

Staff Report on
Proposed 2013E Series' Text Amendment
To The Future Land Use, Housing, Intergovernmental
Coordination, Recreation And Open Space,
And Transportation Elements of
2030 Comprehensive Plan

ORDINANCE 2013-657

As indicated in EXHIBIT 1 for Ordinance 2013-657, a text amendment is being proposed to various elements of the 2030 Comprehensive Plan to recognize the reorganization and renaming of the Jacksonville Economic Development Commission (JEDC) and the Downtown Development Authority (DDA). Restructuring approved pursuant to Ordinances 2012-212-E and 2012-364-E eliminated the JEDC and DDA and created in their place the Office of Economic Development (OED) and the Downtown Investment Authority (DIA). The proposed amendments to the 2030 Comprehensive Plan rectify outdated references throughout the Plan.

The Planning and Development Department finds that, consistent with Future Land Use Element (FLUE) Policy 2.3, the text changes facilitate the continued strengthening of Downtown Jacksonville as the regional center of finance, government, retail and cultural activities in Northeast Florida. Furthermore, the text changes promote an environment that is conducive to the development and redevelopment of commercial and industrial uses in the City of Jacksonville as called for in FLUE Objective 3.2. Therefore, the Planning and Development Department recommends **APPROVAL** of the text amendment in the attached **EXHIBIT 1** and submitted as **Ordinance 2013-657**.

1 Introduced by the Land Use and Zoning Committee:



4 2013-657.tif

ORDINANCE 2013-657

5 AN ORDINANCE ADOPTING 2013E SERIES TEXT
6 AMENDMENT TO THE FUTURE LAND USE, HOUSING,
7 INTERGOVERNMENTAL COORDINATION, RECREATION AND
8 OPEN SPACE AND TRANSPORTATION ELEMENTS OF THE
9 2030 COMPREHENSIVE PLAN OF THE CITY OF
10 JACKSONVILLE REPLACING REFERENCES TO THE
11 JACKSONVILLE ECONOMIC DEVELOPMENT COMMISSION
12 (JEDC) WITH THE OFFICE OF ECONOMIC DEVELOPMENT
13 (OED) AND/OR THE DOWNTOWN INVESTMENT AUTHORITY
14 (DIA); PROVIDING AN EFFECTIVE DATE.

15

16 **WHEREAS**, the Planning and Development Department has initiated
17 certain revisions and modifications to the text in accordance with the
18 procedures and requirements set forth in Chapter 650, Part 4,
19 *Ordinance Code* in order to facilitate the appropriate and timely
20 implementation of the plan, and has provided the necessary supporting
21 data and analysis documentation to support and justify the amendments
22 determined to be required and accordingly has proposed certain
23 revisions and modifications which are more particularly set forth in
24 **Exhibit 1, attached hereto**, and incorporated herein by reference; and

25 **WHEREAS**, the City by the adoption of Ordinance 2013-348-E
26 approved this text amendment to the 2030 Comprehensive Plan on June
27 25, 2013 for transmittal to the Florida Department of Economic
28 Opportunity ("DEO"), as the State Land Planning Agency and other
29 required state agencies, for review and comment; and

30 **WHEREAS**, by various letters and e-mails, the DEO and other state
31 reviewing agencies transmitted their comments, if any, regarding this

1 proposed amendment; and

2 **WHEREAS**, the Planning and Development Department reviewed the
3 proposed revisions, considered all comments received, prepared a
4 written report and rendered an advisory recommendation to the Council
5 with respect to these proposed text amendments; and

6 **WHEREAS**, the Planning Commission, as the Local Planning Agency,
7 held a public hearing on this proposed amendment to the *2030*
8 *Comprehensive Plan*, with due public notice having been provided, and
9 reviewed and considered all comments received during the public
10 hearing, and made a recommendation to the City Council; and

11 **WHEREAS**, pursuant to Section 650.408 *Ordinance Code*, the Land Use
12 and Zoning (LUZ) Committee held a public hearing in accordance with
13 the requirements of Chapter 650, Part 4, *Ordinance Code*, on this
14 proposed amendment and has made its recommendation to the City
15 Council; and

16 **WHEREAS**, pursuant to Section 163.3184(3), *Florida Statutes* and
17 Chapter 650, Part 4, *Ordinance Code*, the City Council held a public
18 hearing with public notice having been provided on this proposed
19 amendment to the *2030 Comprehensive Plan*; and

20 **WHEREAS**, the City Council further considered all oral and written
21 comments received during public hearings, including the data
22 collection and analysis portions of this proposed amendment to the
23 *2030 Comprehensive Plan*, the recommendations of the Planning and
24 Development Department and the Planning Commission, the final
25 recommendations of the LUZ Committee, and the comments, if any, of the
26 DEO and the other state agencies; and

27 **WHEREAS**, in the exercise of its authority, the City Council has
28 determined it necessary and desirable to adopt this proposed amendment
29 to the *2030 Comprehensive Plan* to preserve and enhance present
30 advantages, encourage the most appropriate use of land, water and
31 resources, consistent with public interest, overcome present

1 deficiencies, and deal effectively with future problems that may
2 result from the use and development of land within the City of
3 Jacksonville; now therefore,

4 **BE IT ORDAINED** by the Council of the City of Jacksonville:

5 **Section 1. Purpose and Intent.** This ordinance is adopted to
6 carry out the purpose and intent of, and exercise the authority set
7 out in the Local Government Comprehensive Planning and Land
8 Development Regulation Act, Sections 163.3161 through 163.3248,
9 *Florida Statutes* and Chapter 166, *Florida Statutes*, as amended.

10 **Section 2. Amendment to Comprehensive Plan.** The 2030
11 *Comprehensive Plan* is hereby amended to include this revision to the
12 text of the 2030 *Comprehensive Plan* in the Future Land Use, Housing,
13 Intergovernmental Coordination, Recreation and Open Space and
14 Transportation Elements of the 2030 *Comprehensive Plan* from the 2013E
15 Series which has been initiated by the Planning and Development
16 Department, as more particularly set forth in **Exhibit 1, attached**
17 **hereto**, and incorporated herein by reference.

18 **Section 3. Effective Date.** This ordinance shall become
19 effective upon the signature by the Mayor or upon becoming effective
20 without the Mayor's signature.

21
22 Form Approved:

23
24
25 Jason R. Gabriel

26 Office of General Counsel

27 Legislation Prepared by: Jason R. Gabriel

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Ordinance 2013-657

2013E Series Text Amendment **City of Jacksonville 2030 Comprehensive Plan**

Future Land Use Element

Policy 1.1.19

Offer economic incentives through either the Downtown Investment Authority (DIA) or the Office of Economic Development Jacksonville Economic Development Commission (OEDJEDC) 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.

Policy 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 the Office of Economic Development Jacksonville Economic Development Commission (OED JEDC) or the Downtown Investment Authority (DIA), and public funds distributed through the Northwest Jacksonville Economic Development Fund (NWJEDF).

Policy 2.3.4

The Downtown Investment Authority (DIA) Jacksonville Economic Development Commission (OED 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.

Policy 2.3.5

The DIA 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.

Policy 2.3.7

The DIA 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.

Policy 2.3.8

The DIA 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.

Policy 2.3.9

The DIA JEDC, through adoption of “Celebrating the River: A Plan for Downtown Jacksonville” and the Downtown Zoning Overlay permits developers locating in the Central Business District (CBD) to provide required parking at peripheral locations within the CBD, reduces on site parking by allowing use of existing off site parking facilities, reduces on site parking requirements when mass transit is available, creates carpool and van pool bonuses, provides for short term parking space credit, and creates minimum/maximum parking requirements that promote the use of various mass transit options available.

Policy 2.3.11

The DIA 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.

Policy 2.3.12

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

Policy 2.3.13

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

Policy 2.3.14

The City, OED, DIA 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.

Policy 2.3.15

The City and DIA JEDC shall encourage growth within the CBD. More specifically, the City and DIA 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.

Policy 2.3.16

The City and DIA JEDC shall continue encouraging development and redevelopment within the CBD. Growth within the CBD will be exempt from the Mobility Plan requirements and governed by the Consolidated Downtown DRI Development Order through Phase I. Previously approved transportation improvements in Phase II and Phase III will be replaced by the improvements included in the 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.

Policy 2.3.17

As further addressed in the Transportation Element, the DIA JEDC and FDOT will continue to monitor development within the CBD annually according to the remaining conditions of Phase I of the Consolidated Downtown DRI Development Order.

Policy 8.1.1

If conversion of recreational and commercial working waterfront uses, as defined in this element, is requested through a Land Use or Zoning change for land located outside of the Downtown Overlay Zone, the Planning Department will encourage designation of the site as a PUD zoning district. The developer will be encouraged to maintain a recreational or commercial working waterfront component on the subject site or establish such uses on another adjacent site; in either instance a similar level of operation as prior to the proposed conversion is preferred. However, consideration will be granted when proposing conversion from one RCWW use to another RCWW use, and to marinas with dry-dock service off-site. Land use and zoning changes for conversion of RCWW uses within the Downtown Overlay shall be reviewed by the Downtown Investment Authority (DIA) 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.

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 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 Central Business District (CBD):* The Central Business District (CBD) is the Downtown Jurisdictional area of the Downtown Investment Authority (DIA) Jacksonville Economic Development Commission (JEDC). All the area in the 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 DIA's JEDC's Downtown jurisdictional area will be guided by the

site development plans approved as part of the development order for the Downtown DRI(s).

2. *Urban Priority Area (UPA)*: The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.
3. *Urban Area (UA)*: The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.
4. *Suburban Area (SA)*: The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.
5. *Rural Area (RA)*: The RA consists of all lands outside of the SA and corresponds with predominantly undeveloped portions of the City with land uses such as Agriculture, Recreation, Conservation, or Public Buildings Facilities. Development should occur at very low densities which create little demand for new infrastructure and community serving supporting uses, unless development occurs under the Multi-Use Category, as a Rural Village or as a Master Planned Community as defined in this element. Development may occur within the Rural Area provided that it is consistent with the Operational Provisions and the Land Use category descriptions.

Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.

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 DIA's ~~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 the Downtown Investment Authority (DIA) ~~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 DIA's ~~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).

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 DIA's ~~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 DIA's 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.

DEFINITIONS

~~JEDC - Jacksonville Economic Development Commission~~

OED - Office of Economic Development

Target industry- industries identified by the 2002 "First Coast Targeting Plan", a collaboration of JEA, Cornerstone Regional Economic Development Partnership, ~~OED~~~~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.

HOUSING ELEMENT

Policy 1.2.14

~~The Jacksonville Economic Development Commission~~ Office of Economic Development (OED JEDC) shall continue to prepare plans, seek developers, and develop incentives, such as assistance with land assembly, subordinate financing, and writing-down land costs, to encourage the provision of a variety of multifamily housing opportunities, including a percentage of affordable rental units in the core city near large employment centers. These housing opportunities will include home owners associations or tenant associations that will ensure proper maintenance of the units.

Policy 1.4.7

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

DEFINITIONS

DIA – Downtown Investment Authority, which is the sole development and community redevelopment agency for Downtown.

DDRB - Downtown Development Review Board a division of the Jacksonville Economic Development Commission- Downtown Investment Authority.

JEDC- Jacksonville Economic Development Commission

OED – Office of Economic Development

Intergovernmental Coordination Element

Policy 1.3.8

The Office of Economic Development (OED) ~~Jacksonville Economic Development Commission~~ and the Jacksonville Airport Authority shall serve as the local points of contact for federal and state agencies and continue to coordinate the redevelopment of Cecil Field at Cecil Commerce Center demonstrating a more sustainable pattern of long-term commercial, retail, institutional, and aviation development that will stimulate economic growth and job creation for the region.

DEFINITIONS

~~JEDC – Jacksonville Economic Development Commission (formerly Downtown Development Authority)~~

OED – Office of Economic Development

Recreation and Open Space Element

Policy 2.1.2

Open space planning shall be coordinated among all City departments to include Public Works, Planning and Development, Recreation and Community Services, the Office of Economic Development (OED) ~~Jacksonville Economic Development Commission~~, and Environmental and Compliance. Open space within the downtown area shall be coordinated with the Downtown Investment Authority (DIA).

Policy 4.1.5

The City shall promote public use and enjoyment of the St. Johns River through the coordination of the Recreation and Community Services, Downtown Vision Inc., the Office of Economic Development (OED), the Downtown Investment Authority (DIA) ~~Jacksonville Economic Development Commission~~ and other public and private agencies to provide special events focusing on the river.

Policy 6.1.3

The Recreation and Community Services Department shall coordinate with the Office of Economic Development Jacksonville Economic Development Commission, Tourist Development Council and other public or private organizations that has an interest in developing and redeveloping the City's recreational facilities and programs. Development and redevelopment of recreational facilities and programs within the downtown area shall be coordinated with the Downtown Investment Authority (DIA).

Transportation Element

Objective 1.5 The City shall maintain the Central Business District (CBD) within the geographic area depicted on Map L-21, the Development Areas, of the Future Land Use Element for the purposes of downtown revitalization. This area includes all of the downtown revitalization area under the jurisdiction of the The Downtown Investment Authority (DIA)~~Jacksonville Economic Development Commission (JEDC)~~. Transportation and mobility needs within the CBD shall be met through implementation of the following policies.

Policy 1.6.1

Pedestrian Circulation - Streetscape design standards are appropriate based on street classification for business, gateway, inter-district, and intra-districts. The DIA JEDC, the City of Jacksonville and the Planning and Development Department shall implement the following uniform sidewalk standards for both layout and design. These standards will be used when sidewalks are programmed for reconstruction or part of a new development project:

- All sidewalks should be 12-feet minimum in width, with at least four feet designated as a furniture zone, where feasible. For commercial streets and arterial roadways, a minimum width of 16 feet is recommended to allow for an eight-foot furniture zone, where feasible.
- Roadway intersections should be clear of all furniture a minimum distance from the edge or “nose” of the intersection to ensure clear visibility and safety for pedestrians. A minimal distance of 20 feet from the nose of the intersection is recommended.
- Handicapped ramps should be placed at or on both sides of the “nose” of each corner of the intersection with special paving material used to highlight the ramp and pedestrian crossing zone.

Policy 1.6.3

Highway Ramps – The DIA JEDC and the Planning and Development Department will work with FDOT on the recommendation that the Independent Drive ramps to the Main Street bridge be eliminated, if determined to be feasible.

The closing of these ramps would help promote both streets as business streets and enhance surrounding activities such as Jacksonville Landing.

Policy 1.6.10

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

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

The proposed transportation center in downtown Jacksonville is consistent with this recommendation. The transportation center would serve as the primary regional transportation hub for all intercity services provided by Amtrak and Greyhound, as a focal point for Skyway and future light rail extensions. It also would serve as the critical link or hub to a regional system of bus centers. The bus transit hub and spoke system would provide premier, high-frequency bus service to downtown and would play a major role in support of the parking strategy for downtown Jacksonville

Policy 1.6.11

State of the Art for Transit - The OED, DIA JEDC, Planning and Development Department and the JTA should assess and implement suitable new and emerging technologies to improve the delivery and quality of transit service. The development and demonstration of intelligent transportation systems suitable for transit application are occurring rapidly in the industry.

Objective 1.8 Nothing contained in Objectives 1.5 - 1.7 shall be construed to abrogate vested rights or obligations which may be applicable to any development within the Downtown DRI, under common law, the City of Jacksonville Comprehensive Plan or Chapter 163, Florida Statutes, which vested rights have accrued prior to adoption of Objectives 1.5 - 1.7 and related policies. Specifically, the provisions of Objectives 1.5 - 1.7 shall not be applicable to any development for which development rights have been assigned or allocated by the City, and/or the DIA JEDC from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City, and/or the DIAJEDC and such developer prior to the adoption of Objectives 1.5 - 1.7 which vested allocation shall inure to the benefit of such developer, its successors and

assigns. In addition, the provisions of Objectives 1.5 - 1.7 shall not abrogate any obligations incurred by the City, developers, or any third party in conjunction with any development for which development rights have been assigned or allocated by the City, and/or the DIA JEDC from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City and/or the DIAJEDC and such developer prior to the adoption of Objectives 1.5 - 1.7.

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

Policy 5.3.2

The City shall continue to permit developers locating within the downtown area to provide their required number of parking spaces at locations peripheral to the CBD (as defined on August 1, 1989). The selection of peripheral parking sites is to be coordinated with the JTA and the OED and DIAJEDC.

Policy 5.3.3

The City shall continue its dialogue with those agencies and organizations, including, but not limited to, the Jacksonville Chamber of Commerce, the JTA, the OED and DIAJEDC, mortgage lending institutions and banking concerns, instrumental in the formation of capital financing for development in the downtown area to achieve development of parking facilities that are consistent with and promote the parking strategy recommended in this plan.

Policy 8.4.2

The Office of Economic Development (OED) ~~Jacksonville Economic Development Commission~~ shall plan for a rail/utility/recreation corridor to serve multi purpose development within Cecil Field.

Policies 8.5.1

The Office of Economic Development (OED) ~~Jacksonville Economic Development Commission~~ and the Jacksonville Airport Authority shall pursue development and reuse on Cecil Field which would utilize the existing transportation network, i.e. aviation, roadways and rail including proximity to the Port of Jacksonville to the fullest extent possible.

DEFINITIONS

Downtown area, Central Business District or "CBD" - That portion of the City which lies within the jurisdictional boundaries of the Downtown Investment Authority (DIA) ~~Jacksonville Economic Development Commission (JEDC)~~ as of August 1, 1989.