unless soils on site can be altered to meet requirements of Chapter 10D-6, F.A.C.

1.4.4

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

1.4.5

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

Objective 1.5 Maintain, enhance and conserve natural and environmental resources, especially coastal resources, and ensure that all development and redevelopment within the coastal area is consistent with the Conservation/Coastal Management Element, including the Hurricane Evacuation Plan, and Aquifer Recharge Sub-Element.

Policies 1.5.1

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

1.5.2

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

1.5.3

Protect potable water well fields, areas of moderate to high aquifer recharge, known habitat areas of rare, endangered, or threatened species, and other significant natural resources through Land Development Regulations enacted which limit activities having the potential to contaminate soil, ground or surface waters, or otherwise destroy these sensitive areas, consistent with the provisions of the Conservation/Coastal Management Element.

1.5.4

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

1.5.5

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

1.5.6

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

1.5.7

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

1.5.8

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

1.5.9

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

1.5.10

Protect moderate and high aquifer recharge areas and areas with high groundwater contamination potential, as identified in the Groundwater Aquifer Recharge Sub-

Element, from adverse development impacts through a system of performance standards implemented jointly through the Planning and Development Department, JEA and Health, Welfare, and EQD.

1.5.11

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

1.5.12

The Emergency Management Organization shall propose amendments to the 2030 Comprehensive Plan which reflects the recommendation in any Inter Agency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act of 1974.

1.5.13

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

- The use of topography, physical environment and other natural features;
- The use of energy-saving techniques and devices, including sun and wind orientation;
- Impact on wetlands;
- Listed species regulations.

1.5.14

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

GOAL 2

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

Objective 2.1 Enhance protection of sites and structures of major historic and cultural significance in the City through enactment of improved regulatory controls and incentives and expansion of the duties of the Jacksonville Historic Preservation Commission (JHPC), or its successor.

Policies 2.1.1

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

2.1.2

The Planning and Development Department shall develop long range plans for each designated historic district in the City in order to identify and preserve the district's historic character.

2.1.3

Require the adaptive reuse of historic landmarks instead of demolition where physically, structurally, and economically feasible. Maintain a high quality of design for infill and new development within historic districts in order to preserve sites that are not designated in accordance with the provisions established in the Historic Preservation Element.

2.1.4

Continue the efforts of the JHPC, or its successor, to nominate additional sites, structures and areas of historic/cultural value in the City for designation on the National Register, giving priority to existing institutional sites having historic significance.

2.1.5

Develop incentive programs through the JHPC, or its successor, to encourage the restoration, rehabilitation, and adaptive reuse of historic structures, which may include grants, loans, technical assistance, and other programs.

2.1.6

Amend the City's Land Development Regulations to enhance the preservation and reuse of historic resources through the assignment of density and intensity bonuses in site plan controlled districts for projects which preserve historic resources, provided, however, activities and uses that would harm or destroy the historic character or value of these resources not be permitted.

2.1.7

Regulate scale and height compatibility through Historic Preservation ordinances in the Land Development Regulations.

Objective 2.2 Through the use of neighborhood plans and studies, the City shall continue to maintain and implement an urban revitalization strategy for the City's blighted areas, and those areas threatened by blight, which will address maintenance, improvement or replacement of existing structures, permit the transition of run-down or grossly under-utilized commercial properties to alternate uses, and support the re-emergence of diverse urban neighborhoods.

Policies 2.2.1

Where feasible, the Planning and Development Department shall prepare a detailed and up-to-date inventory of the use and condition of all structures, as well as existing development patterns, in identified redevelopment areas and target neighborhoods.

2.2.2

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

2.2.3

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

Options include:

- Allowing a density increase in the designated zoning district (Density Bonus);
- Allowing additional units on an existing lot; and/or
- Requiring a financing mechanism in which a lease is created for the land beneath the affordable unit. The land is owned by a consortium. Since the homeowner does not own the land upon which the house sits, the unit is affordable and becomes part of a permanent inventory of affordable housing units.

2.2.4

Maintain existing stable neighborhoods through coordinated rehabilitation and conservation action by the Building Inspection Division and Planning and Development Department. Protect residential areas from encroachment by incompatible land uses through proper zoning, and from through or heavy traffic by use of buffers and other mitigating measures.

2.2.5

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

2.2.6

Use financial and regulatory incentives and local participation in related state and federal programs to encourage redevelopment and maintenance of declining areas. Develop regulatory incentives through the Planning and Development Department that will relax local site development standards in redevelopment areas and target neighborhoods in order to enhance the market feasibility of redevelopment projects. Such standards shall not adversely affect the existing cultural framework and character of the area nor result in any redevelopment or development approvals that are contradictory to community improvement efforts.

2.2.7

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

2.2.8

Encourage the redevelopment and revitalization of run-down and/or under-utilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for

private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

2.2.9

Develop and implement through the Planning and Development Department urban design criteria that will address the interface of incompatible land uses (e.g., commercial and residential) and provide mitigation techniques to guide the redevelopment of uses affected by road widenings.

2.2.10

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

2.2.11

Encourage the reorientation of existing curb cuts and/or parking lots and garages in redeveloping areas to minimize the negative impacts of non-residential development on adjacent residential uses.

2.2.12

Adopt and implement plans through the Planning and Development Department, and Public Works Department to facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment. Such plans should give priority to neighborhood and commercial redevelopment projects in those areas where conditions of physical, economic, and/or social blight exist.

2.2.13

Prioritize brownfield sites for redevelopment based on the extent of contamination and ease of remediation, potential for available funding, and potential for mixed use redevelopment. The City's Brownfield Coordinator should identify these sites and rank them according to the following criteria:

1. Ease of remediation and suitability of the site for residential or recreational uses
2. Location on major road corridors and accessibility to transit
3. Large sites with the greatest potential to be redeveloped as a compact and walkable project which adds needed density, parks and open space to the community

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

Policies 2.3.1

Recognize the Central Business District (CBD) and its periphery as a significant urban area of the City appropriate for residential and mixed use projects at higher densities/intensities than the remainder of the City. Overall guidelines are included in

the master plan for the downtown “Celebrating the River: A Plan for Downtown Jacksonville” adopted by City Council in 2000. The City’s Land Development Regulations have been amended to include the Downtown Zoning Overlay and the Downtown Signage Overlay for the CBD which includes regulatory incentives for development/redevelopment in the CBD.

2.3.2

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

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

2.3.3

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

2.3.4

The Jacksonville Economic Development Commission (JEDC) and the Jacksonville Planning and Development Department have developed downtown urban design guidelines through the adoption of “Celebrating the River: A Plan for Downtown Jacksonville”, Downtown Zoning Overlay and Downtown Signage overlay that are being implemented that will promote high quality private and public development in the downtown area. Detailed requirements are included in the Transportation Element.

2.3.5

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

2.3.6

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

2.3.7

The 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 ~~Downtown Transportation Concurrency Exception Area (Downtown TCEA)~~ Central Business District (CBD) to provide required parking at peripheral locations within the ~~Downtown TCEA-CBD~~, reduces on site parking by allowing use of existing off site parking facilities, reduces on site parking requirements when mass transit is available, creates carpool and van pool bonuses, provides for short term parking space credit, and creates minimum/maximum parking requirements that promote the use of various mass transit options available, ~~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 ~~Downtown Transportation Concurrency Exception Area criteria referenced in this Section and the~~

~~Transportation Element, Mobility Plan. 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.

2.3.12

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

2.3.13

The City, 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 Downtown TCEA Central Business District.

2.3.14

The City, JEDC, and JTA will continue to provide peripheral parking options for employees of downtown businesses and government by providing a Trolley bus system whose routes can be modified to meet the demands of changing business and government locations.

2.3.15

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

2.3.16

The City 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

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~~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

~~The Downtown TCEA Mobility Zone 10 is not included in the Coastal High Hazard Area. However, three of the four bridges included in or bordering the Downtown TCEA Mobility Zone 10 are included in designated hurricane evacuation routes as shown on Map T-9 in the Future Transportation Map series. These bridges in the downtown area have the potential to be "bottlenecks" at a strategic location along the routes. In order to prevent the additional residential density desired in downtown from exacerbating the problems associated with evacuation, additional shelter spaces are needed to get cars off the roads before they reach downtown. For this reason, residential developments or~~

redevelopments proposed within the ~~Downtown TCEA Mobility Zone 10~~ 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.~~

Objective 2.4 Ensure the continued economic viability of the Port of Jacksonville, while mitigating adverse impacts on water quality and aquatic plant and animal life in the St. Johns River and its estuarine marshes, through appropriate regulatory measures and management programs, such as concentrating heavy industrial uses within the port and surrounding land areas, and by providing appropriate supporting public facilities.

Policies 2.4.1

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

2.4.2

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

2.4.3

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

2.4.4

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

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

Policies 2.5.1

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

2.5.2

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

2.5.3

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

2.5.4

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

2.5.4A

Within the APZ 1 area depicted on Map L-22, the City will limit new residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, and allows

only limited non-residential development consistent with the Instruction Manual, subject to conditions regarding disclosure and noise attenuation in construction. All building permit applications will be provided to the U.S. Navy. For new subdivisions located partially or wholly within APZ 1, clustering of residences will be required to eliminate or minimize development in APZ 1. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

2.5.4B

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

2.5.4C

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

2.5.4D

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

2.5.4E

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

2.5.5

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

2.5.6

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

2.5.7

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

2.5.8

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

Limiting incompatibility:

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

Acquisition:

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

continue to review residential lands within the Zones for their potential for acquisition for preservation.

Development Practices:

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

Objective 2.6 Continue to encourage the rehabilitation of existing, and siting of new, heavy rail terminal facilities in proximity to other ground transportation networks, and coordinate the feasibility of developing a rail transit system to serve the City as identified in the JTA's Commuter Rail Feasibility Study (2009) and the North Florida TPO's Long Range Transportation Plan (Envision 2035).

Policies 2.6.1

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

2.6.2

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

Objective 2.7 Protect and enhance the City's shoreline areas, particularly for recreational uses, in order to improve quality of life and ensure continued function of these critical environmental systems, and enhance the City's economic development efforts.

Policies 2.7.1

Establish specific guidelines and standards for shoreline and coastal area development and redevelopment that will at a minimum:

1. Aid in the creation of a river corridor open space system accessible to the public in urban and suburban areas;
2. Promote visual access to waterways and their related vistas; and
3. Promote recreational uses of shoreline and related areas.

2.7.2

Develop and implement open space/public access plans through the Recreation and Community Services Department to provide public access to the waterfront through a coordinated, functional system of public and private easements, rights-of-way, and open space.

2.7.3

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

2.7.4

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

2.7.5

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

Objective 2.8 Maintain and/or improve existing recreation lands and encourage the dedication of properties for recreational uses through appropriate fiscal and regulatory incentives.

Policies 2.8.1

The City shall improve coordination with all levels of government, non-profit providers and private landholders to increase available parkland and facilities, through negotiations and joint participation agreements for acquisition and management or recreational land.

2.8.2

The City shall prohibit the sale or change of use of publicly-owned recreation lands unless properties of equal or better quality, access and/or location are provided, in conformance with Section 122.408, Ordinance Code.

2.8.3

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

2.8.4

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

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

Policies 2.9.1

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

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

2.9.2

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

2.9.3

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

2.9.4

Amend the sign control provisions of the Land Development Regulations to regulate the amount, type and size of signs within designated scenic corridors in accordance with the intent of the scenic corridor designation.

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.

Policies 2.10.1

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

2.10.2

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

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

GOAL 3

To achieve a well balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policies 3.1.1

The City shall develop through the Planning and Development Department an incentive program to promote infilling of residential development on vacant land designated for residential use on the Future Land Use Map series. These incentives will be reflected in the Zoning Code of the City's Land Development Regulations.

3.1.2

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

3.1.3

Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

3.1.4

The Planning and Development Department shall identify areas in the City meeting the criteria for residential enclaves as defined in this element. These areas will be protected

from premature fragmentation by intrusive non-residential uses through review of development approvals and rezoning requests and according to criteria found in the Land Development Regulations.

3.1.5

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

3.1.6

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

3.1.7

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

3.1.8

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

3.1.9

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

3.1.10

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

3.1.11

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.

3.1.12

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

3.1.13

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

3.1.14

The City shall allow a broad mixture of supporting recreational, commercial, public facilities and services in mixed use residential developments utilizing the "Traditional Neighborhood Design" (TND) concept and in Locally Designated Historic Preservation Districts, in accordance with the standards and criteria in the Land Development Regulations without the application of nodal considerations and other location criteria in this element.

3.1.15

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

3.1.16

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.

3.1.19

The City shall adopt criteria and standards in order to limit the location of single-family attached and multi-family housing units to the periphery of established single-family detached neighborhoods and non-residential nodes, along collectors, arterials, and rail

transit corridors, unless the higher density residential development is a component of a mixed or multi-use project.

3.1.20

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

3.1.21

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.

3.1.22

The City shall limit residential development in the Agricultural Land Use categories to the densities pursuant to the Rural Development Area as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions; and to locations most suitable for development, avoiding wetlands, natural habitat and other significant natural resources. Large contiguous parcels under common ownership, in the Agricultural Land Use Category which are suitable for agriculture use, shall be left intact through proper site design, and such other methods as clustering, etc.

3.1.23

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

3.1.24

Encourage the clustering of residential development in agricultural areas by allowing a system of density transfers between contiguous parcels in the four Agriculture Land Use

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Classifications (AGR i-iv). This system shall operate as described in the Agriculture plan category description.

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.

Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Policies 3.2.1

The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

3.2.2

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

3.2.3

The City shall prohibit the expansion or replacement of commercial uses that do not meet applicable locational criteria of the 2030 Comprehensive Plan and have an adverse impact on adjoining or nearby uses. Consider office and high density residential development as a viable alternative in land use reviews.

3.2.4

The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

3.2.5

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

3.2.6

The City shall encourage neighborhood commercial uses to be located in nodes at the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the

location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

3.2.7

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

3.2.8

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

3.2.9

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

3.2.10

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

3.2.11

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

3.2.12

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

3.2.13

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

3.2.14

The City shall permit consideration of commercial uses, including hotels and motels, at intensities at or above the neighborhood serving commercial scale at locations with direct road access to interstate connectors and within the commercial node of an interstate interchange. Such development within the commercial node must be pursuant to a Planned Unit Development (PUD) zoning district, and subject to all other applicable local, state and federal regulations.

3.2.15

The City shall develop design guidelines through the Planning and Development Department that will encourage development and redevelopment of the City's major office and commercial activity centers as pedestrian places (e.g., signage, landscaping, public art, public spaces).

3.2.16

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

3.2.17

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

3.2.18

The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

3.2.19

The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. Amend the Land Development Regulations to include standards and/or criteria for location and intensity of these types of non-industrial uses.

3.2.20

Residential uses shall be classified as non-conforming uses within industrially designated areas, except in the case of designated residential enclaves as defined in this element.

3.2.21

The City shall permit development of waterfront dependent and transportation related industrial uses in areas designated Water dependent/Water related on the Future Land Use Map series.

3.2.22

The City shall, develop through the Planning and Development Department and implement strict performance standards for any industrial use located adjacent to any water body. Ensure that industrial development in the Water dependent/Water related plan category areas is in conformance with the Ports, Aviation and Related Facilities and Conservation/Coastal Management Elements.

3.2.23

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

3.2.24

Based on criteria in this element, the City shall review the need for new Industrial Land Use areas in the western area of the City (I-10/ US-90/ SR 301 area) by 2012 in lieu of expanding the urban residential development pattern in this area.

3.2.25

The City shall permit extraction of natural resources only in the Rural Area, and where compatible with existing land uses. Use best management practices in the design and operation of extraction facilities in order to mitigate any adverse environmental impacts.

3.2.26

The City shall encourage industrial uses to relocate from predominantly non-industrial areas through the use of incentives, such as, but not limited to, tax incentives.

3.2.27

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

3.2.28

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

3.2.29

The City shall continue to update its comprehensive inventory and mapping of industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term

economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility".

3.2.30

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

3.2.31

New developments that are allowed as Master Planned Communities (MPCs) within the "Industrial Sanctuary" or "Areas of Situational Compatibility" shall be required to provide a Target Industry Business/Office Park component, or a designated Office component of a village center, or some combination of both.

3.2.32

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

3.2.33

Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the "Area of Situational Compatibility", as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

3.2.34

The City shall create a formula for the calculation of capital investment and direct and indirect job creation in various commercial and industrial land uses. This formula shall be used to ensure that the conversion of industrial lands in Situational Compatibility Areas will result in the creation of mixed use developments that shall have comparable potential for support of the industrial base in the City of Jacksonville.

3.2.35

The City shall continue to implement, and amend as necessary, the land development regulations established to strengthen existing buffering standards and protect industrial lands from residential encroachment.

3.2.36

The City shall continue to route land use and zoning changes for sites identified in Map L-23 to the Industrial Technical Advisory Committee for review and comment.

Objective 3.3 Continue the successful redevelopment of Naval Air Station (NAS) Cecil Field into Cecil Commerce Center to reestablish and expand its economic contribution while making efficient use of existing runways, buildings, infrastructure and public facilities, while ensuring land use compatibility and protecting natural resources.

Policy 3.3.1

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

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

Policies 3.4.1

The City shall encourage 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.

3.4.2

The City will evaluate opportunities to promote and encourage development and redevelopment opportunities for mixed and multi-use projects. The Land Development Regulations should be amended, as appropriate, to incorporate such incentives.

3.4.3

The City will evaluate and where appropriate 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.

Examples of these incentives may include expedited permitting, fee waivers, and density or height bonuses.

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.

GOAL 4

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

Objective 4.1 Maintain and enforce citywide Land Development Regulations that are consistent with the 2030 Comprehensive Plan.

Policies 4.1.1

Upon completion of the revised Future Land Use Map, the City will identify necessary changes to the Land Development Regulations and all development orders consistent with those development regulations as per the timeframe provided for in Chapter 163 (Part II), F.S. Land Development Regulations should be evaluated to identify and remove barriers to mixed-use, mobility-friendly, transit-supportive, and/or energy efficient development. Prior to adopting revisions to the Land Development Regulations, the City will consider implementation of mechanisms, such as form based zoning, to better enable mixed-uses to flourish.

Where a provision in the Land Development Regulations is in conflict with the adopted 2030 Comprehensive Plan, the provision in the Plan shall prevail. Land Development Regulations shall not permit any use(s) that is not permitted in the land use category depicted on the FLUMs.

Determination of consistency between the 2030 Comprehensive Plan and the Land Development Regulations will be made by the Director of Planning and Development.

The decision made by the Director of Planning and Development may be appealed to the Council, who shall refer the matter to the appropriate committee of Council for a recommendation prior to acting upon the appeal.

4.1.2

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

4.1.3

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

4.1.4

The City shall revise existing Land Development Regulations and site plan review procedures to include the following:

1. Consideration of natural features in the development review process;
2. Regulation of the type and density/intensity of development in coastal high hazard areas in order to protect the public health, safety and welfare, and the natural environment; and
3. Criteria and standards to define the location of a node, and land area and development rights therein, such as locational and siting considerations, appropriate street and highway frontages and access, and density/intensity.

4.1.5

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

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

4.1.6

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

1. Overlay district(s) for conservation areas
2. Cost recovery from users of capital improvement projects
3. Incentives for infill and contiguous development

4. Incentives for revitalization of physically, socially or economically depressed areas
5. Protection of aquifer recharge areas, natural vegetation along estuarine shoreline and freshwater swamps, and other valuable ecological resources (JPD and BESD).

4.1.7

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

4.1.8A

The City has initiated a consensus-based Visioning process for the Urban Core, Greater Arlington/Beaches, and Southeast Planning Districts. These Vision Plans will result in an illustrative, guiding document based on extensive citizen involvement, coordination of land use concepts with long range transportation plans, and regional collaboration and visioning. The City has adopted Vision Plans for the North, Northwest, and Southwest Planning Districts.

4.1.8B

The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

4.1.8C

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

4.1.9

The City shall establish an administrative procedure for appeals of decisions relating to comprehensive plan consistency and interpretation of the Future Land Use Map series. The procedure will include the Land Use and Zoning Committee of the City Council.

4.1.10

The City hereby incorporates Map L-5 that depicts Salt Water Marshes, Riverine/Estuarine Wetlands and All Other Wetlands. Notwithstanding the permitted land uses according to the Future Land Use Map series (FLUMs), the permitted land uses within such areas shall be limited to the permitted land uses and associated standards of Objectives 4.1, 4.2, 4.3 and 5.1 and related policies of the Conservation/Coastal Management Element.

4.1.11

Proposed semi-annual land use amendments shall be reviewed for area characteristics, natural resources, transportation, educational resources, cultural resources, and recreational resources. This information shall be disclosed within the recommendation report issued by the Planning and Development Department.

In addition to the above measures, the Planning and Development Department shall disclose the most recent population data of the planning district in which the subject site is located. The Planning and Development Department will determine the feasibility of reviewing all semi-annual applications with regards to demographics, economic and market data of current conditions and constraints, major employers, labor force, economic development agencies and authorities, political and community institutions, and housing. The PDD will include this information if reliable and available in a timely manner.

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.

Objective 4.2 By October 1, 1999 the City in conjunction with the school board will establish school location criteria and guidelines for the collocating public facilities, such as Parks, Libraries and Community Centers to be incorporated within this comprehensive plan.

Policies 4.2.1

The Recreation and Community Services Department shall maintain an agreement with the school board to implement procedures for joint utilization of school sites for both educational and recreational activities.

4.2.2

The City and the School Board will establish a joint site planning committee to make recommendations to the city council and the school board relating to the selection and usage of future sites for schools, libraries, parks and community centers.

Objective 4.3 Beginning in May, 2000 the City shall amend the Comprehensive Plan to incorporate a policy that delineates all land uses which will be allowed in a specific Multi-Use Land Use Category as so identified on the Future Land Use

Map series, as mandated by operative provisions, multi-use land category, paragraph 5, Future Land Use Element.

4.3.1

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

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

4.3.2

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

4.3.3

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

4.3.4

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

4.3.5

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

4.3.6

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

4.3.7

The Route 9A, J. Turner Butler Boulevard and Baymeadows Road Transportation Management Area, (Sector C-2) which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-institutional (RPI), Community/General Commercial (CGC), Conservation (CSV), and Public Buildings and Facilities (PBF), consistent with 1) the Multi-Use Land Use Category, 2) and the trip generation levels in Route 9A, J. Turner Butler Boulevard and Baymeadows Road Transportation Management Area, and 3) associated development agreements approved on April 8, 1999, so long as such development agreements remain in effect. In no event shall development on this acreage (Sector C-2), as defined by legal descriptions and shown on the land use maps associated with Amendment 2002A-010, exceed 2,251 residential units and 1,209,007 sq. ft. of nonresidential use. Land uses west of Baymeadows Road Extension may include Medium Density Residential (MDR), Residential-Professional-Institutional, Community/General Commercial (CGC), and Public Buildings and Facilities (PBF) uses. Land uses east of Baymeadows Road Extension may include Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), Conservation (CSV), and Public Buildings and Facilities (PBF) uses.

4.3.8

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

4.3.9

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

4.3.10

The Avenues Walk Regional Activity Center as approved by Ordinance 2004-234 and amended by Ordinance 2008-793, which is a Multi-Use Area on the Future Land Use

Map, shall allow the following land use categories: Community/General Commercial (CGC) for 799,000 square feet of commercial retail uses, 50,000 square feet of office uses and 400 hotel rooms, Medium Density Residential (MDR) for 1,050 multi-family residential units and Recreation and Open Space (ROS) for public open space uses consistent with the Multi-Use Land Use Category. The developer shall be allowed to increase and decrease the intensities and densities of the above uses or develop other uses permitted in the CGC and MDR land use categories within that portion of the Avenues Walk Regional Activity Center on the Future Land use Map, as identified in Ordinance 2010-382-E, provided that the mix of uses within the entire Avenues Walk Regional Activity Center shall not be projected to exceed 2,522 p.m. peak hour external trips using the methodologies set forth in the ITE Trip Generation Manual (8th edition), and applying the following conversion table:

Converting From					
		Hotel Room	Multi-Family (DU)	Office (1,000 sf)	Retail (1,000 sf)
Converting to	Hotel (Room)	1.0000	0.6410	1.9729	4.0597
	Multi-Family (Dwelling Unit (DU))	1.5600	1.0000	3.0777	6.3332
	Office (1,000 sf)	0.5069	0.3249	1.0000	2.0577
	Retail (1,000 sf)	0.2463	0.1579	0.4860	1.0000

Trip Rates

Multi-Family	0.3782 per Dwelling Unit
Hotel	0.5900 per Room
Office	1.1640 per 1,000 sf
Retail	2.3952 per 1,000 sf

Furthermore, any conversions of the allowed uses shall be consistent with the following minimum and maximum allowable densities and intensities of uses, taking all of Avenues Walk and prior allocations of development rights into account:

Use	Minimum	Maximum
Commercial retail (s.f)	250,000	799,000
Office (s.f.)	0	750,000
Hotel (rooms)	0	500
Multi-family (dwelling units)	100	1,050

Kimco Realty, Inc., or such other entity serving as master developer of the Avenues Walk project, shall provide an annual report to the City of Jacksonville in June of each year stating the amount of development rights assigned to others or developed by it as of the date of filing.

4.3.11

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

4.3.12

The Route 9A/J. Turner Butler Boulevard/Baymeadows Road area of the Transportation Management Area (Sector A-3), which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), and Agriculture (II [AGR (II)]), consistent with 1) the Multi-Use Land Use Category, 2) and the trip generation levels in the Route 9A/J. Turner Boulevard/Baymeadows Road portion of the Transportation Management Area, and 3) associated development agreements approved on April 8, 1999, so long as such development agreements remain in effect. In no event shall development on this acreage (Section A-3), as defined by legal descriptions and shown on the land use maps associated with Amendment 2002A-010, exceed 5,463 residential units and 6,128,892 square feet of non-residential.

4.3.13

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

- (1) 666.4 acres – Low Density Residential (LDR);
- (2) 174.2 acres – Medium Density Residential (MDR);
- (3) 273.2 acres – Business Park (BP), limited to 4,000,000 square feet of BP development rights;
- (4) 167.5 acres – Community/General Commercial (CGC), limited to 2,500,000 square feet of CGC development rights;
- (5) 1,570.0 acres – Light Industrial (LI), limited to 17,000,000 square feet of LI development rights; and
- (6) 437.7 acres – Recreation and Open Space (ROS).

4.3.14

The Palmetto Bay Regional Activity Center, which is a 1,760+/- acre Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC) for 200,000 square feet of commercial uses and 500 hotel rooms, Residential-Professional-Institutional (RPI) for 100,000 square

feet of office uses, Low Density Residential (LDR) for 1499 single family residential units, Recreation and Open Space (ROS) for an eighteen hole golf course and other amenities, and Conservation (CSV) consistent with the Multi-Use (MU) Land Use Category.

4.3.15

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

4.3.16

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

4.3.17

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

4.3.18

The Braddock Family Parcel which is a 2,312 acre Multi-Use Area on the Future Land Use Map, shall include the following provisions consistent with the Multi-Use land use category:

1. The types of land uses permitted in the MU land use category at the Property consist of those land uses permitted in the AGR, LDR, MDR, CGC, PBF, ROS and CSV land use categories.

2. The percentage (by acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:
 - 50-70% acres residential;
 - 5-15% acres non-residential uses;
 - 10-30% parks and green/open space; and
 - 3%-5% public uses, including the right-of-way for the future extension of Braddock Road described below.
3. There shall be a mix of residential densities in the MU land use category at the Property, with the following applicable maximums (in percentage of gross acres devoted to residential uses):
 - Up to 90 % a maximum of four (4) units/acre;
 - Up to 20% a maximum of eight (8) units/acre; and
 - Up to 10% a maximum of fifteen (15) units/acre.
4. The maximum number of residential units shall be 2,500 units. The maximum non-residential (CGC) intensity is 700,000 sq. ft., generally located at the intersection of Braddock Road and Lem Turner Road.
5. Uses on the Property other than those permitted in the AGR land use category and AGR zoning district may be permitted only by a Planned Unit Development rezoning, which shall be consistent with these MU policies and the policies set forth in the Future Land Use Element's description of the Multi-Use land use category. Such PUD shall provide for connectivity and functional relationship among uses and phasing to address the provision of supporting uses and services. Within the portion of the Property which lies south of Braddock Road and west of Lem Turner Road, the PUD (i) will not permit multifamily uses and (ii) will provide an appropriate buffer and visual screen between any new non-residential use and any existing residential uses, including either a minimum 50-foot buffer and wall or a minimum 100-foot buffer and landscaping (to achieve the visual screen).
6. Prior to or contemporaneous with the PUD rezoning sought within the Property under this MU land use category, one or more development agreements shall be entered into with the City providing for: (i) a reservation of the right-of-way described below, and (ii) the provision of central water and sewer.
7. The development agreement(s) described above shall provide for a reservation of right-of-way for the future extension of Braddock Road east to the eastern boundary of the Property (providing for the potential of an extension east to Pecan Park Road). The right-of-way width, alignment

and term shall be as mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of the right-of-way for anything less than fair market value entitles the landowner to credit against transportation-related fees, including proportionate share fees and mobility fees.

8. The mix of uses at build-out within the property shall not be projected to exceed 4,375 p.m. peak hour external trips.
9. Development of the property will avoid and minimize wetland impacts consistent with the regulations of the State and Federal regulatory agencies and will address buffers around, and the conservation of, non-impacted wetlands through the permitting and mitigation processes with these regulatory agencies. Pursuant to those processes and where practicable, (i) wetland impacts will be limited to road and utility crossings at narrow portions of wetland systems or along existing trail systems, and (ii) development will provide an average buffer of 25-feet, with a minimum buffer of 15- feet, around wetlands (not including wetlands which, pursuant to permits from the regulatory agencies, may be impacted or created). Generally, non-impacted wetlands will be placed into conservation easements, pursuant to permits from the regulatory agencies.
10. Passive parks, green/open space, and conservation areas should be located so as to connect wetland areas and buffers as much as possible and provide viable habitat and wildlife corridors. The Master PUD shall include any such wildlife corridors and provisions for the ability of the wildlife to traverse.
11. The provisions identified within this policy must also be included in the accompanying Master PUD application.

4.3.19

The City National Bank of Florida, Trustee, Property which is a 2,216-acre Multi-Use Area on the Future Land Use Map, shall include the following provisions consistent with the Multi-Use land use category:

1. The types of land uses permitted in the MU land use category at the Property consist of those land uses permitted in the RR, LDR, MDR, CGC, PBF, ROS and CSV land use categories.
2. The percentage (by acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:

50-70% acres residential;
5-15% acres non-residential uses; and
10-30% parks and green/open space.

3-5% public uses (for example, school(s) and the right-of-way for the future extension of Pecan Park Road/Park Avenue).

There shall be a mix of residential densities in the MU land use category at the Property, with the following applicable maximums (in percentage of gross acres devoted to residential uses):

Up to 90 % a maximum of four (4) units/acre;
Up to 20% a maximum of eight (8) units/acre; and
Up to 10% a maximum of fifteen (15) units/acre.

3. The maximum number of residential units shall be 7,500 units. The maximum non-residential (CGC) intensity is 900,000 sq. ft., distributed over multiple locations.
4. The residential densities in excess of four (4) units/acre and all non-residential uses shall be located pursuant to the locational/buffer criteria provided in the policies herein.
5. Uses on the Property other than those permitted in the RR land use category and RR zoning district may be permitted only by a Planned Unit Development rezoning, which shall be consistent with these MU policies and the policies set forth in the Future Land Use Element's description of the Multi-Use land use category. Such PUD shall provide for: connectivity and functional relationship among uses; locational/buffer criteria for permitted uses, including a minimum separation distance (i) of 100 feet from proposed residential densities in excess of four (4) units/acre (MDR) to existing, developed residential uses outside the Property (measured from proposed building to property line of existing, developed residential use) and (ii) of 500 feet from proposed non-residential uses (CGC) to existing, developed residential uses outside the Property (measured from proposed building to property line of existing, developed residential use); and phasing to address the provision of supporting uses and services.
6. Prior to or contemporaneous with PUD rezoning sought within the Property under this MU land use category, one or more development agreements shall be entered into with the City providing for: (i) a reservation of the right-of-way described below, (ii) a reservation of school site(s) described below, and (iii) the provision of central water and sewer.
7. The development agreement(s) described above shall provide for a reservation of right-of-way for the future extension of Pecan Park Road/Park Avenue east to Yellow Bluff Road. The right-of-way width, alignment and term shall be as mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of the right-of-way for anything less than fair market value entitles the landowner to credit against transportation-related fees, including proportionate share fees and mobility fees.

8. The development agreement(s) described above also shall provide for a reservation of any elementary school site(s) which may be required per the City's school concurrency system (or any successor system) at locations and within a term mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of any school sites for anything less than fair market value entitles the landowner to credit against any required mitigation for impacts upon the school system as may be determined in a schools concurrency review.
9. The mix of uses at build-out within the Property shall not be projected to exceed 7,794 p.m. peak hour external trips.
10. No residential development greater than the RR density can occur within the CHHA, as defined in Section 163.3178(2)(h), Florida Statutes, and as shown on Map C-18 of the Conservation/Coastal Management Element, unless and until the City adopts City-wide mitigation policies pursuant to Policy 7.1.1. At such time, any residential development within the CHHA shall comply with the densities provided above, subject to such adopted mitigation policies. This limitation shall not preclude the use of clustering and density bonuses as may be provided in other policies of the Comprehensive Plan, where such policies are applicable.
11. Development of the property will avoid and minimize wetland impacts consistent with the regulations of the State and Federal regulatory agencies and will address buffers around, and the conservation of, non-impacted wetlands through the permitting and mitigation processes with these regulatory agencies. Pursuant to those processes and where practicable, (i) wetland impacts will be limited to road and utility crossings at narrow portions of wetland systems or along existing trail systems, and (ii) development will provide an average buffer of 25-feet, with a minimum buffer of 15- feet, around wetlands (not including wetlands which, pursuant to permits from the regulatory agencies, may be impacted or created). Generally, non-impacted wetlands will be placed into conservation easements, pursuant to permits from the regulatory agencies.
12. Passive parks, green/open space, and conservation areas should be located so as to connect wetland areas and buffers as much as possible and provide viable habitat and wildlife corridors. The Master PUD will include any such wildlife corridors and provisions for the ability of the wildlife to traverse.
13. Because the property is located adjacent to the Nassau River, an Outstanding Florida Waterway, development of the Property will comply with the provisions of Chapters 40C-42 and 62-25, Florida Administrative Code, as amended, governing design standards for stormwater treatment, and any other applicable provisions regulating the discharge of stormwater or other materials into an Outstanding Florida Waterway. The applicant is also currently researching the

title and ownership on lands within the subject property for riparian rights at the site.

14. The provisions identified within this policy must also be included in the accompanying Master PUD application.

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

Policies 4.4.1

A symbol other than an asterisk may be placed on the Annotated Future Land Use Map, as identified in the local government ordinance adopting the amendment to the Future Land Use Map. The Annotated Future Land Use Map shall be maintained by the Planning and Development Department and shall be available for public review on the City's web site and in the Department's offices. The local government ordinance shall place the symbol on the Annotated Future Land Use Map and shall include text related to development on the specific site.

4.4.2

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

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

~~Policy 4.5.1~~

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

GOAL 5

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

Objective 5.1 The Planning and Development Department shall develop and present an introductory planning curriculum designed to educate the citizenry about Jacksonville's planning process.

Policy 5.1.1

The Planning and Development Department shall create and distribute an educational guide or brochure outlining the planning process. The Department will offer "Planning 101" presentations to neighborhood and community groups on an ongoing and continual basis. The Department will determine the feasibility of an annual, city-wide planning seminar and a website tutorial to educate the citizen's on the planning process.

5.1.2

Through the Citizens Planning Advisory Committee's (CPACs), the City shall educate and communicate to stakeholders, such as business leaders and community groups, the land use policy, design techniques, and best development practices incorporated in the vision plans and neighborhood plans and studies.

GOAL 6

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

Objective 6.1 The City shall create a Land Use, Utility, and Transportation (LUUTRAN) working group. The Planning and Development Department will implement the bi-annual (at a minimum) meeting so as to facilitate improved coordination between land use, transportation, and other utility infrastructure planning. At a minimum, representatives from the following agencies shall be included in the working group: FDOT, TPO, JTA, JPDD, St. Johns River Water Management District (SJRWMD), Department of Public Works, 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, May 2011), adopted by reference and on file with the Planning and Development Department.~~

Policy 6.2.1

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

GOAL 7

To consider the impact on the St. Johns River and its tributaries when reviewing development, land development regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

Objective 7.1 The City shall consider the impact on the St. John's River and its tributaries when reviewing development, land development regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

Policies 7.1.1

The Planning and Development Department shall consider the land use impact on the St. Johns River and its tributaries by reviewing the future land use designation and land development regulations of those properties that are contiguous with and immediately adjacent to a water body. The following concerns will be considered for those properties:

- Wetlands
- Impervious surface potential
- Coastal High Hazard Area (CHHA)
- Septic Tank Failure Areas
- Environmentally Sensitive Areas
- Flood zones
- Aquifer recharge zones
- Wellhead protection areas

7.1.2

The Planning and Development Department shall continue to consider the impact on the St. John's River and its tributaries through submission of proposed land use amendments, subject to Policy 7.1.1, to the Waterways Commission for review; implementation of the St. John's River Accord; and through the City's participation in the St. John's River Alliance.

7.1.3

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

Objective 7.2 The City shall implement strategies so as to encourage the preservation of environmentally sensitive lands, including lands managed by the Preservation Project Jacksonville (PPJ).

Policies 7.2.1

The City shall allow the transfer of residential densities between contiguous parcels under a common site plan and controlled zoning district in all land use categories. Development may be clustered on a site in accordance with the following standards:

- a) Both the development and the remaining undeveloped environmentally sensitive land must be part of a site-plan-controlled zoning district (PUD) which stipulates that the maximum allowable density credit for the entire subject site has been transferred to the area of cluster development and may not be subsequently rezoned to the contrary without a comprehensive plan amendment.
- b) Units may not be clustered at densities which would exceed the threshold for wells, septic tanks and other such services, where applicable.

- c) Wetlands and water bodies for which density credit is given shall be recorded in perpetuity as preservation or conservation areas or easements.

7.2.2

The City shall allow property owners with wetlands seek proper land assessment from the City's Tax Assessor's Office as "wasteland" or "wetlands" for the amount of wetlands on their property.

GOAL 8

To preserve recreational and commercial working waterfront (RCWW) uses in the City of Jacksonville as defined by Sec. 342.07 F.S. and this element.

Objective 8.1 Establish regulatory criteria to recognize, promote and protect public access to all navigable waters of the City of Jacksonville, and to ensure the economic viability of recreational and commercial working waterfronts.

Policies 8.1.1

If conversion of recreational and commercial working waterfront uses, as defined in this element, is requested through a Land Use or Zoning change for land located outside of the Downtown Overlay Zone, the Planning Department will encourage designation of the site as a PUD zoning district. The developer will be encouraged to maintain a recreational or commercial working waterfront component on the subject site or establish such uses on another adjacent site; in either instance a similar level of operation as prior to the proposed conversion is preferred. However, consideration will be granted when proposing conversion from one RCWW use to another RCWW use, and to marinas with dry-dock service off-site. Land use and zoning changes for conversion of RCWW uses within the Downtown Overlay shall be reviewed by the Jacksonville Economic Development Commission in accordance with the provisions of Sections 656.361.1 - 656.361.22, City of Jacksonville Municipal Code. It is not the intent of the City to force land owners to keep their lands in uses they no longer support, but to see a minimal loss of recreational and working waterfront uses.

Every three (3) years at minimum, the background data with respect to marina occupancy rates shall be updated. If the overall County-wide occupancy rate exceeds 90% prior to conversion from a marina use, landowners must demonstrate that either an economic or practical hardship will result from maintaining the use, or that a public benefit will result from converting the use. Hardship or public benefit shall be determined by the Planning Director, and will be evaluated through the applicable entitlement process in addition to standard Land Use or Zoning criteria.

8.1.2

Prior to conversion of RCWW uses in the CHHA, notice shall be provided to the City, and the City, excluding the independent authorities, shall be given the first right of refusal by the landowner to purchase such properties for the purpose of preserving

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RCWW. The landowner shall have the right to proceed with plans for the conversion as addressed in this Goal, while the City considers acquisition. The City shall have six months from the date of the notice to enter into an arrangement with the landowner. Notice shall be in the form of a letter to the Planning Director.

8.1.3

The City shall use the Boat Ramp Matrix criteria to prioritize renovation and expansion of existing boat ramps and to prioritize acquisition as funding becomes available.

8.1.4

The City shall continue to recognize the unique character of historic fishing villages through adopted zoning overlays, and to promote the Waterfronts Florida Partnership Program in an effort to enhance public access to the waterfront area and to encourage environmental and cultural resource protection.

8.1.5

In order to support recreational facilities in accordance with Recreation and Open Space Element (ROS) Policy 1.2.2, the City shall examine all possibilities for waterfront land acquisition including but not limited to purchase of fee simple or easement rights, eminent domain, open space zoning, tax concessions, property exchange, and lease of private lands, and community and private donation.

8.1.6

In order to support recreational facilities in accordance with ROS Policy 1.2.4, the City shall facilitate the use of the provisions of Section 193.501, F.S. The statute addresses the assessment of lands subject to a conservation easement, environmentally endangered lands, or lands used for outdoor recreational or park purposes when land development rights have been conveyed or conservation restrictions have been covenanted.

8.1.7

In accordance with ROS Policy 4.1.4, the City shall encourage new and protect existing public access to the St. Johns River in the Downtown Zoning Overlay district.

8.1.8

Development within shoreline or coastal areas of navigable waterways shall maintain consistency with all relevant Goals, Objectives and Policies in this and other elements of the Comprehensive Plan that address the protection and/or preservation of Recreational and Commercial Working Waterfronts.

8.1.9

Pursuant to FLUE Policies 3.2.32 and 3.2.33, Industrial Preservation shall be recognized as a means of preserving RCWW. As of August 2009, 91.5% (5,103 acres) of properties designated Water Dependent/Water Related (WD/WR) are located within Industrial Preservation and Industrial Sanctuary areas on the Industrial Preservation Map (Map L-23).

8.1.10

The City shall recognize and protect City-owned street ends and right-of-ways along navigable waterways as public access and view points.

Objective 8.2 Develop a strategy that provides regulatory incentives and criteria to encourage the preservation of existing, and creation of new, recreational and commercial working waterfronts.

Policies 8.2.1

The City shall provide density and intensity bonuses to encourage development that provides public access to navigable waters. Subject to State and local requirements, these bonuses may be granted in the forms of up to a 10% density bonus in the applicable Land Use category, increased Floor Area Ratio (FAR) intensity, increased number of slips, increased parking, and increased area for water-related uses or other measure of land use intensity appropriate to permitted uses on the parcel(s) proposed for development. Bonuses shall be subject to a case-by-case review for appropriateness and shall be consistent with the City's Coastal High Hazard Area (CHHA) policies.

8.2.2

In accordance with Conservation and Coastal Management Element (CCME) Policy 11.1.1, the City shall continue to prioritize the siting and development of water-dependent uses within the Coastal Area, as compared with other shoreline uses.

8.2.3

The City will be supportive of the creation and expansion of Recreational and Commercial Working Waterfront uses so long as all local, State and Federal requirements are met, and the proposed development is not in conflict with adopted neighborhood plans or studies, or the Manatee Protection Plan.

8.2.4

The City shall continue to implement as a program the Downtown Overlay and Zone and Downtown District Regulations as set forth in Section 656.361 of the City's Zoning Code which established the Riverwalk.

8.2.5

In accordance with CCME Policy 6.5.7 the City shall continue to maintain public access to all beaches renourished at public expense and continue to enforce the public access requirements of the 1985 Coastal Zone Protection Act.

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

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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

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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

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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

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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

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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.

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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

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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

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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.

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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.

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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

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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

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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.

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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 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 - 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;

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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

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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

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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;

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- 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

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

WATER

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

VESTED DEVELOPMENT RIGHTS

In those instances where the 2030 Comprehensive Plan effects any change in the density or intensity of land use, or any other change in the use or regulation of land development, certain property owners ~~may be~~ 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.

By 1991, through the adoption of a land development regulation, the City shall provide an administrative procedure for the presentation of evidence to the City concerning claims to vested rights and for determination of whether such vested rights are valid and

enforceable. The burden of proof as to the existence of a vested right shall be on the person claiming the vested right. Upon a determination by the City that such person has a vested right to develop land in a particular manner contrary to the 2010 Comprehensive Plan, such person shall be accorded a vested right to develop, subject always to such conditions as the City may determine to be appropriate. Any vested right determination shall be a development order or permit subject to challenge under Section 163.3215, F.S.

DETERMINATION OF USE CONFORMITY

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

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

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

LOCAL INTEGRATED PLANNING PROCESS

With a land area of approximately 840 square miles, the City has both large urban and rural areas. To accommodate the diverse needs of the various urban, suburban, and rural communities, the City has developed a coordinated "step-down" planning program, which creates a stronger link between planning and implementation. This integrated planning process has historically proved to be successful in guiding growth and development in the City and will be continued through the planning period of the 2030 Comprehensive Plan. Briefly, the program is structured as follows:

The 2030 Comprehensive Plan

The plan, covering the corporate area of the City of Jacksonville excluding Urban Service Districts 2 through 5, has been prepared pursuant to the requirements of Chapter 163 (Part II), F.S. and Chapter 9J-5, F.A.C. The plan is primarily a policy document with generalized maps illustrating existing and future conditions.

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Definition of land use categories and locational standards, and distribution of those categories on the land use map will result in a development pattern that reflects the goals, objectives, and policies of this 2030 Comprehensive Plan.

Planning District Plans

The Jacksonville corporate area, excluding Urban Service Districts 2 through 5, is divided into six planning districts along census tract boundaries. Separate plans for each district have been or are being developed in conformance with the 2030 Comprehensive Plan. These plans have a great deal of grassroots public involvement and typically include specific recommendations for implementation and capital improvements. The district plan maps are produced at a larger scale and the data, analysis, and proposed land uses are more exhaustive than that found in the 2030 Comprehensive Plan. Because proposed densities and intensities are more exactly defined, these plans will be used to provide guidance for zoning and other reviews. The City should evaluate and modify the Planning District boundaries to achieve smaller districts or sub-districts which have common characteristics. This will enable the City to address the various nuances of existing neighborhoods and more precise evaluations of needs and improvements. The City shall reinforce these modified districts with additional language in the City's Land Development Regulations.

Special Studies and Neighborhood Plans

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

Small area and district plans are prepared in conformance with the Comprehensive Plan, which acts as a general guide to the community's long range vision of its future. Discrepancies between the various plans may occur in cases where the special study or district plan has been prepared prior to the 2030 Comprehensive Plan. In the event that the recommendations in existing special study and district plans conflict with the 2030 Comprehensive Plan, the 2030 Comprehensive Plan, as the document adopted under the provisions of Chapter 163 (Part II), F.S., will prevail.

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

TABLE L-20

Type of Land Use Category	ELUMs ¹ Allocated Acreage	Developed Acreage ²	Developable Acreage ³	Undevelopable Acreage ⁴	2010 Gross Acreage Need ⁵	2010 % of Need ⁶	2015 Gross Acreage Need ⁵	2015 % of Need ⁶	2020 Gross Acreage Need ⁵	2020 % of Need ⁶	2025 Gross Acreage Need ⁵	2025 % of Need ⁶	2030 Gross Acreage Need ⁵	2030 % of Need ⁶
AGR-I ¹	20,974.00	2,405.00	11,697.00	6,872.00	3,361.66	419%	3,109.54	454%	2,876.32	490%	2,660.60	530%	2,461.05	573%
AGR-II ¹	50,526.00	5,745.00	20,210.00	24,571.00	8,565.34	303%	7,922.94	328%	7,328.72	354%	6,775.06	383%	6,270.63	414%
AGR-III ¹	47,496.00	8,763.00	21,787.00	16,948.00	3,104.84	37%	7,406.97	407%	6,894.70	441%	6,414.60	476%	5,933.50	515%
AGR-IV ¹	16,822.00	7,979.00	5,103.00	3,740.00	2,993.26	43%	2,788.77	472%	2,591.11	511%	2,389.03	552%	2,191.35	597%
BP	7,317.00	2,411.00	2,464.00	2,442.00	2,774.11	176%	3,146.96	155%	3,508.99	139%	3,840.23	127%	4,139.24	116%
CBD ²	1,717.00	742.00	273.00	702.00	742.00	137%	742.00	137%	742.00	137%	742.00	137%	742.00	137%
CGC	20,811.00	9,192.00	3,970.00	7,649.00	10,533.87	125%	11,911.76	107%	13,249.56	99%	14,473.79	91%	15,578.75	84%
CSV ³	24,527.00	2,940.00	6,731.00	14,856.00	2,940.00	329%	2,940.00	329%	2,940.00	329%	2,940.00	329%	2,940.00	329%
HDR	74.00	25.00	34.00	25.00	28.62	165%	33.81	145%	38.04	125%	42.21	116%	46.16	108%
HI	10,354.00	3,902.00	4,131.00	2,321.00	4,478.70	179%	5,070.68	153%	5,645.87	142%	6,171.95	130%	6,646.85	121%
LDR	138,949.00	78,305.00	18,384.00	41,260.00	89,147.09	111%	96,154.31	102%	104,251.25	94%	112,220.58	87%	119,786.28	82%
LI	18,486.00	6,979.00	5,910.00	5,609.00	7,376.08	164%	6,797.26	147%	9,691.68	133%	10,510.04	123%	11,248.77	115%
MDR	23,187.00	13,051.00	3,573.00	6,533.00	14,571.63	114%	15,921.51	105%	17,236.52	98%	18,630.02	89%	19,935.47	84%
MU ⁴	25,706.00	6,731.00	11,608.00	7,367.00	8,538.79	215%	10,395.10	176%	12,197.94	150%	13,846.66	132%	15,335.33	120%
NC	863.00	357.00	245.00	261.00	440.00	137%	525.23	115%	607.99	99%	683.71	86%	752.06	80%
PBF	40,071.00	25,704.00	8,052.00	6,315.00	26,565.57	127%	27,430.25	123%	28,309.27	119%	29,085.21	116%	29,804.89	113%
RC	1,211.00	713.00	361.00	137.00	765.00	135%	881.23	122%	963.99	111%	1,039.71	103%	1,108.06	97%
ROS	8,952.00	2,365.00	4,067.00	2,500.00	2,630.13	245%	2,881.35	224%	3,128.25	206%	3,349.87	193%	3,551.73	182%
RPI	9,118.00	3,475.00	2,596.00	3,047.00	3,819.74	159%	4,173.73	145%	4,517.44	134%	4,831.52	126%	5,115.80	119%
RR	19,858.00	7,043.00	7,546.00	5,269.00	8,260.93	177%	9,363.85	156%	10,478.14	139%	11,576.85	126%	12,674.58	115%
WD-WR	5,577.00	2,628.00	1,816.00	1,133.00	2,927.03	152%	3,234.09	137%	3,532.23	128%	3,805.01	117%	4,051.26	110%
WATER ⁵	49,890.00	351.00	480.00	49,049.00	-	-	-	-	-	-	-	-	-	-
Totals:	542,498.00	192,866.00	141,028.00	208,604.00	208,036.41		224,922.04		240,788.73		258,022.93		270,285.34	

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

¹All parcels with a structure (building value >\$5,000)

²All properties have no building value, no wetlands, and are >1 acre

³All wetlands, water, and right-of-way

⁴No net increase is anticipated for CBD acreage for the projection period. CSV, PBF, and ROS are assumed to not be developable

⁵Percent (%) of Need = [(Allocated-Undevelopable)/Need] --> this indicates how much land we have available in comparison with the gross acreage needed for each category.

⁶No increase in agricultural land uses is anticipated for the projection period. Agricultural uses are expected to decrease throughout the projection period as urbanization increases.

⁷CSV uses are based upon planned acquisitions of land. Currently, there are no planned acquisitions for the projection period.

⁸Water data was included to accurately reflect the total number of acres contained in Duval County. No projections were calculated for water acreage for the period 2010-2030.

⁹Due to the unique nature of the MU land use category, determination of need should be evaluated based upon the mix of uses provided in each MU land use category rather than the acreage need shown above for MU.

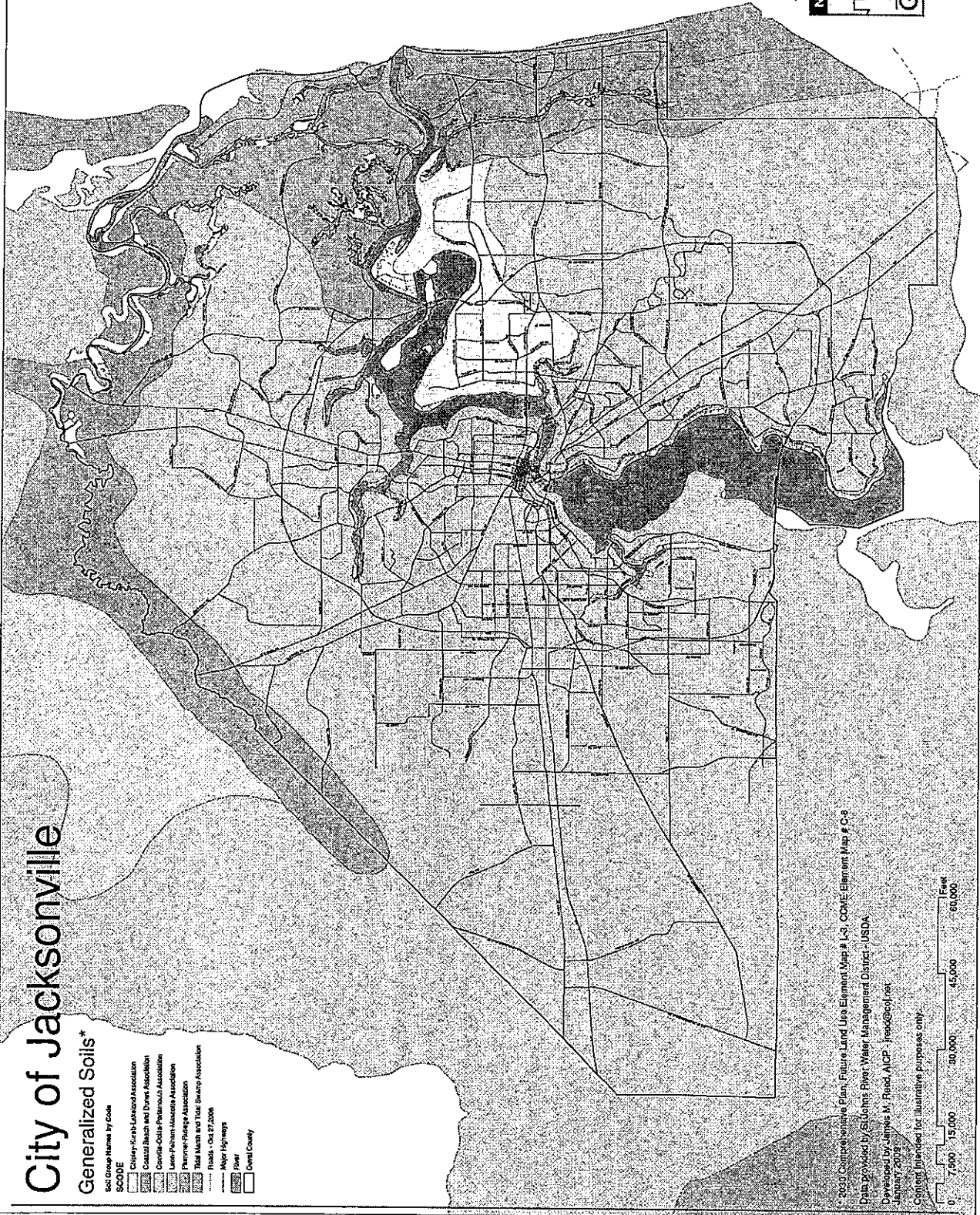
Notes:

MAP L-3 SOILS

City of Jacksonville

Generalized Soils*

- Soil Group Names by Code
- SCODE
 - Clayey-Krish-Lakeford Association
 - Coastal Beach and Dunes Association
 - Coastal Dunes-Pettigrew Association
 - Lower-Peterson-Hawthorne Association
 - Peterson-Platteau Association
 - Tidal Marsh and Tidal Swamp Association
 - Roads - Oct 27, 2006
 - Major Highways
 - River
 - County



2030 Comprehensive Plan, Future Land Use Element Map # L-3, Code Element Map # C-3
 Data provided by St Johns River Water Management District - USDA
 Developed by James M. Reed, ALCP jreed@goj.net
 January 2009
 Content intended for illustrative purposes only

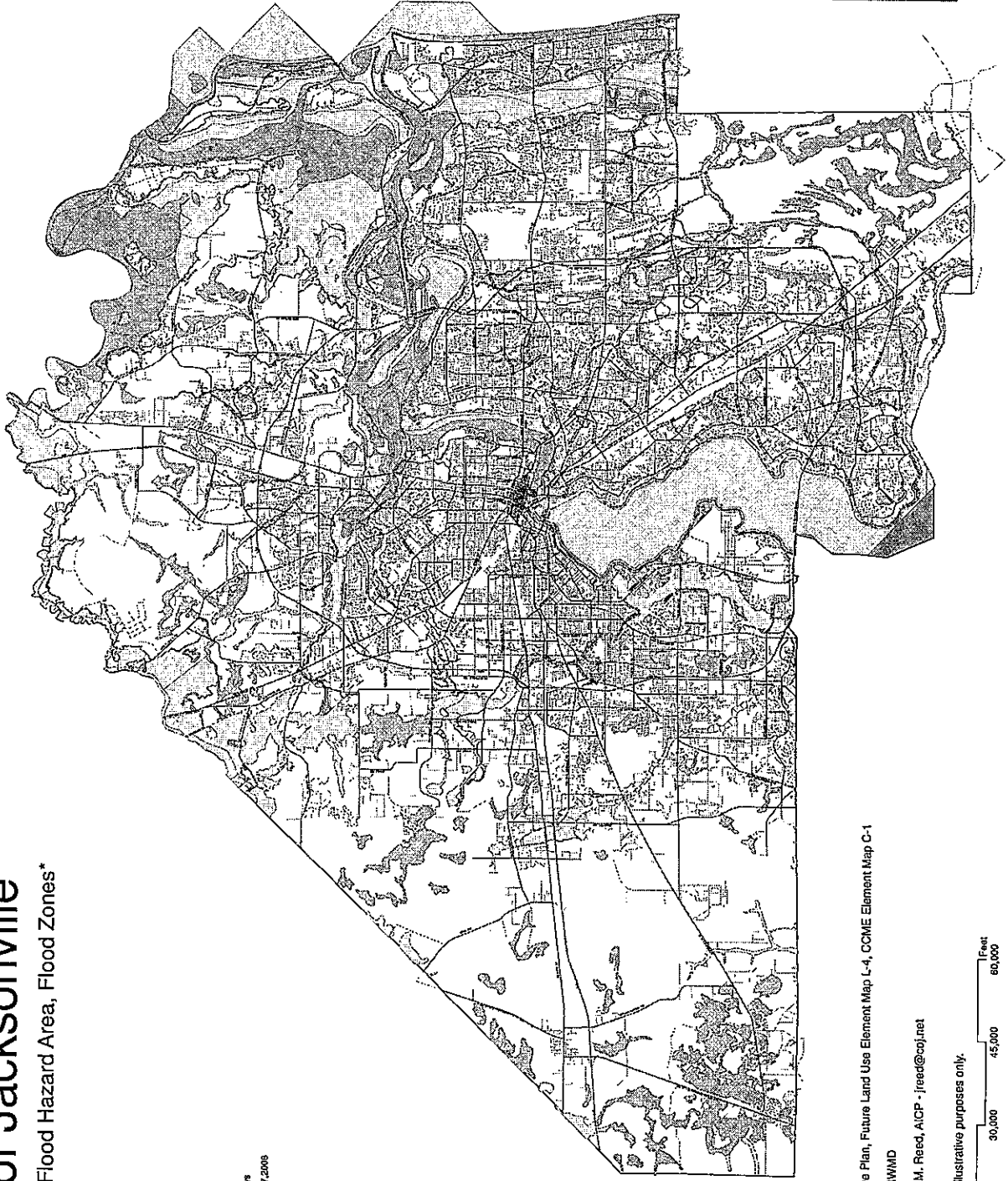


MAP L-4 100 YEAR FLOODPLAIN

City of Jacksonville

100 Year Flood Hazard Area, Flood Zones*

- ZONES**
- A
 - AE
 - AO
 - D
 - FW
 - VE
 - XS
 - River
 - Major Highway
 - Roads - Oct 27, 2008
 - Duval County

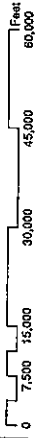


* 2030 Comprehensive Plan, Future Land Use Element Map L-4, CCME Element Map C-1

Data provided by SJRWMD

Developed by James M. Read, AICP - jread@coj.net
January 2009

Content intended for illustrative purposes only.

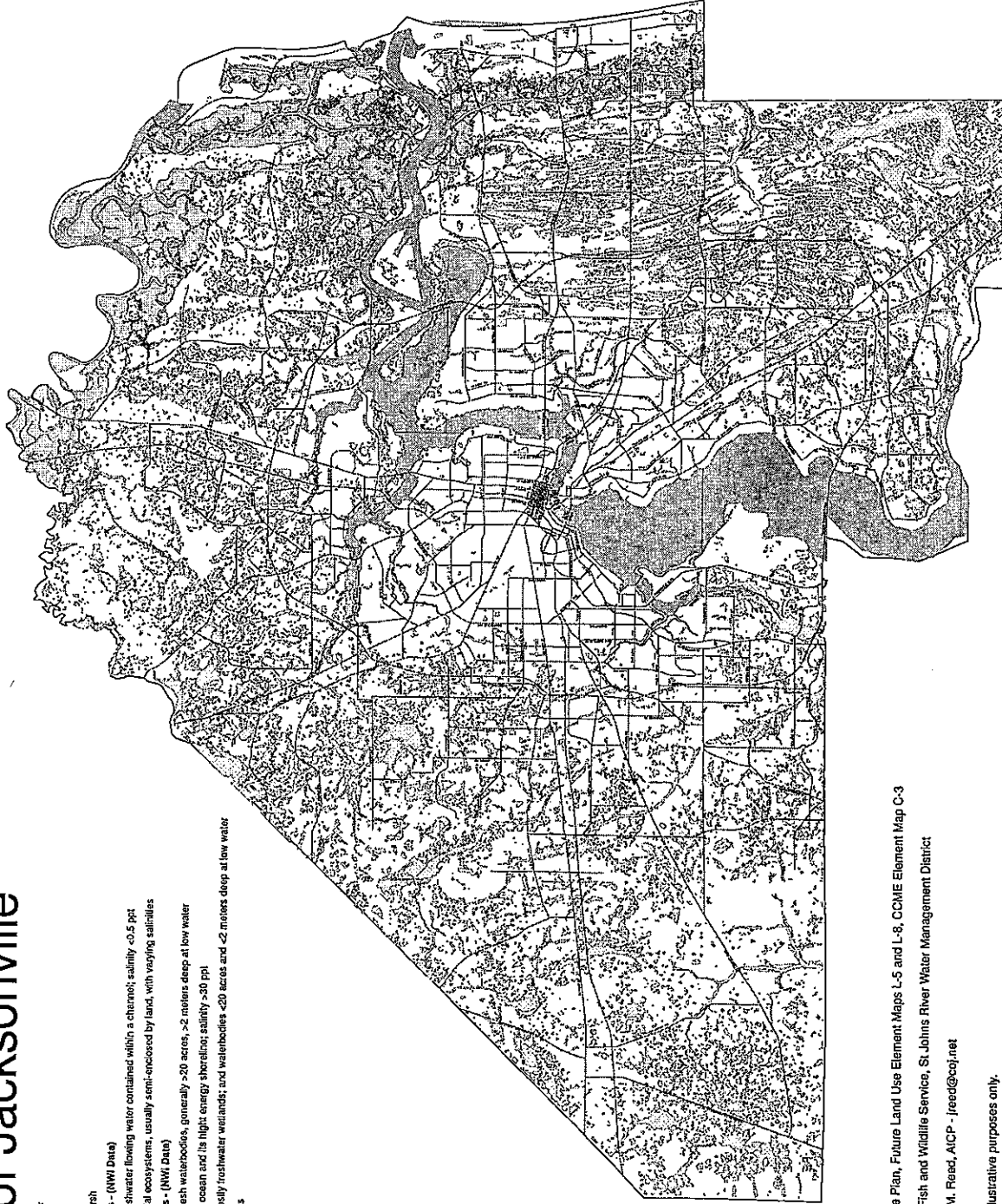


MAP L-5/MAP L-8 WETLANDS, BEACHES AND ESTUARINE SYSTEM

City of Jacksonville

Wetlands*

- Category I Wetlands**
- Salt Water Marsh**
- Category II Wetlands - (NWI Data)**
- Riverine** - Freshwater flowing water contained within a channel; salinity <0.5 ppt
 - Estuarine** - Tidal ecosystems, usually semi-enclosed by land, with varying salinities
- Category III Wetlands - (NWI Data)**
- Lacustrine** - Fresh waterbodies, generally >20 acres, >2 meters deep at low water
 - Marine** - Open ocean and its light energy shoreline; salinity >30 ppt
 - Palustrine** - Mostly freshwater wetlands; and waterbodies <20 acres and <2 meters deep at low water
- Major Highways**
- Duval County**



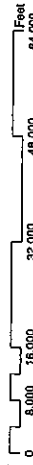
* 2030 Comprehensive Plan, Future Land Use Element Maps L-5 and L-8, CCME Element Map C-3

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

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

January 2003

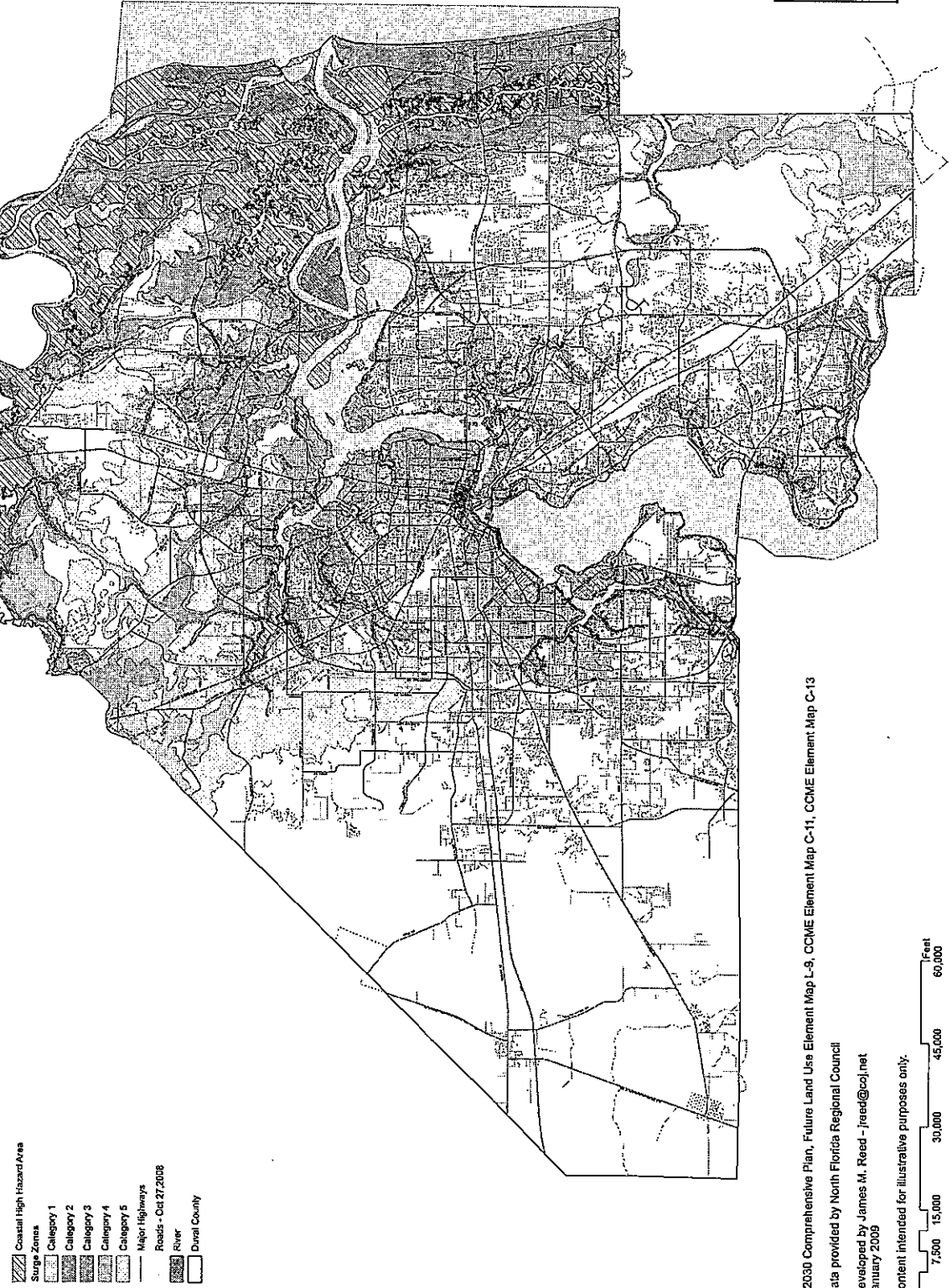
Content intended for illustrative purposes only.



MAP L-9 COASTAL HIGH HAZARD AREAS (CHHA)

City of Jacksonville

CHHA and Hurricane Evacuation Zones*



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

Data provided by North Florida Regional Council

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

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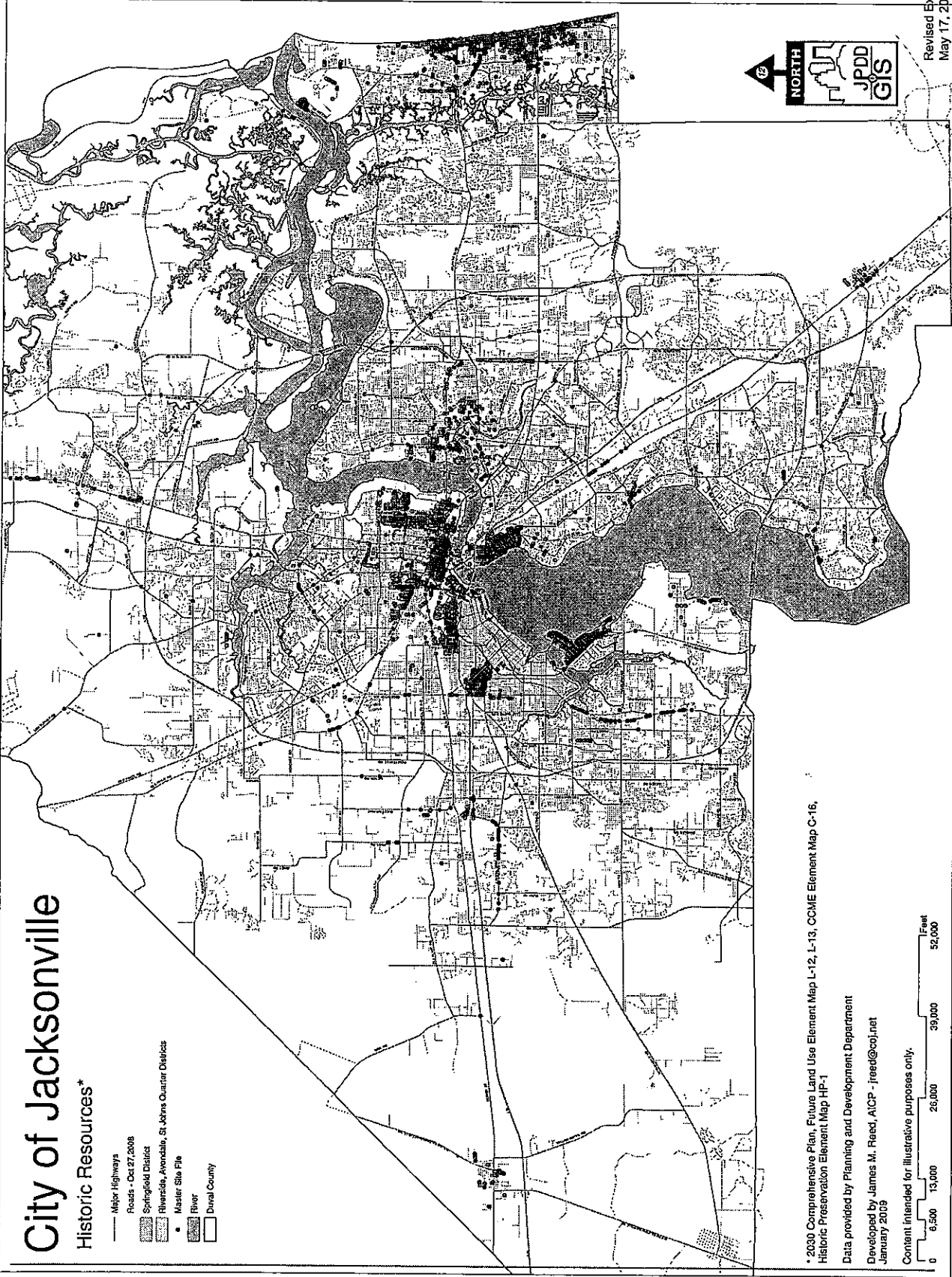


MAP L-12/MAP L-13 HISTORIC RESOURCES AND DISTRICTS

City of Jacksonville

Historic Resources*

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



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

Data provided by Planning and Development Department

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

Content intended for illustrative purposes only.

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

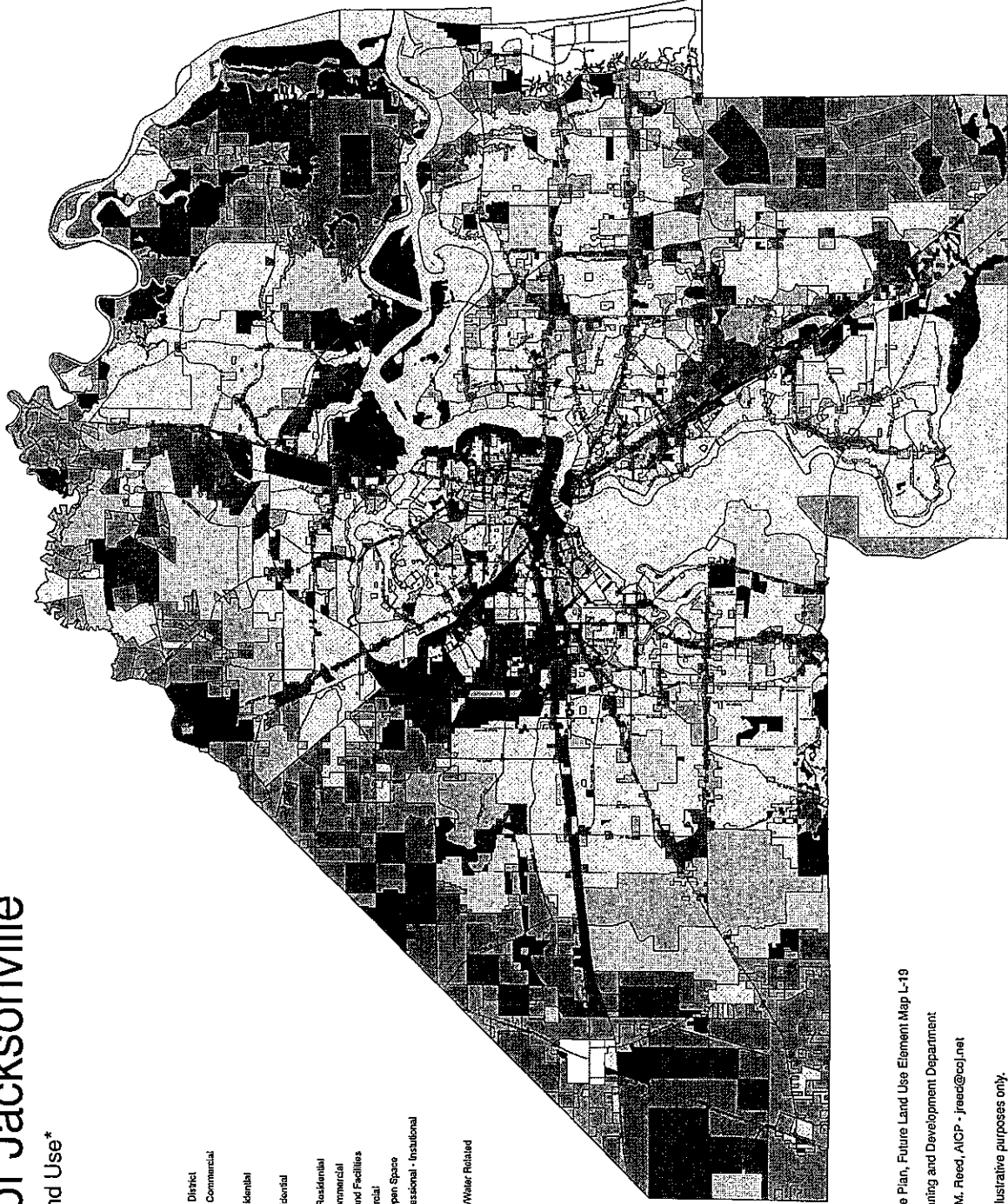


**MAP L-19 FUTURE LAND USE
DUVAL COUNTY/CITY OF JACKSONVILLE**

City of Jacksonville

Future Land Use*

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



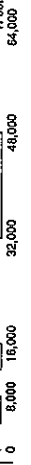
* 2030 Comprehensive Plan, Future Land Use Element Map L-19

Data provided by Planning and Development Department

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

September, 2003







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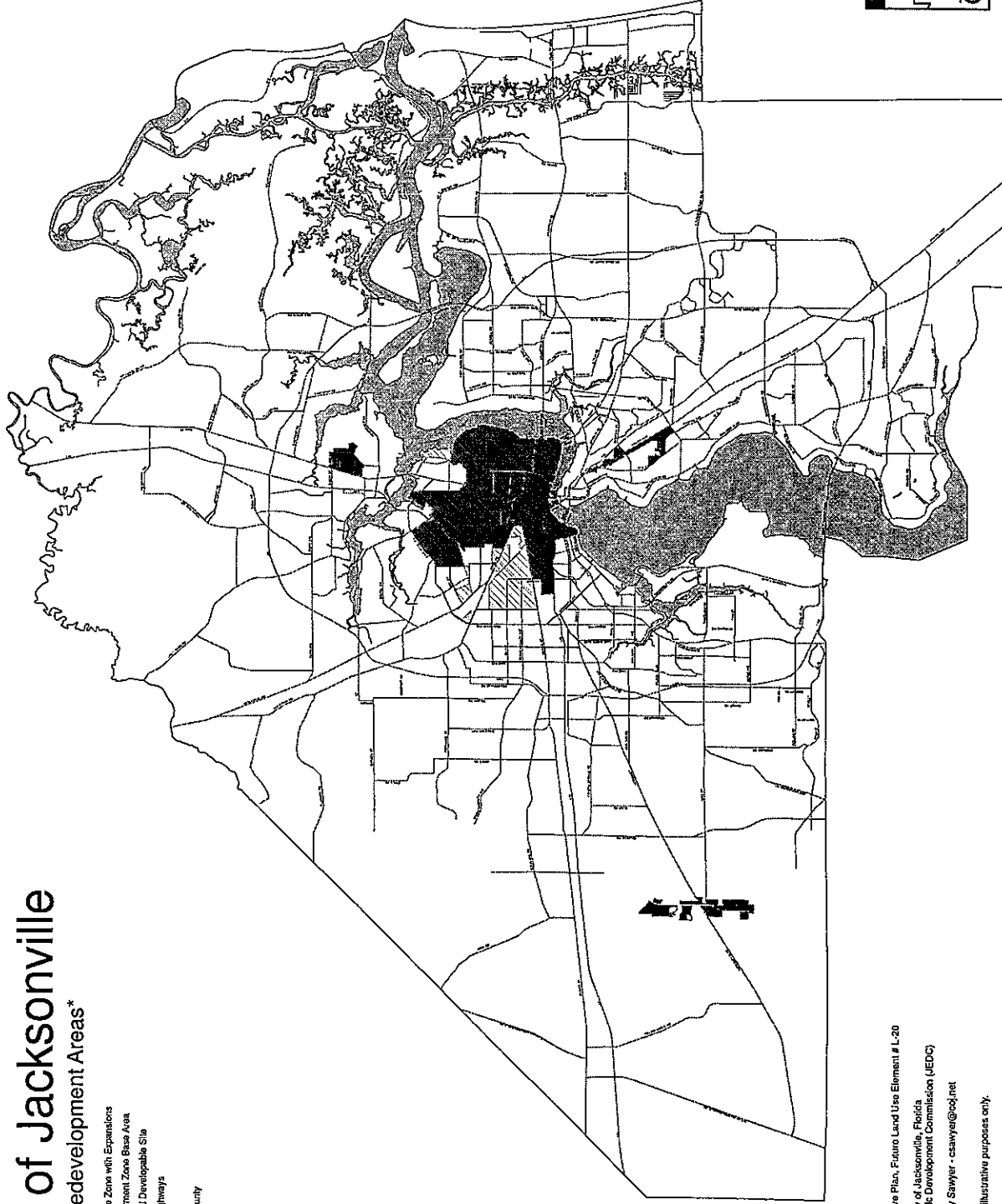


MAP L-20 URBAN REDEVELOPMENT AREA

City of Jacksonville

Urban Redevelopment Areas*

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

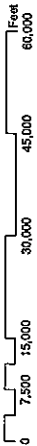


* 2000 Comprehensive Plan, Future Land Use Element # L-20

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

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

Content intended for illustrative purposes only.

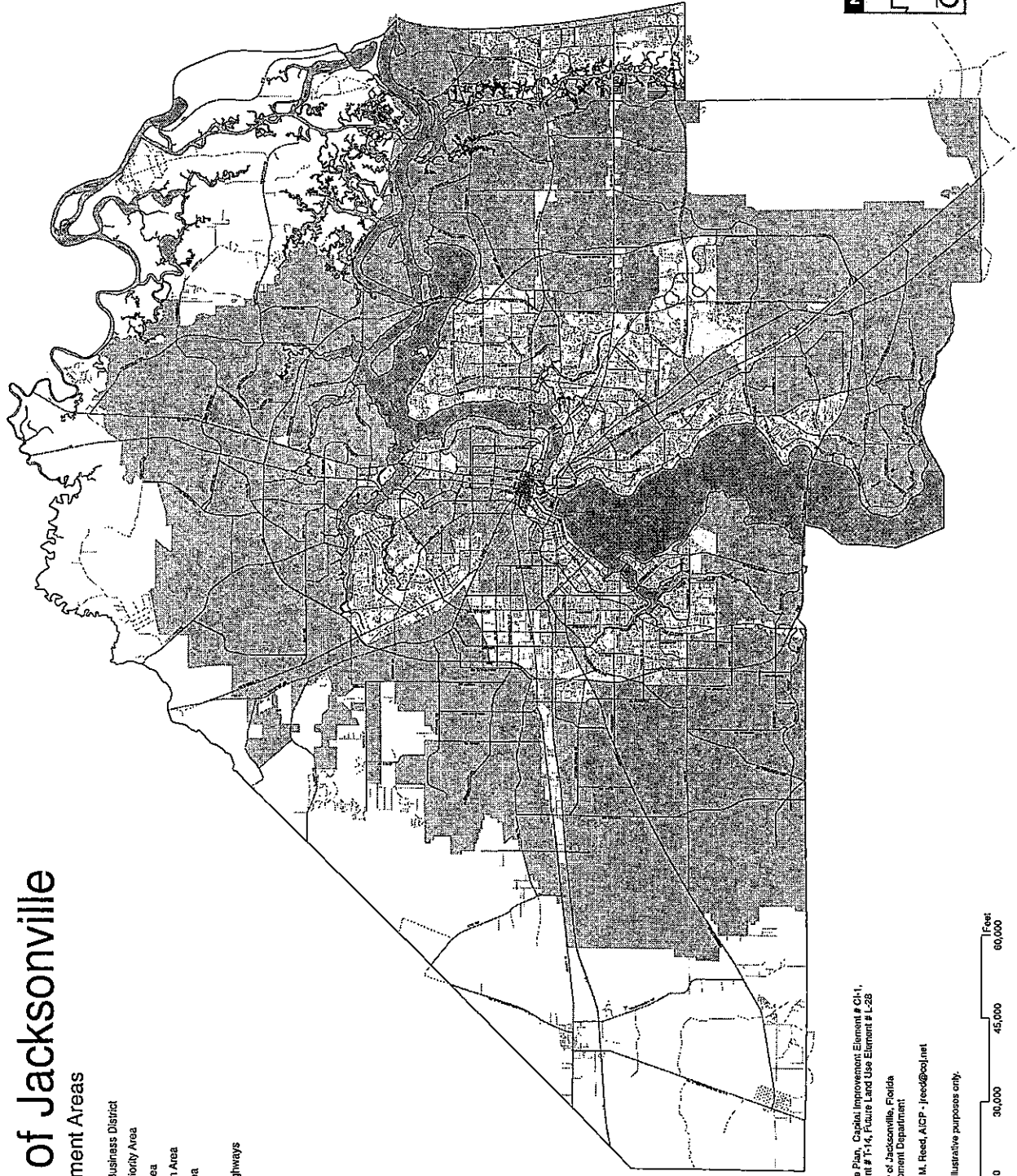


MAP L-21 ~~DOWNTOWN CONCURRENCY EXCEPTION AREA (TCEA)~~
DEVELOPMENT AREAS

City of Jacksonville

Development Areas

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

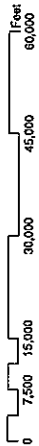


*2020 Comprehensive Plan, Capital Improvement Element # C1-1,
Transportation Element # T-14, Future Land Use Element # L-2B

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

Developed by James M. Reed, AICP - jreed@coj.net
November 8, 2010

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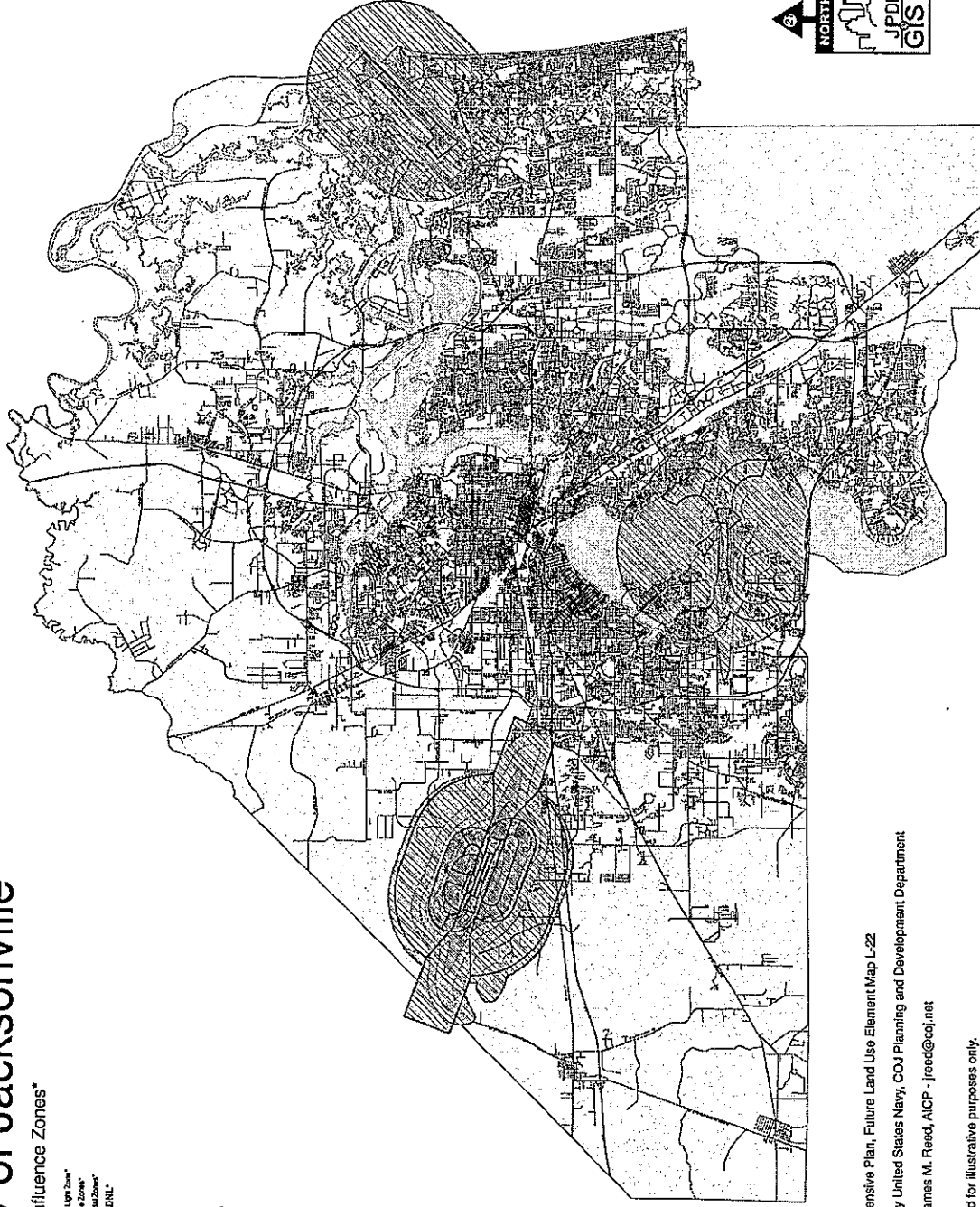


MAP L-22 MILITARY INFLUENCE ZONES

City of Jacksonville

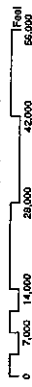
Military Influence Zones*

- City of Jacksonville City Zone*
- Military Influence Zone*
- Accident Potential Zone*
- Aviation Contingency DNL*
- DB
- 60
- 65
- 70
- 75
- 80
- 85
- Major Highways
- Points 2000



*2030 Comprehensive Plan, Future Land Use Element Map L-22
 Data provided by United States Navy, COJ Planning and Development Department
 Developed by James M. Reed, AICP - jreed@coj.net
 January 2009

Content intended for illustrative purposes only.

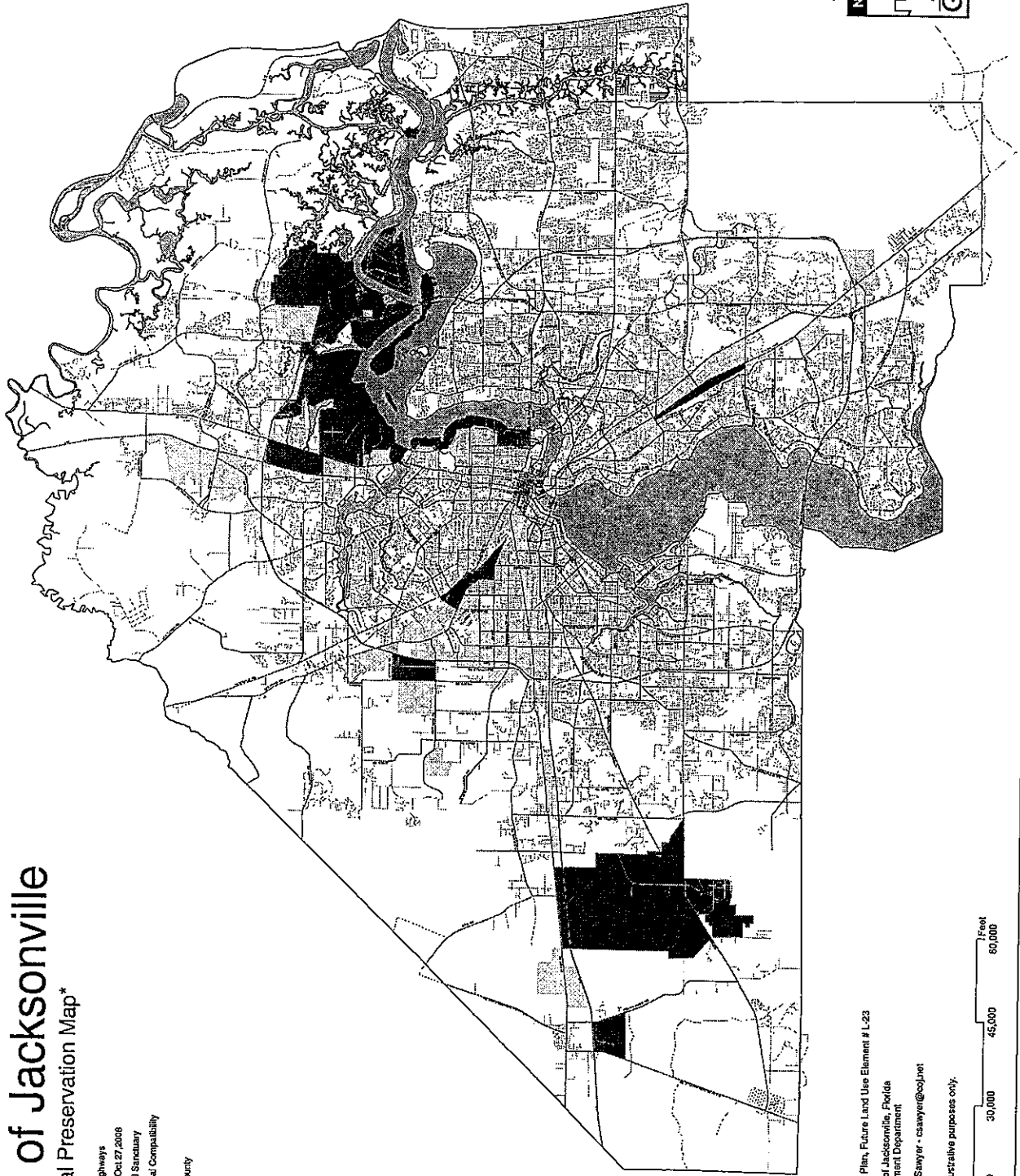


MAP L-23 INDUSTRIAL PRESERVATION

City of Jacksonville

Industrial Preservation Map*

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

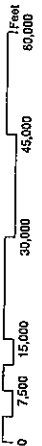


*2030 Comprehensive Plan, Future Land Use Element # L-23

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

Developed by A. Cory Sawyer - csawyer@coj.net
January 15, 2009

Content intended for illustrative purposes only.



MAP L-24 ENERGY CONSERVATION

City of Jacksonville

Energy Conservation*

JTA Park and Ride

Type

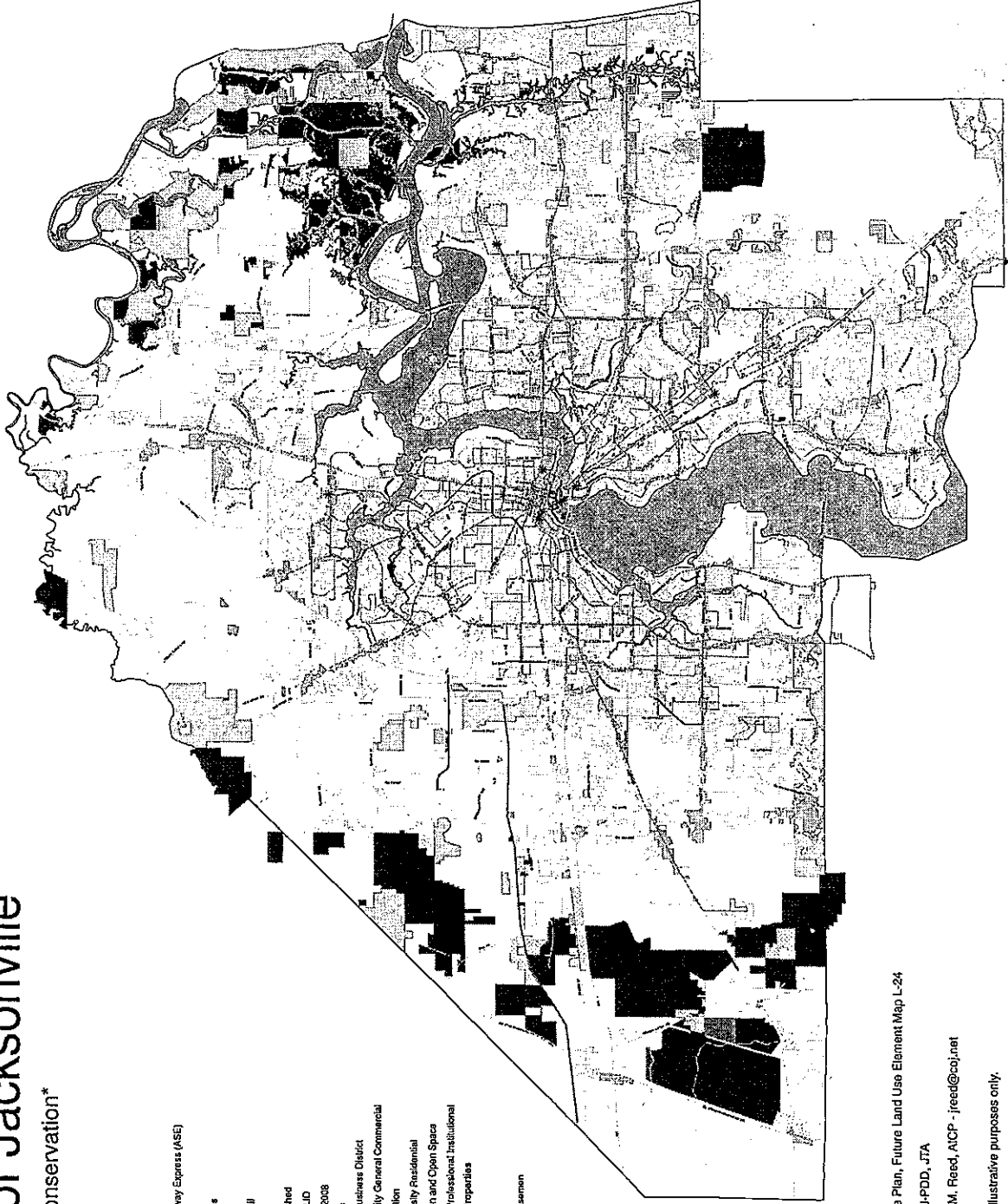
- * Transit Hub
- * Skyway
- * Trolley
- * Bus
- Automated Skyway Express (ASE)
- Trolley
- 2008 Bus Routes
- Riverwalk
- Baldwin Trail
- S-Line Rail Trail
- Bike Lanes, Hashed
- Bike Lanes, SOLID
- Roads - Oct 27, 2008

Associated Land Uses

- CBD - Central Business District
- CGO - Community General Commercial
- CSV - Conservation
- HDR - High Density Residential
- HOS - Recreation and Open Space
- RP1 - Regional Professional Institutional
- Preservation Project Properties

STATUS

- Acquired
- Conservation Easement
- Mitigation
- Upland Contract
- River
- Duval County

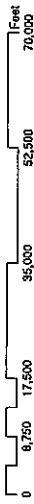


*2030 Comprehensive Plan, Future Land Use Element Map L-24

Data provided by COJ-PDD, JTA

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

Content intended for illustrative purposes only.



MAP L-28 DEVELOPMENT AREAS

2030 COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT

B

DEFINITIONS

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT

DEFINITIONS

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

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

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

Abutting - Having common borders or edges.

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

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

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

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

AICUZ – Air Installation Compatible Use Zone

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

APZ – Accident Potential Zone

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

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

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

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

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

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

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

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

CBD – Central Business District

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

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

Coastal High Hazard Area – The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as established by the most current Northeast Florida Hurricane Evacuation Study. It is shown on Map C-18. A property shall be deemed to be within the CHHA as depicted on Map C-18 unless site specific, reliable data and analysis demonstrates otherwise.

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

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

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

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

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

Compact development – Compact development refers to buildings or a collection of buildings which utilize land more efficiently than conventional suburban development, primarily by increasing intensity and density and through a reduction in land devoted to surface parking.

Compatibility – Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale,

mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Connected Development – Adjacent developments which enable highly efficient circulation and safe movement by linking properties through internal roadways and paths in lieu of movement via major arterial corridors and collectors.

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 eCity will use to ensure that development orders and permits when issued will not result in a reduction of the adopted Level of Service standards at the time the impact of the development occurs.

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

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

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

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.

Contributing Structure - Means a building or structure which is at least fifty years old and

which is within the boundaries of a designated historic district and which contributes to the historic or architectural character of the district and which is identified by the Council in its designation of the historic district.

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

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

Corridor Development - Involves the location of commercial, retail, office and mixed-use development, including multi-family residential development, in a linear pattern along both sides of arterial roadways and appropriate collector roadways. In urban Development Areas, this type of development differs from strip or ribbon development in that it makes more efficient use of existing land resources through infill development and redevelopment at higher densities within multi-story buildings; incorporates urban development characteristics; and provides internal circulation and ease of access between abutting uses and sites to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

dB - Decibel

dBA - A-weighted decibel scale

DCA - Florida Department of Community Affairs

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

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

Development 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).

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

Development Permit - Includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local

government having the effect of permitting the development of land.

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

DNL – Day-Night Sound Level

DRI – Development of Regional Impact

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

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

EQD – Environmental Quality Division

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

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

FAA – Federal Aviation Administration

FDOT – Florida Department of Transportation

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

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

Foster Care Facility - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be

necessary to meet the physical, emotional, and social needs of the residents and serving either children or adult foster residents. See also s.39,F.S. and S.419,F.S.

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

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

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

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

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

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

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

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

Historic Site - A single lot or portion of a lot containing an improvement, landscape

City of Jacksonville 2030 Comprehensive Plan

Future Land Use Element

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feature, or archaeological site, or a historically related complex of improvements, landscape features or archaeological site's that may yield information on history or prehistory.

Horizontal Integration (of mixed uses) – Two or more permitted uses contained in separate structures and arranged horizontally within the same site or block.

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

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

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

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

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

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

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

JAA – Jacksonville Aviation Authority

JEA – Jacksonville Electric Authority

JEDC – Jacksonville Economic Development Commission

JHPC – Jacksonville Historic Preservation Commission

JPA – Jacksonville Port Authority

JTA – Jacksonville Transportation Authority

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

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

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

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

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

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

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

Live/Work Units - A type of mixed-use development that combines ground floor commercial space with a residential dwelling unit above. Both Uses shall be occupied by a common owner or tenant. Live/Work commercial uses should not be retrofitted to accommodate a residential use and may be restricted with respect to hazardous materials, time of operation, noise, odor or other potential impacts to adjacent or nearby Uses. Live/work units may be occupied as residential, commercial and office uses excluding food service, manufacturing or fabrication other than those associated with artistic pursuits.

Locally Designated Historic Preservation District - Means an area that meets at least two of the criteria for eligibility to qualify for historic district designation, in s. 307.105(j), *City of Jacksonville Ordinance Code* and has as at least fifty percent of the structures

identified as contributing structures, and has been so designated by the Council. Non-residential development in this district shall be compatible with and not exceed the intensity levels permitted within the applicable functional land use category described in this element.

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

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

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

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

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

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

Master Planned Community - A community that is developed in an integrated manor and that contains a variety of housing types, public facilities and supporting commercial, industrial and/or office uses. Master Planned Communities include development approaches such as Traditional Neighborhood Development (TND), Transit Oriented Development (TOD) and Rural Villages.

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

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

Mixed Use Projects or Developments - A type of development that combines two or more uses, typically residential, commercial and/or office uses. When determining whether a project is mixed-use, parking shall not be considered a use.

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

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

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

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

Multi-Use 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUD – Planned Unit Development

RAC – Regional Activity Center

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

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

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

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

Residential Enclave - A geographical area having a residential land use that is partially or totally surrounded by a non-residential land use, which forms a distinct enclosed unit.

A small, historically established, residential neighborhood surrounded by an area that is, or is programmed to, transition to non-residential land uses within the time-frame of the 2030 Comprehensive Plan. Residential enclaves may consist of dwelling units arranged in relation to a neighborhood center and/or significant cultural or natural feature. These areas will be protected from premature fragmentation by intrusive non-residential uses.

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

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

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

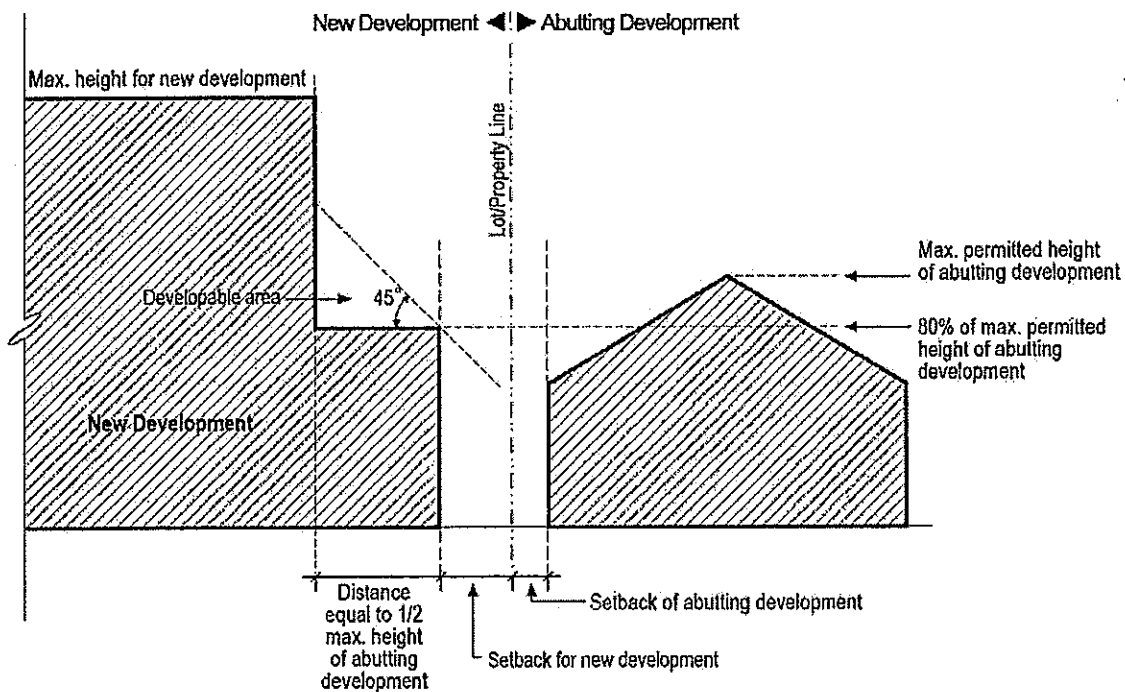
Right-of-Way - Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

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

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

Scale Transition – The design and manipulation of development massing and bulk to ensure scale compatibility between different land uses. The following scale transition description and illustration is applicable when mandated in specific plan categories. 1) At the setback line provided in the Land Development Regulations on the abutting side or sides of the subject development site, the height of development shall not exceed eighty percent of the maximum height permitted within the abutting zoning district; and 2) from this point of height, the subject development shall provide an additional setback, as determined by the reach of a forty-five degree angle over a horizontal dimension equal to one-half of the abutting zoning district maximum height. From this point forward, the maximum height shall be consistent with the applicable Land Development Regulations for the subject development site.

The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.



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

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

Shall - The term used to indicate mandatory action.

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

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

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

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

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

Single Room Occupancy (SRO) - a multiple tenant building that houses one or two people in individual rooms. SRO tenants typically share bathrooms and/or kitchens, while some SRO rooms may include kitchenettes, bathrooms, or half-baths. Although many are former hotels, SROs are primarily rented as a permanent residence.

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

Smart Growth - A growth management philosophy which is measured according to:

1. Neighborhood livability
2. Better access, less traffic
3. Thriving cities, suburbs and towns
4. Shared benefits
5. Lower costs, lower taxes
6. Keeping open space open

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

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

Target industry- industries identified by the 2002 "First Coast Targeting Plan", a collaboration of JEA, Cornerstone Regional Economic Development Partnership, JDEC, and others, as growing both locally and nationally with factors identified in which the region has a competitive advantage. The resulting Target Industries sectors for this region are: Information Technology, Financial and Insurance Services, Medical Products, Services & Research, Headquarters, Aviation and Aerospace, Distribution and Logistics, Specialized Manufacturing, and Electronics & Semiconductors.

TCEA – Transportation Concurrency Exception Area

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

TPO – North Florida Transportation Planning Organization

Traditional Neighborhood Development (TND) - Refers to the development of a complete mixed use neighborhood using planning principles which provide the following components: a network of well-connected streets and blocks; pedestrian friendly public areas; a range of housing types; and amenities such as stores, places of work, schools, and places of worship within walking distance of residences. TND development may occur in infill settings and involve adaptive reuse of existing buildings, but often involves all-new construction on previously undeveloped land or the complete redevelopment of large sites. TND should not be construed as mandating any particular architectural style or development scale except that it shall be compatible with and not exceed the-density levels of the applicable functional land use categories described in this element.

Transit Oriented Development (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.

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

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

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

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

Urban Development Characteristics – Features which, when combined, provide a compact and connected development. Urban development characteristics typically include, but are not limited to: a network of connected streets and blocks interconnected with surrounding development and the existing and planned JTA Rapid Transit System (RTS) to the greatest extent possible; the provision of medium to high density residential and mixed uses, preferably vertically integrated within multistory buildings; buildings which are massed against and front both existing roadways and those that are created by the new development; off-street parking located behind or to the side of buildings to the greatest extent possible; and an interconnected pedestrian, bicycle and open space network.

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

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

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

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

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

Urban Scale Development – Development which requires public facilities and full urban services.

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

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expanses of low-density, single-dimensional developments.

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.

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

Vertical integration (of mixed uses) – Two or more permitted uses arranged vertically within the same structure. Commercial and office uses are typically located on the ground floor and residential and/or office uses on the upper floors.

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

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

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

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

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

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