

**CITY COUNCIL RESEARCH DIVISION
LEGISLATIVE SUMMARY**



JEFFREY R. CLEMENTS
Chief of Research
(904) 255-5137

117 West Duval Street
City Hall, Suite 425
Jacksonville, FL 32202
FAX (904) 255-5229

Bill Type and Number: Ordinance 2022-525

Introducer/Sponsor(s): Council Member Carrico

Date of Introduction: July 28, 2022

Committee(s) of Reference: TEU, LUZ

Date of Analysis: July 30, 2022

Type of Action: Comprehensive Plan amendment

Bill Summary: The bill adopts amendments to the 2030 Comprehensive Plan's Future Land Use Element to create a new objective and policies and to revise several existing policies regarding Transit Oriented Development (TOD). It deletes the current definition of *Transit-Oriented Development* and adopts new definitions for *Transit-Oriented Development*, *Mobility Hub*, *Pre-shed*, and *Premium Transit Station*. It adopts a new Objective 3.5 and 9 policies regarding a 2-phase process for identifying the location, boundaries and implementation of TOD and creating a TOD Master Plan and TOD Zoning Overlay. It provides that the JTA will engage with the Downtown Investment Authority during the development of TOD master plans for all TOD areas within the DIA's jurisdiction.

Note: see companion Ordinance 2022-526

Background Information: TOD is a development typology that relies on medium to high density and intensity mixed-use development to facilitate alternative mobility options such as transit, walking and biking, while reducing reliance on personal automobile use. The new objective and policies describe a process for identifying the location and implementation for TOD projects. Phase 1 is creation of a location-specific TOD master plan which will provide policy guidance that is responsive to the specific context in and around the planned TOD. Areas located within ½ mile from existing or planned premium transit stations may be considered for inclusion in TOD designations. Premium transit stations are those served by either a fixed guideway service, such as BRT, rail, or the Skyway/U2C, or a station serving as a Mobility Hub, all of which provide service at higher-speed and higher-frequency than typical transit stops, usually with service frequencies at 15 minutes or less.

Phase 2 is the creation of a TOD zoning overlay for each location which will be based on and consistent with the principles and strategies identified in the TOD Master Plan. The overlay will provide development-specific details such as permitted uses, height limitations, required transitions and buffers to existing neighborhoods, sidewalk requirements, and other design aspects to promote successful pedestrian and transit integration. Five typologies of TODs are defined: Type 1 – Urban Center; Type 2 – Regional Center; Type 3 – Core Neighborhood; Type 4 – Suburban Neighborhood; and Type 5 – Special Use.

Policy Impact Area: Planning for Transit Oriented Development

Fiscal Impact: None

Analyst: Clements