

2030-2045 COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT



DECEMBER 2022

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~~*The Honorable Lenny Curry, Mayor*~~

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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 2045 COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT

A

GOALS, OBJECTIVES AND POLICIES

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT

*City of Jacksonville ~~2045~~2030 Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

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, wellness 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~~ 2010 Comprehensive Plan, and all subsequent Plan updates, 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 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 updates to the Comprehensive Plan planning timeframe and during updates to the mobility system. ~~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 amount of land designated for future development should provide for a balance of uses that:~~

- ~~A. Fosters vibrant, viable communities and economic development opportunities;~~
- ~~B. Addresses outdated development patterns;~~
- ~~C. Provides sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.~~

1.1.5A 1.1.5

The Land Development Regulations shall contain several zoning districts in each residential and non-residential category. These zoning districts will allow for a range of densities and intensities and shall encourage mixed-used development in appropriate locations in order to achieve the requirements of FLUE Policy 1.1.5 1.1.21.

1.1.6

~~The City of Jacksonville is divided into six planning districts along census tract boundaries. The City should evaluate and consider modifying 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

~~Future rezonings shall include consideration of how the rezoning furthers the intent of FLUE Policy 1.1.5.~~

1.1.8 1.1.6

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.~~

~~1.1.10-1.1.7~~

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.

~~1.1.10A~~

~~Residential development on sites less than 10 acres that are located within predominantly non-residential Future Land Use Categories and that are processed as small scale map amendments shall be limited to a maximum of 10 dwelling units per acre unless authorized through approval of a Planned Unit Development (PUD) rezoning. The maximum density allowed in the PUD shall be the result of analysis for compatibility with abutting development based on the criteria provided below. The maximum density in each non-residential Future Land Use Category does not constitute entitlement to the maximum permitted density without justification provided pursuant to analysis of the criteria. Such analysis may lead to a recommendation of approval, denial, or a condition of approval on a Planned Unit Development (PUD) rezoning capping the residential density.~~

~~All PUDs approved with a density cap above the 10 dwelling units per acre limitation pursuant to this policy shall contain the following statement either in the written description or within the enabling legislation:~~

~~A residential density limit of (insert #) dwelling units per acre has been placed on this property as a result of Future Land Use Element (FLUE) Policy 1.1.10A. This density limit can only be changed through application for a rezoning (administrative and minor modifications to increase the density are not permitted) and the requirements of FLUE Policy 1.1.10A must be applied to determine the appropriateness of any increase in residential density.~~

~~The criteria below shall be considered in determining the appropriate maximum density for PUD rezonings pursuant to this policy:~~

- ~~• Potential for the development of blighting or other negative influences on abutting properties~~
- ~~• Traffic Impacts~~
- ~~• Site Access~~
- ~~• Transition of densities and comparison of percentage increase in density above average density of abutting developed properties~~
- ~~• Configuration and orientation of the property~~
- ~~• Natural or manmade buffers and boundaries~~
- ~~• Height of development~~
- ~~• Bulk and scale of development~~
- ~~• Building orientation~~
- ~~• Site layout~~
- ~~• Parking layout~~

~~1.1.11~~ 1.1.8

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~~ 1.1.9

Promote the use of Planned Unit Developments (PUDs) zoning districts, 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, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

~~1.1.13~~ 1.1.10

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~~ 1.1.11

Exempt the internal arrangement of uses within the Central Business District (CBD) Land Use Category and 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~~ 1.1.12

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~~ 1.1.13

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

- ~~1. Creation of like uses;~~
- ~~2.1~~ Creation of complementary uses;
- ~~3.2~~ Enhancement of transportation connections;
- ~~4.3~~ Use of noise, odor, vibration and visual/ aesthetic controls; and/or
- ~~5.4~~ Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.

~~1.1.17~~ 1.1.14

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

~~1.1.18~~ 1.1.15

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~~ 1.1.16

The Downtown Investment Authority (DIA) or the Office of Economic Development (OED) shall offer economic incentives, greater marketing assistance, etc. through either the Downtown Investment Authority (DIA) or the Office of Economic Development (OED); 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~~ 1.1.17

Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the 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~~ 1.1.18

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 FLUE Policy Policies ~~1.1.24~~ 1.1.19 and ~~1.1.22~~ 1.1.21.

~~1.1.20B~~ 1.1.19

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 FLUE 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 premium transit station.
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-1.1.20

Extension of development entitlements 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 premium transit station;
- B. Extensions of development standards shall not be granted beyond one-half mile of a JTA premium transit station;
- 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 TOD Master Plan and TOD Zoning Overlay. If a development standard expansion is approved, it shall be noted in the TOD enabling legislation.

1.1.21

~~Future Rrezonings and~~ amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population ~~of the area~~ and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business ~~consistent with FLUE Policy 1.1.5~~ with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

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 the Office of Economic Development (OED) or the Downtown Investment Authority (DIA), 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 1.1.24

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.~~ Use of site design features that engage and enhance the pedestrian experience abutting collector roads and higher (public art, social connection, recreation and open spaces, pedestrian entries and transparency); and
7. Create walkable neighborhoods.

1.1.26 1.1.25

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 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. Section 163.3180, Florida Statutes~~. Specifically, the necessary public facilities are and services shall be in place;₁ ~~the necessary facilities will be in place when the development impacts occur;~~₁ ~~the necessary facilities are under construction;~~₁ 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~~ capacity ~~for public facilities, and deny it in areas with deficient capacities, unless~~ and in areas where ~~needed facilities can be provided concurrently with development by the public or private sectors in conformance with the 2030 Comprehensive Plan.~~

1.2.4

Limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and Suburban Area as identified in the Comprehensive Plan ~~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 Fee System 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 Permit ~~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 1.2.7

Ensure that projected growth in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) will be provided with sufficient system capacity through updated transmission/collection mains 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 1.2.8

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) 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 may be permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.~~

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

1.2.9

Development within the Rural Development Area is permitted where connections to centralized potable water and/or wastewater are not available subject to the condition that the minimum lot size shall be one (1) acre of unsubmerged property.

1.2.10

The Public Works Department, in coordination with JEA and the Duval County Health Department, will implement the Wastewater System Improvement Program to prioritize and eliminate on-site treatment and disposal systems. Project funding will be allocated in accordance with the identification of septic tank priority areas that are based on criteria related to health, environment and community considerations.

~~JEA shall continue to extend water and sewer 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

Development orders and permits shall only be issued when the applicant has demonstrated compliance with applicable federal, state and local requirements for wastewater collection and disposal, and potable water, supply, treatment and distribution, availability per the local water utility.

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 JEA, Public Works, ~~JEA~~, and ~~Recreation and Community Services~~ Parks, 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

LAND USE CATEGORY

SITE DEVELOPMENT POTENTIAL

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)
LOW DENSITY RESIDENTIAL (LDR)	5 Dwelling Units Per Acre
MEDIUM DENSITY RESIDENTIAL (MDR)	15 Dwelling Units Per Acre
HIGH DENSITY RESIDENTIAL (HDR)	UPA: 60 Dwelling Units Per Acre UA, SA, RA: 45 Dwelling Units Per Acre
RESIDENTIAL/PROFESSIONAL/INSTITUTIONAL (RPI)	Scenario 1 UPA: 0.5 FAR (Non-Residential) Scenario 2: UPA 30, UA 23, SA/RA 15
NEIGHBORHOOD COMMERCIAL (NC)	Scenario 1: 0.45 FAR Scenario 2: UPA 30, UA 23, SA 20
COMMUNITY/GENERAL COMMERCIAL (CGC)	Scenario 1: 0.35 FAR Scenario 2: UPA 45, UA 30, SA 15
REGIONAL COMMERCIAL (RC)	Per Approved Development Plan/Policy
CENTRAL BUSINESS DISTRICT (CBD)	Per Approved Development Plan / Allocation of Development Rights Agreement
BUSINESS PARK (BP)	Scenario 1: 0.35 FAR Scenario 2: UPA/UA 30, SA 15
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

City of Jacksonville 20452030 Comprehensive Plan
Future Land Use Element
Revised August 2020

1.2.17

The City and JEA should promote the Underground Power and Communications Program adopted by Ordinance 2007-558-E in order to encourage eligible neighborhoods to convert overhead electrical distribution lines to underground lines.

1.2.18

The Planning and Development Department should coordinate with JEA to review landscape regulations for compatibility with overhead electrical distribution line infrastructure. If necessary, amendments to the Land Development Regulations may result from the review.

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, and facilitate access to employment and daily goods and services.

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 1.3.1

~~No zoning variance~~ For sites located on a minor or major arterial or Strategic Intermodal System (SIS) facility, Administrative Deviations to reduce the required minimum front yard setback, as established by the Land Development Regulations, ~~located on a minor or major arterial or freeway~~ shall not 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 given adequate opportunity to respond to the ~~variance~~ request for deviation and concerns expressed shall be considered prior to ~~variance~~ final determination.

1.3.3 1.3.2

Site access requirements and limitations shall be consistent with the goals, objectives and policies identified within the Transportation Element.

~~Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the 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 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 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~~ _____

~~The City shall require that access to new single family residential parcels with frontage along two or more roadways be located in accordance with the following parameters:~~

- ~~1. If one of the roadways is unimproved, access to the parcel may be provided from the improved roadway;~~
- ~~2. If the roadways are of differing functional classes, then access to the parcel shall be provided from the roadway with the lower functional class only;~~
- ~~3. If the roadways are of the same functional class, then access shall be provided as follows:~~
 - ~~a. In the case of redevelopment of existing parcels, from the roadway where the prevailing pattern of existing driveways are located; or~~
 - ~~b. In the case of new subdivisions where no pattern currently exists, on the roadway with the lower average daily traffic (ADT) inclusive of development traffic.~~
- ~~4. Driveways should be on the same road on which the parcel is addressed and the front door of the home is located, except in the case of an entirely new planned unit development or traditional neighborhood development where rear entry drives are expressly contemplated.~~

~~The above parameters shall be followed unless it can be demonstrated in a professional traffic study submitted for review and approval to the Traffic Engineering Division and the JPDD, and with which the City staff agrees, that such access restrictions would either:~~

- ~~1. present a safety hazard;~~
- ~~2. would cause undue congestion or delay on adjacent road facilities;~~
- ~~3. would cause environmental degradation; or~~
- ~~4. would hinder adequate traffic circulation.~~

1.3.6

~~The City shall require that access to newly developed and redeveloped parcels, other than parcels zoned for or used for single-family dwellings, with frontage along two or more roadways be limited in order to protect performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn-in/right turn-out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.~~

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 Traffic Engineering Division and JPDD.~~

1.3.8 1.3.3

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 1.3.4

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 1.3.5

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 future land use categories shall include development standards where centralized sewer and water connections are not available to serve development. 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 64E-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~~ 1.5.4

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~~ 1.5.5

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

~~1.5.7~~ 1.5.6

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

~~1.5.8~~ 1.5.7

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~~ 1.5.8

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, EQD, and the Florida Department of ~~and Health, Welfare, and EQD in Duval County.~~

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 1.5.9

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 1.5.10

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.

1.5.11

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

Objective 1.6 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.

1.6.1

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.

1.6.2

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

1.6.3

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 re-developable parcels.

1.6.4

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.

1.6.5

The City should identify economically distressed areas where the historic development pattern and physical environment limit the potential for modern development, and amend the Land Development Regulations to consider parking, landscaping, buffering and similar requirements in these areas in an effort to incentivize infill and redevelopment.

Objective 1.7 Enhance economic development and promote neighborhood cohesion through the appropriate and beneficial use of digital infrastructure.

Policies 1.7.1

The City should evaluate the role of government in the provision of digital infrastructure and the equitable access of digital infrastructure utilization. If deemed appropriate, the City shall identify responsible departments and agencies for implementation.

1.7.2

The City shall evaluate the feasibility of developing a digital infrastructure strategy and measurable goals with the intent of deploying digital infrastructure throughout the City.

1.7.3

The City should evaluate opportunities to incentivize providing equitable access to digital infrastructure in areas currently lacking access in order to facilitate economic development and reinvestment.

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

~~The City shall ensure the identification and protection of sites and structures of major historic and cultural significance through implementation of the Historic Preservation Element. 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 2.1.2

~~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, t~~**The City shall continue to establish, maintain and implement an urban revitalization strategy for the City's blighted areas, and those areas threatened by blight, neighborhood improvement strategies to combat and prevent 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 City 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~~ encourage the provision of affordable housing units, as defined in the Housing Element. A PUD rezoning may be used when a rezoning is necessary to facilitate the development of affordable housing units.

Options may include but are not limited to the following:

- 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 and the Housing and Neighborhoods 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~~ 2.2.7

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~~ 2.2.8

Develop and implement design criteria through the ~~Planning and Development Department~~ urban design criteria Land Development Regulations 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~~ 2.2.9

Amend the Land Development Regulations to prohibit ~~Prohibit~~ construction of commercial parking lots and parking garages with access points deep into residential neighborhoods. Access shall be consistent with the required maximum and minimum distances w~~When access to the parking facility is required to be located off a minor local roadway, require access within the maximum and minimum distances prescribed in this element.~~

~~2.2.11~~ 2.2.10

The Land Development Regulations shall be amended to e~~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~~ 2.2.11

Adopt and implement plans through the Planning and Development Department, JTA 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~~

2.2.12

The City shall implement strategies and processes to assess the effectiveness of drainage and stormwater infrastructure that exists in areas of the City that were developed prior to enactment of state stormwater management regulations.

2.2.13

The Office of Economic Development and/or Neighborhoods Department shall evaluate the feasibility and benefit of providing tax abatement mechanism(s) for redevelopment of vacant property in areas identified by the City as being in economic distress.

2.2.14

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.

2.2.15

The City shall create a prioritized list of areas that would benefit from a neighborhood plan or study.

2.2.16

The Office of Economic Development shall encourage development of targeted catalyst projects to facilitate revitalization in economically challenged areas. These projects should be located along commercial corridors and/or at commercial nodes.

2.2.17

The City should recognize and encourage the formation of community partnerships through educational programs and community events which facilitate community pride, responsibility and ownership and which provide information about city services and programs.

Objective 2.3 Continue to strengthen the Central Business District (CBD) 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.

2.3.2

Consolidation, amendment, or abandonment of existing downtown area DRIs shall not limit or modify vested rights.

2.3.3

The Downtown Investment Authority (DIA) and the Jacksonville Planning and Development Department have developed downtown urban design guidelines that will promote high quality private and public development in the downtown area.

2.3.4

The Land Development Regulations shall require a network of pedestrian linkages and open spaces within the CBD. The pedestrian and open space system shall take advantage of the riverfront, making it more accessible to the general public and include a well-designed pedestrian linkage.

2.3.5

The Land Development Regulations shall establish urban design, site design and building form guidelines that create high quality site designs, and will require that pedestrian walkways and other pedestrian and public transit use amenities are provided in site development plans within the CBD.

2.3.6

Development within the CBD shall maintain adopted Levels of Service in the 2030 Comprehensive Plan for all public facilities (drainage, sanitary sewer, solid waste, potable water, recreation, and when applicable, schools) reviewed under concurrency, except for transportation facilities, which shall be governed by the Mobility System.

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 The City shall implement strategies to encourage the preservation of environmentally sensitive lands.

Policies 2.5.1

The City shall allow the transfer of residential densities between contiguous parcels under a common site plan and PUD zoning district in order to protect wetlands, 100-year flood zones and floodways. 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, 100-year flood zones and floodways for which density credit is given shall be recorded in perpetuity as conservation easements and be placed in the Conservation land use category.
- d) Transfer of development densities shall be subject to a case-by-case review for compatibility with surrounding development and for consistency with the Comprehensive Plan and Land Development Regulations.

Objective 2.5.2.6 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 in accordance with the requirements of Section 163.3177, F.S.-

Policies 2.5.4 2.6.1

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

2.5.2 2.6.2

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 2.6.3

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 2.6.4

The Military AICUZ map, including noise and accident potential zones (APZ), is included on the Military and Civilian Influence Zones in Map L-22. This map also includes the Lighting Regulation Zone ~~referred to in Policy 2.5.7 for Outlying Field (OLF) Whitehouse~~. ~~Overall Map L-22 is referred to as the Military and Civilian Influence Zones Map.~~ Military Influence Zones are defined in the ~~Transportation Element this Plan~~. The following ~~sub-p~~Policies 2.6.5 through 2.6.13 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 2.6.5

Within the APZ 1 area depicted on the Military and Civilian Influence Zones 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/hotels, churches religious institutions, schools and similar uses are not allowed. All allowed development is subject to disclosure requirements.

2.5.4B 2.6.6

Within the APZ 2 area depicted on the Military and Civilian Influence Zones 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~~ religious institutions, schools and similar uses are not allowed. All allowed development is subject to disclosure requirements.

2.5.4C 2.6.7

Within the 75 Day-Night Sound Level (DNL) or higher area as depicted on the Military and Civilian Influence Zones 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~~ religious institutions 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 2.6.8

Within the 65 to ~~75~~ 74.99 DNL noise zone as depicted on the Military and Civilian Influence Zones Map L-22, the City does not permit mobile home parks, ~~and s~~Single-family residential structures that are unable to achieve a 30dB noise level reduction are also not permitted. 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 2.6.9

Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones 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 2.6.10

The Civilian Airport Influence Zones are identified in the Military and Civilian Influence Zones Map L-22. ~~Map L-22 is known as the Military and Civilian Influence Zones Map. Civilian Airport~~

~~Influence Zones are identified in the Future Land Use Element.~~ The following sub-policies refer to the City's Land Development Regulations.

~~2.5.5A~~ 2.6.11

Within the 75 DNL or higher area as depicted on the Military and Civilian Influence Zones 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 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. Non-residential uses are allowed, subject to conditions regarding disclosure and from 25 to 35 dBA average minimum noise reduction level in construction in the habitable portion of the facility. Schools, ~~churches~~ religious institutions and entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

~~2.5.5B~~ 2.6.12

Within the 65 to 74.99 DNL noise zone as depicted on the Military and Civilian Influence Zones Map L-22, the City does not permit mobile home parks, ~~and s~~Single-family residential structures that are unable to achieve a 30 dBA noise level reduction are also not permitted. Non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

~~2.5.5C~~ 2.6.13

Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map L-22, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

~~2.5.6~~ 2.6.14

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

2.5.7 2.6.15

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.

2.5.8 2.6.16

Airport Height and Hazard zones (HH) exist around all military and civilian 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 military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and 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 an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

2.5.9 2.6.17

The City of Jacksonville supports compatible uses within the Military and Civilian 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 in 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 the following techniques:

1. Planned Unit Development (PUD) zoning to cluster development away from accident potential zones and away from the 75 DNL or greater noise zone.
2. Disclosure of the potential impacts of airport activities on residential development within the 65 DNL and higher as outlined in the Land Development Regulations. Disclosure includes requirements for completion of an airport noise zone acknowledgement form, inclusion of a statement on the recorded plat regarding the potential impacts of airport activities, and publication of the airport noise zone maps at least three times a year in a newspaper of general circulation.
3. Design and construction standards to achieve average minimum noise level reductions of 25 to 35 dBA throughout residential dwellings in the 65 DNL and higher as outlined in the Land Development Regulations.
4. Provide the Jacksonville Aviation Authority and the U.S. Navy, as applicable, with copies of proposed land use map amendments and rezonings.

Objective 2.6 2.7 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 2.6.4 2.7.1

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 2.7.2

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

Objective 2.7 2.8 Protect and enhance the City's shoreline areas, ~~particularly for recreational uses inclusive of the St. John's River and its tributaries~~, in order to improve quality of life, provide active living opportunities for residents, and ensure continued function of these critical environmental systems, and enhance the City's economic development efforts.

Policies 2.7.4 2.8.1

Establish and maintain 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 2.8.2

Develop and implement open space/public access plans through the ~~Recreation and Community Services~~ Parks, 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 2.8.3

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 2.8.4

~~Require~~ Encourage clustering of water oriented uses along the St. Johns River and its major tributaries, in order to protect the natural functions of critical environmental systems ~~avoid strip development~~.

2.7.5 2.8.5

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.

2.8.6

The Planning and Development Department shall consider the potential impact on the St. Johns River and its tributaries by reviewing proposed land use amendments and zoning changes for properties that are adjacent to a water body. The following concerns will be considered for those properties where applicable:

- Wetlands
- Coastal High Hazard Area (CHHA)
- Adaptation Action Area (AAA)
- Septic Tank Failure Areas
- Flood zones

2.8.7

The Planning and Development Department shall submit proposed land use map amendments meeting the criteria established in Chapter 95 of the City of Jacksonville Municipal Code to the Waterways Commission for review.

~~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 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 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~~ **Promote the development of complementary uses that include cultural, recreational, and vertically integrated commercial and residential components, by encouraging and incentivizing urban development characteristics 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.

2.10.3

The Land Development Regulations and Code of Subdivision Regulations shall be amended to include urban development characteristics to ensure consistency with the intent of the land use categories and development areas. Development located within commercial categories, Business Park, and High Density Residential designations within the Urban Area and Urban Priority Area shall incorporate urban development characteristics.

Urban development characteristics may include, but are not be limited to:

- Integration of multiple uses included in one structure; or in separate buildings on the same site or within a 5-minute walk (1/4 mile)
- Responsive relationship to classified roadways
- Pedestrian friendly siting of uses
- Site design features that engage and enhance the pedestrian experience (public art, recreation and open spaces, pedestrian entries and transparency) and encourage active living
- Vehicle circulation and ease of access between and among abutting compatible uses and sites
- Cul-de-sacs should be avoided in residential developments.
- Off-street parking should be located behind or to the side of buildings. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.
- Driveway access points shall be limited along roads classified as collectors or higher.

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~~ residents. 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 3.1.1

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 3.1.2

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 3.1.3

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 3.1.4

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 3.1.5

The City shall provide opportunities 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 3.1.6

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 3.1.7

The City shall require new residential areas ~~developments 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 that may include~~ but are 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 3.1.8

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

3.1.13 3.1.9

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 3.1.10

The City shall allow a broad mixture of supporting recreational, commercial, public facilities and services in mixed use residential developments utilizing the Transit Oriented Development (TOD) concept, 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 locational~~ criteria in this element. TND development within Commercial plan categories shall not require a TND zoning overlay.

3.1.15 3.1.11

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 RESERVED

~~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~~ **3.1.12**

The City shall, through Land Development Regulations and land use category descriptions, require higher density residential development and supporting commercial facilities uses to locate on or near 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. 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~~ **3.1.13**

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~~ **3.1.14**

The City shall provide design standards in the Land Development Regulations shall include site design standards 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 Central Business District which has established design standards.~~

~~3.1.22~~ **3.1.15**

The City shall limit residential development in the Agricultural Land Use categories to the densities pursuant to in 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 should 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 family homestead partitions 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 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.~~

3.1.16 (Formerly Policy 3.1.26)

Residential development permitted pursuant to the land use amendment approved by Ordinance 2014-130 shall be exempt from the Urban Priority Area Development Area Characteristics which restrict the development of ground floor residential uses abutting roads classified as arterial or higher on the Functional Highway Classification Map.

3.1.17

Hotels and motels that are located in land use categories that permit multi-family residential and that were constructed prior to July 1, 2022, may be converted to single-use multi-family residential at a density commensurate with the number of existing hotel or motel rooms. Conversions are subject to a case-by-case review for consistency with the Comprehensive Plan and the Land Development Regulations.

3.1.18 3.1.28

The City Council may approve the development of permanent affordable housing contingent upon funding from the Florida Housing Finance Corporation, the Jacksonville Housing Finance Authority, or the U.S. Department of Housing and Urban Development HOME Investment

Partnership annual grant to the City of Jacksonville on any parcel designated on the Future Land Use Map and the Zoning Atlas for residential, commercial or industrial use. Permanent affordable housing approved under this policy must comply with the definition for affordable as defined in Section 420.0004, Florida Statutes (F.S.). Development densities shall be consistent with the requirements of the funding agreements provided by the Florida Housing Finance Corporation, the Jacksonville Housing Finance Authority, or the City of Jacksonville through the HOME Investment Partnership grant program.

The Land Development Regulations shall be amended to include the process to review and requirements to approve permanent affordable housing projects authorized under this policy.

3.1.19 3.1.27

The City shall consider amending the land use and zoning of a legal lot of record existing before September 21, 1990, in a manner that permits development of one single-family dwelling, regardless of the availability of centralized water or sewer facility connections and related density or lot area requirements. Land use amendments and rezonings shall be subject to a case-by-case review for consistency with the Comprehensive Plan.

3.1.20

Transit Oriented Development (TOD) density bonuses provided within the land use category descriptions may be granted for projects that are located outside of areas designated for TOD under Objective 3.5. A project specific TOD density bonus shall be subject to a case-by-case review of consistency with the Comprehensive Plan and shall be subject to the following requirements:

- The project shall be located within a 15 minute ped-shed, as traveled by the existing pedestrian network, of a JTA existing or planned premium transit station.
- The project shall provide a mix of uses within the site or shall enhance the existing mix of uses within the 15 minute ped-shed of a JTA existing or planned premium transit station.
- The project shall not include auto-oriented, industrial or low-density residential uses.
- The project shall be designed to enhance mobility options, prioritize pedestrian pathways and screen or shield parking areas.

3.1.21 3.1.29

One accessory dwelling unit may be permitted, subject to compliance with the Land Development Regulations, on a conforming residential lot regardless of the density limitations in the Agriculture, Rural Residential, Low Density Residential, Medium Density Residential and Residential-Professional-Institutional Future Land Use Categories. An accessory dwelling unit is an ancillary or secondary living unit, that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot as the primary dwelling unit.

Objective 3.2 ~~Continue to p~~**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~~ encourage 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~~ encourage, 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 unless compatibility and consistency with abutting development are addressed through site design measures. Consider office uses and high density residential development as a viable alternative in land use reviews.

3.2.4

~~The City shall p~~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~~ 3.2.5

The City shall encourage neighborhood commercial uses to be located within one quarter mile of 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~~ 3.2.6

The City shall apply ~~implement~~ the locational criteria in the land use categories and the operative provisions of this element when reviewing for commercial and industrial uses development and redevelopment for consistency consistent with the character of the areas served, the availability of public facilities, and market demands.

3.2.8 3.2.7

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 3.2.8

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 3.2.9

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 3.2.10

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 3.2.11

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.~~ support the location of intense commercial and industrial uses in areas already subject to excessive noise levels and surrounded by land uses that are compatible with such intense uses, subject to a case-by-case review for appropriateness. Require that The Land Development Regulations shall include standards to buffer these intense commercial and industrial uses are from appropriately buffered from adjacent residential or retail commercial development. Uses located within 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 3.2.12

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 3.2.13

The City shall ~~encourage 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~~ 3.2.14

The City ~~shall develop~~ has established and will continue to implement 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~~ 3.2.15

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~~ 3.2.16

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~~ 3.2.17

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~~ 3.2.18

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 t~~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~~ 3.2.19

~~The City shall establish an industrial land use data base through the Planning Department~~ evaluate areas identified as “Industrial Sanctuary” and “Areas of Situational Compatibility” as shown on the Industrial Preservation Map during updates to the Comprehensive Plan planning timeframe, and update it on a regular basis to monitor industrial development in the City, and as needed to project identify and protect the amount of land and public facilities needed to accommodate future industrial uses. Evaluation should consider the need for new Industrial Land Use areas in the western area of the City (I 10/US 90/SR 301) in lieu of expanding the urban residential development pattern in this area.

~~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~~ 3.2.20

~~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~~ 3.2.21

~~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 3.2.22

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 3.2.23

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 3.2.24

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 or Water Dependent/Water Related 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: Aaccess 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 that supports and is compatible with nearby industrial uses. ~~consistent with the requirements for job creation as defined by Policy 3.2.34.~~

3.2.34 3.2.25

Industrial Preservation shall be recognized as a means to preserve water dependent, transportation related industrial uses and recreational and commercial working waterfronts, as defined in Section 342.17, F.S. As of August 2020, 89.5% (5,164 acres) of properties designated

Water Dependent/Water Related are located within Industrial Preservation and Industrial Sanctuary areas on the Industrial Preservation Map (Map 18).

~~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.~~

3.2.3526

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.

3.2.27

Compatibility of new non-residential developments or high density residential developments 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.
- 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.

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.

Policies 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.

3.3.2

The City should coordinate with the JAA in efforts to develop a long-range economic development vision plan and, upon completion of the plan, propose policies and regulations to ensure that the plan is supported. One potential mechanism to consider is the creation of a zoning overlay surrounding Cecil Airport.

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 residential, business, commercial, recreational, and institutional uses.**

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~~ shall encourage development and redevelopment opportunities for mixed and multi-use projects. The Land Development Regulations should be amended, as appropriate, to facilitate incorporate such incentives such development through regulatory measures.

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.~~

3.4.54

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 and features associated with context sensitive streets.

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.

3.4.5

The City of Jacksonville shall encourage community gardens as important open space resources that strengthen community cohesiveness and provide access to local, healthy food.

Objective 3.5 The City and JTA shall apply a two-phase process for identifying the location, boundaries, and the codification of implementation for Transit-Oriented Development (TOD). The process will identify areas deemed suitable for TOD, and shall create a TOD Master Plan with a subsequent TOD Zoning Overlay to implement TOD in those areas. TODs that fall within the boundaries of the CBD, and DIA's jurisdiction, will comply with Downtown Overlay requirements.

Policies 3.5.1

A radius of ½ mile measured from a JTA existing or planned premium transit station will be designated as the absolute TOD area in the TOD Master Plan, and will act as an aspirational area for TOD development and infrastructure improvements. Sites located within a 15 minute ped-shed, traveled using the existing or proposed pedestrian network, of a JTA existing or planned premium transit station will be designated as the actual TOD area in the TOD Master Plan. Sites located in the actual TOD area are presumed to be suitable locations, and are encouraged for TOD 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.

3.5.2

For the purpose of planning and to support transitions from TODs to surrounding uses, TODs shall be divided into two classifications, TOD-1 and TOD-2. These areas shall be identified in the TOD Master Plan and recommended TOD characteristics will be determined by the designated classification and its respective typology, as described in FLUE Policy 3.5.3. The transition zones are measured using a ¼ and ½ mile absolute radius from the premium transit station, as described in FLUE Policy 3.5.1.

- Areas up to and within ¼ mile of a TOD designated transit station shall be classified as TOD-1.
- Areas up to and within between ¼ of a mile and ½ of a mile from a TOD designated transit station shall be classified as TOD-2.
- No land area shall be considered TOD-2 unless it adjoins a designated TOD-1 area.¹

3.5.3

Sites deemed suitable for TOD by the City and JTA will be assigned a TOD Typology in the TOD Master Plan. The TOD Typology is based on the location of the site and the characteristics of the surrounding community and abutting neighborhoods. The selected typology shall ensure sensitivity to existing and future land use and the character of existing neighborhoods within and surrounding the TOD. TOD Typologies provide minimum density goals, while the TOD Master Plan will recommended suitable density for each area; however the TOD Zoning overlay and designated land use categories will determine the actual maximum and minimum allowable densities. The applicable TOD Typologies and their descriptions and goals are listed below.

Type 1 – Urban Center

The Urban Center Typology is located in the most heavily urbanized areas, and its infrastructure should include a dense grid block structure street design and high vertical development to support a high diversity of uses, high residential and employment densities, and greater volume of pedestrian activity. Modes of transportation should include a premium transit service, such as Bus Rapid Transit (BRT), rail, and/or the Skyway/Ultimate Urban Circulator (U²C), or a mix of local or express bus services and alternative mobility solutions, including personal and shared automobiles. Alongside these premium transit services, non-motorized transportation (walking and bicycling) should be integrated with the essential infrastructure in place to support the use and accomplish the Complete Streets component of a comprehensive transportation network. A progressive parking requirement shall enforce integrated structured parking, uncouple structured parking, and on-street parking, with no minimum parking requirement. The minimum residential density goals for the Urban Center Typology are 50 DU/Acre in the TOD-1 zone and 20 DU/Acre in the TOD-2 zone to support a mix of housing types. Typical building height is six stories or more. Uses include mid- and high-rise condominium residential use and multifamily residential use, large retail and office uses, and mixed use buildings.

Type 2 – Regional Center

The Regional Center Typology is located at emerging centers of regional significance. Regional Centers are medium to high density areas that occur outside of the Urban Core. They should be primarily commercial in nature, which draws patrons in from across the region. The moderate mix of uses supports a medium to high density when compared to other typologies. Due to their location outside the urban core, Regional Centers consist of mid and low rise buildings, and their infrastructure is comprised of irregular street patterns. The mix of infrastructure and residential density supports a medium to high volume of pedestrian activity within the station area. Modes of transportation should include a premium transit service, such as Bus Rapid Transit (BRT) or rail, or a mix of local or express bus services and alternative mobility solutions which emphasize

feeding the premium transit service. There should also be an emphasis on active modes, such as walking and bicycling. Parking requirements shall enforce uncoupled structured parking, rear surface parking, and on-street parking, with no minimum parking requirement. The minimum residential density goals for the Regional Center Typology are 40 DU/Acre in the TOD-1 zone and 15 DU/Acre in the TOD-2 zone to support the commercial activity within the district. Typical building height is three to ten stories. Uses include mid-rise condominium residential use and multifamily residential use, major retail and office uses, and mixed-use buildings.

Type 3 – Core Neighborhood

The Core Neighborhood Typology is located within the neighborhoods adjacent to the CBD. These neighborhoods are primarily residential and support the commercial nature of the CBD. Due to the proximity to the urban core, buildings range from mid to high-rise, and the street network is less dense than the urban core, comprised of a grid and alley network, usually with a “Main Street” urban design. The infrastructure supports a moderate mix of uses and a medium to high volume of pedestrian activity. Modes of transportation should include a premium transit service, such as Bus Rapid Transit (BRT), rail, and/or the Skyway/Ultimate Urban Circulator (U²C), or a mix of local or express services and alternative mobility solutions which favor low-speed options to compliment active modes, like walking and bicycling. Parking design requirements shall be consistent to the Urban Center Typology with integrated structured parking, uncoupled structured parking, and on-street parking, with no minimum parking requirement. The minimum residential density goals for the Core Neighborhood Typology are 30 DU/Acre in the TOD-1 zone and 15 DU/Acre in the TOD-2 zone to support a mix of housing types. Typical building height is two to eight stories. Uses include townhouse residential use, low- and mid-rise condominium residential use and multifamily residential use, retail and office uses, and mixed-use buildings.

Type 4 – Suburban Neighborhood

The Suburban Neighborhood Typology is located at commercial/retail nodes that support surrounding residential developments outside of the Urban Core. These sites are comprised of low-rise buildings, with suburban block patterns abutting a suburban “Main Street” urban design. The suburban scale of these areas supports both medium-low residential and employment density, as well as moderate pedestrian activity. Modes of transportation should include a mix of Bus Rapid Transit (BRT) and local and express bus, walking and biking. Rear surface and on-street parking designs shall be required to ensure streetscapes can fully accommodate non-motorized modes, with no minimum parking requirement. Also, pedestrian and bicycle infrastructure should provide good connectivity to encourage these active uses. The minimum residential density goals for the Suburban Neighborhood Typology are 20 DU/Acre in the TOD-1 zone and 15 DU/Acre in the TOD-2 zone to provide adequate housing to support commercial uses. Typical building height is one to six stories. Uses include small lot single-family residential use, single-family residential use with an accessory dwelling unit, townhouse residential use, low-rise condominium residential use and multifamily residential use, neighborhood retail and office uses, and mixed-use buildings.

Type 5 – Special Use

The Special Use Typology shall be located at destinations that have a singular use functionality, which generate high transit ridership, but do not align with a traditional mixed-use TOD pattern. Examples include airports, hospitals, schools, universities, and entertainment venues. Residential density will vary at these locations, but the intensity and pedestrian activity will be high. Modes of transportation should include a premium transit service which can adequately handle the demand, and low speed alternative mobility solutions which help create connections from the transit station to nearby destinations. Parking design requirements within this typology also varies based on location, but should prioritize vertical parking structures that efficiently utilize parking footprints, and incorporate ground floor retail or commercial uses.

3.5.4

The first phase of the two-phased process is the development of a TOD Master Plan. A TOD Master Plan shall be created for all TODs. The TOD Master Plan shall provide a vision and plan tailored to the specific context in and around each TOD. Each TOD Master Plan shall assign a TOD Typology, address appropriate transitions in density and intensity in relation to established residential areas within and adjacent to the TOD, and shall address appropriate land use strategies, urban design standards, zoning recommendations, and implementation strategies to realize the vision. The TOD Master Plans should be oriented toward the future, but based in reality. The plan should take into account what is financially feasible and responsive to citywide goals and market forces, while still being reflective of the vision of the TOD and its principles. The TOD Master Plan is not the mechanism for the allocation of entitlements. The Zoning Code shall include specific criteria and guidelines for the creation and approval of a TOD Master Plan. The TOD Master Plan and subsequent TOD Zoning Overlay will be submitted to council for review and approval.

3.5.5

The second phase of the two-step process is the creation of a TOD Zoning Overlay. The TOD Zoning Overlay builds, refines, and codifies the implementation tools outlined in the TOD Master Plan, and should reflect the recommended zoning, land uses, densities, height limitations, transitions to existing neighborhoods, sidewalk width, building frontage, and entrance locations, and other design aspects. The TOD Zoning Overlay and designated land use categories are the mechanisms for the allocation of entitlements. The TOD Zoning Overlay is submitted to council for review and approval concurrently with the TOD Master Plan.

3.5.6

TOD Zoning Overlays shall provide standards for the provision of active recreation and open space. Development with each overlay shall be exempt from recreation and open space requirements established under Recreation and Open Space Element Objective 2.2.

3.5.7

In order to ensure a mixture of high-intensity land uses within TOD areas, as specified in FLUE Objective 3.5, the JTA shall monitor changes over time in the density and intensity of

development (cumulatively for TOD Station Areas and on individual parcels), total numbers of residential units and jobs, and the percentage composition of land uses, including ratio of jobs-to-housing. Data presented in the most recent land use analyses, and/or market analyses shall serve as the baseline data. Monitoring shall be conducted every five years and distributed to relevant public agencies.

3.5.8

The City of Jacksonville and JTA shall use the results of the monitoring analysis to consider whether changes in the TOD Master Plan, TOD policies and land development regulations are needed. JTA may submit to council amendments to the TOD Master Plan or TOD Zoning Overlay at any time. The City and JTA may consider the introduction or expansion of incentives to encourage specific types or forms of desired TOD activity. Incentives could be offered through financial arrangements (i.e., tax increment financing, public/private partnership) or zoning programs (i.e., offering increased building height for certain uses).

3.5.9

The City and JTA shall develop incentives to encourage new transit oriented development and redevelopment. 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.

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 revisions to the revised Future Land Use Map Element and the other elements of the Comprehensive Plan, 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. but no later than one year after completion of the revised Comprehensive Plan. 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~~ 4.1.3

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; and
4. Consideration of opportunities to incorporate Crime Prevention through Environmental Design (CPTED) strategies into development projects.

~~4.1.5~~ 4.1.4

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~~ **4.1.5**

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~~
- ~~3.2. Incentives for infill and contiguous development~~
- ~~4.3. Incentives for revitalization of physically, socially or economically depressed areas~~
- ~~5.4. Protection of aquifer recharge areas, natural vegetation along estuarine shoreline and freshwater swamps, and other valuable ecological resources (JPD and BESD).~~

~~4.1.7~~ **4.1.6**

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~~ **4.1.7**

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. Amendments that are consistent with the relevant plan or study shall be presumed to be appropriate based on a case-by-case review of consistency with state and regional plans and the goals, objective and policies of the Comprehensive Plan. 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 specific and implementable recommendations; measurable, quantifiable implementation schedules; and a sunset date or schedule for updates to ensure the plan maintains relevancy.

~~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 4.1.9

~~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 Category I (Saltwater Marsh Wetlands), Category II (Riverine/Estuarine Wetlands) and Category III (All Other Wetlands) as described in the definitions section such areas shall be limited to the permitted land uses and associated standards provided in Goal 4 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 4.1.10

~~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.~~

4.1.11

~~The Land Development Regulations should be revised to include the different development characteristics for each of the Development Areas. Revised regulations should provide assurances for reasonable context appropriate regulatory relief that incentivizes infill and redevelopment and that fosters economic revitalization in economically depressed areas.~~

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 RESERVED ~~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 t~~The City shall amend the Comprehensive Plan as necessary to incorporate a policies that delineates all land uses which will be allowed in a specified Multi-Use Land Use Categoryies 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 and consistent with the Operative Provisions and Multi-Use Category Description found in this 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.

4.3.4

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.

4.3.5

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.

4.3.6

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), High Density Residential (HDR), 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) 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 2,865 residential units and 1,209,007 sq. ft. of nonresidential use. Development under the HDR land use shall not exceed 526 of the allotted residential units.

Land uses west of Baymeadows Road Extension may include Medium Density Residential (MDR), High Density Residential (HDR), 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), High Density Residential (HDR), and 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 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 (CGC) for 350,000 square feet of commercial uses and 125 hotel rooms, Residential-Professional-Institutional (RPI) for 50,000 square feet of commercial/office uses, Light Industrial (LI) of up to 4,072,380 enclosed square feet, Low Density Residential (LDR) for 100 single family residential units and Medium Density Residential (MDR) for 600 multi-family residential units, up to 25+/- acres for Public Buildings and Facilities (PBF) and a minimum of 150 acres of recreation and conservation (CSV) uses, 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) 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 RESERVED

4.3.17

The Bayard Community, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Multi-Use Area is a 363.21 +/- 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 five (5) districts, or transects, set out in the adopted Bayard Community Master Plan. The Bayard Community Master Plan utilizes a smart growth approach that is unique to the Bayard Community Multi-Use Area. Transect Districts are applicable in the locations designated on the Illustrated Regulating Plan of the adopted Bayard Community Master Plan consistent with the Multi-Use Land Use Category.

4.3.18

The Braddock Family Parcel which is a 2,235 acre Multi-Use Area on the Future Land Use Map, as approved with Ordinance 2020-390-E and amended by Ordinance 2020-001-E, and 2022-747-E, 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 gross acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:

25-40% acres residential;

1-5% acres non-residential uses;

30-70% parks and green/open space; and

3%-10% 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 95% a maximum of four (4) units/acre;

Up to 30% a maximum of eight (8) units/acre; and

Up to 10% a maximum of twenty (20) units/acre.

4. The maximum number of residential units shall be 2,350 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 4,304 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).

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.
12. The Planned Unit Development (PUD) zoning to implement this MU land use designation shall not be filed prior to review and approval of the traffic study by the Chief of the Transportation Planning Division, the Chief of the Traffic Engineering Division, and the Florida Department of Transportation (FDOT).
13. The PUD ordinance implementing this MU land use designation shall include conditions as agreed upon between the applicant and the FDOT to address impacts to transportation resources and facilities of state importance. These conditions shall be included in the adoption transmittal book to the Florida Department of Economic Opportunity for amendment package No. 22-02ESR.

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

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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 The Coastal High Hazard Areas (CHHA) and Evacuations Zones Map G-48 of the Comprehensive Plan 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.

4.3.20

In accordance with Ordinance 2021-302, which designates a 7,002 acre MU land use category on the Future Land Map, the owner or authorized agent shall develop a conceptual long-term master plan addressing the entire 7,002 acre site. The conceptual master plan shall commence within one (1) year of the approval date of Ordinance 2021-302/L-5457-20A, and conclude no later than three (3) years from the approval date of Ordinance 2021-302/L-5457-20A. The conceptual master plan shall be subject to review and approval by the City Council prior to submittal of land development reviews and approvals. Development within the site shall be consistent with the conceptual master plan, and development shall not be permitted until such time as a conceptual master plan is approved by the City Council.

The permitted uses include a variety of attached and detached residential, neighborhood and regional commercial centers including lodging; professional and business offices including hospital and medical related uses; and light industrial. More specifically, the following land use categories are permitted: Low Density Residential (LDR), Medium Density Residential (MDR), Community/General Commercial (CGC), Residential-Professional-Institutional (RPI), Light Industrial (LI) and Recreation and Open Space (ROS), all consistent with the Multi-Use Land Use Category.

The following specific densities and intensities are permitted consistent with the Multi-Use Land Use Category:

Single Family Residential (DU)	11,250
Multi-family Residential (DU)	3,750
Commercial (GSF)	750,000
Hotel/Lodging (RMS)	340
Office (GSF)	300,000
Light Industrial (GSF)	300,000
Hospital (GSF)	375,000

The conceptual master plan may include a land use conversion process that allows for the modification of the above densities and intensities, provided a conversion/exchange table is submitted to and approved by the Planning and Development Department.

4.3.21

In accordance with Ordinance 2022-50, which designates a 1,097 acre MU land use category on the Future Land Map, the owner or authorized agent shall develop a conceptual long-term master plan addressing the entire 1,097 acre site. The conceptual master plan shall be subject to review and approval by the City Council prior to submittal of land development reviews and approvals. Development within the site shall be consistent with the conceptual master plan, and

development shall not be permitted until such time as a conceptual master plan is approved by the City Council.

The permitted uses include a variety of single and multifamily residential, and neighborhood and regional commercial centers including lodging. More specifically, the following land use categories are permitted: Low Density Residential (LDR), Community/General Commercial (CGC), and Conservation (CSV), all consistent with the Multi-Use Land Use Category.

The following specific densities and intensities are permitted consistent with the Multi-Use Land Use Category:

Residential (DU)	2,300
CGC Allowed Uses (GSF)	125,000

The conceptual master plan may include a land use conversion process that allows for the modification of the above densities and intensities, provided a conversion/exchange table is submitted to and approved by the Planning and Development Department.

Objective 4.4 The following Planning and Development Department shall employ methods are used to establish maximum development potential or otherwise restrict development on specific sites:

Policies 4.4.1

A symbol or notation 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 or notation on the ~~Annotated~~ Future Land Use Map and shall provide a reference to ~~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

4.4.3

Residential development permitted pursuant to Ordinance 2016-03 shall be limited to a maximum of twelve (12) lots.

4.4.4

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2016-560-E for a small scale amendment is approved subject to the following site specific

conditions: (1) Development shall be limited to a maximum of 140 dwelling units; (2) Development shall be exempt from the urban area development characteristics that require a mix of uses; and (3) Development shall be exempt from the urban area development characteristics which restrict development of ground floor residential uses abutting roads classified as arterial or higher.

4.4.5

Pursuant to authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2016-789 for a small scale amendment is approved subject to the following site specific conditions: 1) Development within the HDR portion of the site shall be exempt from the Urban Priority Area Development Characteristics that require a mix of uses; and 2) Single-use residential development within the RPI portion of the site shall be permitted at up to 70 units/acre.

4.4.6

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2017-135 for a small-scale amendment is approved subject to the following site specific conditions: Development shall be limited to a maximum of 100 dwelling units per acre. The associated development includes a mix of residential and supporting commercial uses and provides a public benefit pursuant FLUE Policy 2.10.2 by providing a 16 foot multi-use trail that is designed to serve as part of the larger Southbank Riverwalk trail loop physically connecting neighborhoods bound together by pedestrian paths and public spaces and completing a missing segment of the larger pedestrian and open space network. Therefore, consistent with Policy 2.10.2 the following additional exemptions shall be granted: (1) Development shall be exempt from the High Density Residential Urban Priority Area Principal Uses description which limit the percentage of building area for commercial retail sales and service establishments; (2) development shall be exempt from the High Density Residential Urban Priority Area Development Characteristics which restrict development of ground floor residential uses abutting roads classified as arterial or higher, and require commercial uses to be massed along the highest abutting classified road; (3) development shall be exempt from the High Density Residential Urban Priority Area Development Characteristics which restrict development of non-residential uses in mixed use developments to the ground floor; and (4) development shall be permitted to satisfy Recreation and Open Space Element Policy 2.2.5 through a combination of on-site active recreation area, off-site active recreation area and payment in lieu of active recreation area as further defined in the Planned Unit Development.

4.4.7

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2017-213 for a small scale amendment is approved subject to the following site specific condition: As a result of community input the associated development includes two full access points along Brougham Avenue in order to enhance transportation connections, interconnect with surrounding land uses, encourage alternate methods of movement and promote convenient on-site traffic flow in accordance with FLUE Policies 1.3.8 and 1.1.16. Therefore and in

accordance with FLUE Policies 1.3.8 and 1.1.16, the associated development shall be exempt from the provisions of FLUE Policy 1.3.6 and Transportation Element (TE) Policy 2.3.6 that limit access for parcels with frontage along two or more roadways to one access point per roadway.

4.4.8

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2017-483 for a small-scale amendment is approved subject to the following site-specific condition: Development shall be exempt from the High Density Residential Urban Priority Area Development Characteristic that prohibits ground floor residential uses abutting roadways classified as arterials or higher on the Functional Highway Classification Map.

The site's location in an established mixed-use area adjacent to both the Central Business District and the Springfield Historic District provides a mix of residential and supporting commercial uses along with recreational and open space areas. The site is located at the corner of two arterial roads with walkable access to public transit, consistent with policies 1.1.25 and 2.2.13. The revitalization of this site with high density residential infill development supports policies 1.1.25 and 2.3.1. The residential development's density is supported with a full range of urban uses and support facilities, consistent with Policy 2.10.2. Therefore, the associated development shall be exempt from the High Density Residential Urban Priority Area Development Characteristics that prohibit ground floor residential uses abutting roads classified as arterials or higher on the Functional Highway Classification Map.

4.4.9

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes, Ordinance 2018-516-E for a small-scale amendment is approved subject to the following site specific condition: Single-use residential development on the RPI site shall be permitted at up to 22 units/acre. The minimal increase in density allowing the redevelopment and reuse of the exiting building on site for residential uses provides encouragement to re-invest and revitalize the surrounding underutilized mixed-use area, consistent with policies 1.1.25 and 2.2.8. The site's location in the Baymeadows community area supports the residential development's density with a full range of urban uses and access to public transit, consistent with Policy 2.10.2, and the Urban Area development characteristics. Therefore, and in accordance with Policies 1.1.25, 2.28, and 2.10.2, and the Urban Area development characteristics, the associated development shall be permitted up to 22 units/acre.

4.4.10

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2018), Ordinance 2019-228-E for a small-scale amendment is approved subject to the following site specific condition:

- The following light industrial uses shall be allowed as principal uses within the Community / General Commercial (CGC) designation when developed as part of a mixed-use development:

- Wholesaling, warehousing, storage or distribution establishments (but not concrete batch mixing plants) and similar uses; and
 - Light manufacturing, processing (including food and drink processing, breweries, wineries, and similar uses, but not including slaughterhouse), packaging or fabricating.
- The mixed-use development shall be allowed a maximum of 473 dwelling units.

The site's location in an established mixed-use area adjacent to both the Central Business District (CBD) and near the Springfield Historic District provides a mix of residential and supporting commercial uses along with recreation and open space areas (Hogan's Creek Greenway), consistent with Policy 2.3.1. The site is located in close proximity to public transportation, connects to full urban services and is home to an underutilized industrial warehouse built in 1912 according Duval County Property Appraiser data. The revitalization of this site with a mixed-use development which establishes the vertical and horizontal integration of commercial, residential, and light industrial (storage, fabrication, maker-spaces, etc.) uses is consistent with Policy 1.1.25. The property for the mixed-use development site includes land within the CBD land use category and the Recreation and Open Space (ROS) zoning district. This portion of the site is being utilized for recreation and open space to serve the residential uses associated with the mixed-use development. The property's total acreage, at 60 dwelling units per acre, shall be limited to 473 residential units. Further, the development shall be allowed limited light industrial uses, identified above, to allow for innovative redevelopment of a mixed-use project.

4.4.11

In accordance with Ordinance 2020-162/L-5325-18A, which designates a 2,795.50 acre LDR land use category on the Future Land Map, the owner or authorized agent shall develop a conceptual long-term master plan addressing the entire 2,795.50 acre site. The conceptual master plan shall commence within one (1) year of the approval date of Ordinance 2020-162/L-5325-18A, and concluded no later than three (3) years from the approval date of Ordinance 2020-162/L-5325-18A. The LDR land use category and companion rezoning are intended to be holding categories prior to the development of the long-term master plan. The conceptual master plan, and proposed revisions or amendments to the approved plan, shall be subject to review and approval by the Planning Commission prior to submittal of land development reviews and approvals. It is the intention of the owner to amend the Future Land Map to land use designations and companion rezonings consistent with the master plan. However, approximately 350 acres of the site can be developed or rezoned prior to approval of the conceptual master plan. Revisions or amendments to the plan that do not change the approved densities or intensities may be administratively modified by the Planning and Development Department. Development within the site shall be consistent with the conceptual master plan. The conceptual master plan shall, at a minimum, address the following conditions:

1. The general distribution, location and densities/intensities of residential and non-residential development;
2. Acknowledgement that future land use map amendments and rezonings will be submitted where such uses and densities are inconsistent with the current land use and/or zoning designations;
3. The general distribution and location of conservation areas and wetland buffers;
4. The strategy for providing centralized utilities for water and sewer service throughout the planning area, including a general phasing plan that identifies when development is anticipated to require the need for additional facilities, and the Water Supply Facilities Work Plan (WSFWP) must be updated prior to any development phase requiring construction of potable, treatment, and/or non-potable water supply facilities to incorporate the applicable planned facilities into the WSFWP;
5. Identification of the major internal transportation facilities necessary to serve the future land uses through an efficient and connected network;
6. General identification of how the major internal transportation facilities will connect to the external transportation network with proposed future connections to any State facilities subject to review by the Florida Department of Transportation;
7. A basic assessment shall be conducted of the currently identified and expected roadway operating conditions of the immediately surrounding transportation network for the conceptual master plan (methodologies and assumptions used in this assessment shall be agreed upon by the Planning and Development Department, the Florida Department of Transportation, and the owner or authorized agent); and
8. Coordination with the Florida Fish and Wildlife Conservation Commission staff in the design of the conceptual master plan.

The approved conceptual master plan shall be on file with the Planning and Development Department

4.4.12

In accordance with Ordinance 2020-164/5349-18A, which designates a 2,512.23 acre LDR land use category on the Future Land Map, the owner or authorized agent shall develop a conceptual long-term master plan addressing the entire 2,512.23 acre site. The conceptual master plan shall commence within one (1) year of the approval date of Ordinance 2020-164/L-5349-18A, and conclude no later than three (3) years from the approval date of Ordinance 2020-164/I-5349-18A. The LDR land use category and companion rezoning are intended to be holding categories prior to the development of the long-term master plan. The conceptual master plan, and proposed revisions or amendments to the approved plan, shall be subject to review and approval by the Planning Commission prior to submittal of land development reviews and approvals. It is the intention of the owner to amend the Future Land Map to land use designations and companion rezonings consistent with the master plan. However, approximately 250 acres of the site can be developed or rezoned prior to approval of the conceptual master plan. Revisions or amendments to the plan that do not change the approved densities or intensities may be administratively modified by the Planning and Development Department. Development within

the site shall be consistent with the conceptual master plan. The conceptual master plan shall, at a minimum, address the following conditions:

1. The general distribution, location and densities/intensities of residential and non-residential development;
2. Acknowledgement that future land use map amendments and rezonings will be submitted where such uses and densities are inconsistent with the current land use and/or zoning designations;
3. The general distribution and location of conservation areas and wetland buffers;
4. The strategy for providing centralized utilities for water and sewer service throughout the planning area, including a general phasing plan that identifies when development is anticipated to require the need for additional facilities, and the Water Supply Facilities Work Plan (WSFWP) must be updated prior to any development phase requiring construction of potable, treatment, and/or non-potable water supply facilities to incorporate the applicable planned facilities into the WSFWP;
5. Identification of the major internal transportation facilities necessary to serve the future land uses through an efficient and connected network;
6. General identification of how the major internal transportation facilities will connect to the external transportation network with proposed future connections to any State facilities subject to review by the Florida Department of Transportation;
7. A basic assessment shall be conducted of the currently identified and expected roadway operating conditions of the immediately surrounding transportation network for the conceptual master plan (methodologies and assumptions used in this assessment shall be agreed upon by the Planning and Development Department, the Florida Department of Transportation, and the owner or authorized agent); and
8. Coordination with the Florida Fish and Wildlife Conservation Commission staff in the design of the conceptual master plan.

The approved conceptual master plan shall be on file with the Planning and Development Department.

4.4.13

Pursuant to the authority granted by Sec. 163.3187(1)(c), 2 *Florida Statutes*, Ordinance 2019-867 for a Small-Scale Amendment is approved subject to the following site specific conditions:

1. Pursuant to the Settlement Agreement between the City of Jacksonville and Ortega Place, LLC, dated February 25, 2020, the total coverage by all buildings and structures within the Subdivision shall not exceed twenty percent of the total area of the Subdivision (the "20% Coverage Restriction"). By way of example and not limitation, if the total area of the Subdivision is 9.999 acres, the total coverage by all buildings and structures within the Subdivision shall not exceed 87,111.288 square feet of land area (9.999 x 43,560 x 0.2).

2. Development shall be exempt from the APZ 2/II density limitations established within the Future Land Use Element, and the directly related implementing land development regulations.

4.4.14

Pursuant to the authority granted by Sec. 163.3187(1)(c), *Florida Statutes*, Ordinance 2019-869 for a Small-Scale Amendment is approved subject to the following site specific conditions:

1. Pursuant to a Settlement Agreement between the City of Jacksonville and Patriot's Landing, Inc., dated February 25, 2020, the total coverage by all buildings and structures within the Subdivision shall not exceed twenty percent of the total area of the Subdivision (the "20% Coverage Restriction"). By way of example and not limitation, if the total area of the Subdivision is 9.11 acres, the total coverage by all buildings and structures within the Subdivision shall not exceed 79,366.32 square feet of land area (9.11 x 43,560 x 0.2).
2. Development shall be exempt from the APZ 2/II density limitations established within the Future Land Use Element, and the directly related implementing land development regulations.

4.4.15

Pursuant to Ordinance 2021-405, a large-scale amendment is approved that designates a 36.76 acre RC land use category site on the Future Land Use Map. In order to implement a creative integration of uses to facilitate innovative site planning, infill development with vertical and horizontal integration of mixed uses, and smart growth techniques as called for in the RC land use category, development is subject to the following site-specific conditions:

1. Development shall allow for the following uses: (a) all public facilities and non-residential principal and secondary uses in the Community/General Commercial (CGC) land use category; (b) multifamily residential; (c) housing for the elderly and adult congregate living facilities; (d) colleges, universities, and related uses including administration facilities and student housing; and (e) all principal and secondary uses in the Recreation and Open Space (ROS) land use category.
2. Development shall be limited to a maximum of 1,025 multifamily residential dwelling units and 115,000 square feet of public facility and non-residential uses, not including outdoor recreational uses.
3. Development shall not encroach upon the wetlands located along the western portion of the property.

4.4.16

Pursuant to the authority granted by Sec. 163.3187(1)(b), *Florida Statutes*, Ordinance 2019-750-E adopting a small-scale land use map amendment is approved, subject to the following site-specific conditions:

1. To implement Policies 1.1.2, 3.1.21, and 3.4.3, of the ~~2030~~ Comprehensive Plan Future Land Use Element, the following limitations shall apply to this small-scale land use map amendment: Multi-family residential uses shall be limited to 133 units.
2. Non-residential floor area shall be limited to 96,000 square feet (garage, all floors) and 25,000 +/- square feet (existing church, all floors).
3. To ensure compatibility with adjacent uses and to protect neighborhood scale and character through transition zones, bulk, massing, and height restrictions, new building height shall be limited to the calculated weighted average, not to exceed 35 feet, across the length of the development from Alford Place to Mitchell Avenue as follows: A sum of the height to the predominant roof line (ridge or parapet wall) of that portion of a building multiplied by the length of that portion of a building divided by the overall length of permissible building within the minimum setback.

4.4.17

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2020-473 for a small-scale amendment is approved subject to the following site specific condition:

1. Single-use residential development shall not exceed 30 units per acre and shall be exempt from the mixed-use requirements.

The site is located in an area that can support a development at 30 units per acre along the San Jose Boulevard corridor, which is an established area with a mix of residential and supporting office, institutional, recreation, and commercial uses, consistent with Policies 1.1.25 and 3.4.3. The site is in close proximity to public transportation and connects to full urban services.

4.4.18

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes (2021), Ordinance 2021-628 for a Small-Scale Amendment is approved subject to the following site-specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

1. Development shall be exempt from the Community/General Commercial Urban Priority Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map; and
2. Single use residential development shall be permitted on one hundred percent (100%) of the site.

The site is located along the Philips Highway commercial corridor which provides a mix of commercial uses that are supportive of a multi-family development. Additionally, the site is located in close proximity to public transportation and connects to full urban services.

4.4.19

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-431 for a small-scale amendment is approved subject to the following site-specific condition:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

1. Development shall be exempt from the mix of uses requirement for developments which abut a roadway classified as an arterial.
2. Development shall be exempt from the characteristic prohibiting ground floor residential for developments which abut a roadway classified as an arterial.

The site is located along the Beach Boulevard commercial corridor which provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

4.4.20

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-306 for a Small-Scale Amendment is approved subject to the following site specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

1. Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
2. Single use residential development shall be permitted on 100% of the site.

The site's location on the Baymeadows Road commercial corridor provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

4.4.21

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-341 for a Small-Scale Amendment is approved subject to the following site-specific condition:

1. Residential development will be allowed at up to two hundred (200) dwelling units.

The site's location on the Starratt Road corridor provides a mix of commercial uses, supportive of a multi-family development. The allowable increase in density of the residential development supports FLUE Policy 1.1.25 as it encourages a range of densities and types of residential developments in the area.

4.4.22

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-415 for a Small-Scale Amendment is approved subject to the following site-specific conditions:

1. Residential development will be allowed up to one hundred and seventy-five (175) dwelling units.

The amendment site is located in an area that allows for a broad mix of commercial and residential uses. The amendment allowing multifamily at up to 175 dwelling units enhances the existing mix of uses in a manner that further the intent of FLUE Policy 1.1.25.

4.4.23

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-517 for a large-scale amendment is approved subject to the following site specific condition:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this large-scale land use map amendment:

1. Development shall be exempt from the mix of uses requirement for developments with a density greater than twenty-five (25) units per acre.

The site has access to full urban services and is located in close proximity to public transportation, supportive of a multifamily development. Development on the site includes an area of ROS dedicated for a City park and an area of HDR. The permitted density of development without a mix of uses in the HDR area supports the regional employment and retail centers located within close proximity of the site. The inclusion of the City park on the site would foster a broader mix of uses in the area.

4.4.24

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-686 for a Small-Scale Amendment is approved subject to the following site-specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

1. Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting

the roadways classified as arterials or higher on the Functional Highway Classification Map.

2. Single use residential development shall be permitted on 100% of the site.

The site is located on the Beach Boulevard commercial corridor which provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

4.4.25

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-735 for a small-scale amendment is approved subject to the following site specific condition:

To implement Policies 1.1.25 and 1.1.12 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

1. Single use residential development density shall be calculated on 100% of the CGC portion of the site, and the resulting density yield may be clustered on the MDR portion of the site, leaving the CGC portion of the site to be developed with commercial uses.

The proposed development incorporates a mix of land use categories, including residential and commercial, and is adjacent to an established commercial site supportive of a medium density multi-family residential development. The site's location on the Collins Road commercial corridor provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

4.4.26

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-148 for a small-scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

1. Single use residential development shall be permitted on 100% of the site.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses.

4.4.27

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance

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2022-141 for a Small-Scale Amendment is approved subject to the following:

1. Single use residential development will be allowed up to three hundred and thirty-one (331) multi-family dwelling units.

The amendment site is located in an area that allows for a mix of office, light industrial and residential uses. The amendment allowing the option of single use multifamily residential at up to 331 dwelling units enhances the existing mix of uses in a manner that furthers the intent of FLUE Policy 1.1.25.

4.4.28

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-195 for a Small-Scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this Small-Scale land use map amendment:

1. Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
2. Single use residential development shall be permitted on 100% of the site.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses.

4.4.29

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-193 for a Small-Scale Amendment is approved subject to the following site-specific conditions:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this Small-Scale land use map amendment:

1. Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
2. Single use residential development shall be permitted on 100% of the site.

The site's location on the 103rd Street commercial corridor provides a mix of commercial uses, supportive of a multi-family development. The site is located in close proximity to public transportation and connects to full urban services.

4.4.30

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-238 for a Small-Scale amendment is approved subject to the following:

To modify the "asterisk" placed on the Future Land Use Map by Ordinance 2005-1220-E with respect to the subject property, as well as certain additional property, the following shall apply to this Small-Scale land use map amendment:

1. Residential development of the subject property shall be limited to 250 hotel rooms, which may be converted to residential units at a ratio of 1.2 residential units per hotel room to allow for a maximum of 300 residential units to be developed on the site.

The amendment allows for the residential development of the subject property with evacuation demands that are equivalent to or less than the evacuation demands of 250 hotel rooms, and consistent with the original intent of the asterisk placed on the subject property.

Policy 4.4.31

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes, Ordinance 2022-240 for a Small-Scale amendment is approved subject to the following site-specific condition:

1. The following light industrial uses shall be allowed as principal uses within the Community/General Commercial (CGC) designation on the parcel located at 1082 Dennis Street (RE# 075459 0000) until such time as that portion of the property is redeveloped consistent with the CGC land use category:
 - Wholesaling, warehousing, storage or distribution establishments (but not concrete batch mixing plants) and similar uses; and
 - Light manufacturing, processing, packaging or fabricating.
 - Building trades contractors with outside storage yards and heavy construction equipment.

The site-specific condition is intended to permit continued operation of an existing industrial distribution operation while supporting a new mixed-use development that is in line with the changing nature of the Rail Yard District area adjacent to the Central Business District (CBD) consistent with FLUE Policies 2.3.1 and 3.3.34. With the exception of the existing industrial operation, the remainder of the site is underutilized and abandoned. The proposed urban infill project introducing vertically and horizontally integrated commercial, office, and residential uses will serve to revitalize the area in furtherance of FLUE Policy 1.1.25. Moreover, the site is located in close proximity to the pending Emerald Trail and McCoys Creek improvements and will

advance FLUE Policies 2.7.3, FLUE Objective 3.4 and FLUE Policy 3.4.1. Finally, the proposed mixed-use project addresses challenges identified in the Urban Land Institute Rail Yard District Technical Assistance Panel and furthers objectives outlined in the North Riverside Neighborhood Action Plan and the Kings Road-Beaver Street Neighborhood Action Plan consistent with FLUE Policy 1.1.23.

4.4.32

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-481 for a Small-Scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this Small-Scale land use map amendment:

1. Single use residential development shall be permitted on 100% of the site.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses.

4.4.33

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-527 for a Small-Scale amendment is approved subject to the following:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this Small-Scale land use map amendment:

1. Development shall be exempt from the Community/General Commercial Suburban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
2. Single use residential development shall be permitted on 100% of the site.
3. Single use residential development shall not exceed 32 units per acre and shall be exempt from mixed use requirements.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses. The site is located in close proximity to public transportation and connects to full urban services.

4.4.34

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-529 for a Small-Scale amendment is approved subject to the following:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this Small-Scale land use map amendment:

1. Single use residential development shall be permitted on 100% of the site.
2. Single use residential development shall not exceed 110 dwelling units and shall be exempt from mixed use requirements.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses. The site is located in close proximity to public transportation and connects to full urban services.

4.4.35

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-531 for a Small-Scale amendment is approved subject to the following:

To implement Policy 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this Small-Scale land use map amendment:

1. Single use residential development shall be permitted on 100% of the site.
2. Single use residential development shall not exceed 110 dwelling units and shall be exempt from mixed use requirements.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses. The site is located in close proximity to public transportation and connects to full urban services.

4.4.36

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-533 for a small-scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

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3. Single use residential development shall be permitted on 100% of the site.
 - Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses.

4.4.37

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-707 for a small-scale amendment is approved subject to the following:

To implement Policy 1.1.5 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

4. Single use residential development shall be permitted on 100% of the site.
 - Development shall be exempt from the Community/General Commercial Urban Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents.

~~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~~

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~~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 5

Improve health for all residents by incorporating "Health in All Policies" into policies, programs and practices affecting all aspects of the built environment.

Objective 5.1 Identify and/or develop tools to assess the health impacts of policies, programs, and capital projects.

Policy 5.1.1

The City shall consider Health Impact Assessments (HIAs), Protocol for Assessing Community Excellence in Environmental Health (PACE EH), or other health equity strategies as tools for determining the health impact of various City projects, policies and practices.

5.1.2

Tools used to assess health impacts should be tailored to consider the specific and unique needs of individual neighborhoods.

5.1.3

Consider conducting health impact assessments when approving new developments of a significant size or impact in order to understand and address public health implications of significant projects.

Objective 5.2 Identify or develop monitoring and/or evaluation requirements to assess the efficacy of the City's public health policies and efforts on health outcomes.

Policy 5.2.1

The City should engage and collaborate with the Florida Department of Health (FDOH) to develop monitoring or evaluation requirements to assess the effectiveness of the City's public health policies on health outcomes.

5.2.2

The City should collaborate with the FDOH to release an annual health report of city residents in order to monitor health progress of the residents' citywide. Data in the report should be

provided by individual geographic locations in addition to demographic and socioeconomic sectors.

Objective 5.3 Incorporate public health and a Health in All Policies approach throughout the goals, objectives, and policies of the Comprehensive Plan.

Policy 5.3.1

The City should evaluate how the Urban Land Institute's 10 Principles for Building Healthy Places relate to existing policies and identify areas where improved connections can be made to promote public health.

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.~~

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- ~~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 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~~

~~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~~

~~At the time of the first 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 distance 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;~~
- ~~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;~~
- ~~Identify opportunities for density bonuses, affordable housing, and credits for transit or other alternative forms of transportation to address 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.~~

6.3.7

~~The City of Jacksonville shall allow for the establishment of community gardens in all future land use categories except those specifically stated herein. A community garden is an area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members.~~

~~Community gardens are considered unsuitable for the following future land use categories: Light Industrial (LI), Heavy Industrial (HI), and Water Dependent Water Related (WD-WR).~~

6.3.8

~~The City of Jacksonville shall encourage community gardens as important open space resources that strengthen community cohesiveness and provide a local food source.~~

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:~~

- ~~e) 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.~~
- ~~f) Units may not be clustered at densities which would exceed the threshold for wells, septic tanks and other such services, where applicable.~~
- ~~g) Wetlands and water bodies for which density credit is given shall be recorded in perpetuity as preservation or conservation areas or easements.~~

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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 Downtown Investment Authority (DIA) 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 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 (WDAWR) 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 viewpoints.~~

~~**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) and Adaptation Action Area (AAA) 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 6.4.5-6.5.7 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 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) Development Area is coterminous with the CBD Land Use and the DIA jurisdictional boundaries. The exact location, distribution, and density/intensity of various types of land use in the CBD will be guided by the Allocation of Development Rights Agreements approved in accordance with the Comprehensive Plan, Land Development Regulations, and other applicable plans and regulations.
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

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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 defined in this Plan.~~ 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 defined in this Plan.~~
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 defined in this Plan.~~
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, programmed, improvements.

Public Facilities and Services: Availability of municipal utilities (sewer, potable water) 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 man-made 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 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 man-made watercourses, and the edges of water bodies. In areas where such features do not exist, or are inappropriate, existing property boundaries shall be used whenever possible to delineate plan category boundaries.

PLAN CATEGORY DESCRIPTIONS

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

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

RESIDENTIAL

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

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 zoning 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 ~~s~~Suburban and ~~r~~Rural Development aAreas of the City. Generally, single-family detached housing will be the predominant ~~land uses~~ development typology in this category. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

Urban Priority Area (UPA) and Urban Area (UA) Intent

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.

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 in the Suburban Development Area are preferred in locations which are supplied with full urban services.

RR - GENERAL 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~~ all development areas.

Principal Uses

Single family dwellings.

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction.~~ Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments, offices, and Home occupations. Golf, yacht, tennis, driving ranges, country clubs and similar supporting uses may be allowed as part of a residential community that is developed subject to a site plan approval. 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, the following secondary uses may also be permitted: Borrow pits; Animals other than household pets for non-commercial use; Foster care homes; and Drive through facilities in conjunction with a permitted use.

New neighborhood commercial uses shall not be allowed, as secondary uses, where such uses would constitute an intrusion into an existing single-family neighborhood.

RR – DENSITY

Development density and minimum lot size for sites not served by centralized potable water and/or wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

Urban Priority Area (UA), and Urban Area (UA) and Suburban Area (SA) 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 centralized on-site potable water and/or wastewater are not available to the site; and there shall be no minimum density.

RR – Rural Area (RA) Density

The maximum gross density shall be 2 units/acre when both centralized potable water and wastewater are available to the site; and the minimum lot size shall be 1 unit/acre of unsubmerged property when centralized potable water and/or wastewater are not available to the site; and there shall be no minimum density.

RR - SUBURBAN AREA (SA) and RURAL AREA (RA) INTENT

Rural Residential (RR) is a category intended to provide rural estate residential opportunities in the Suburban and Rural Areas of the City.

Plan amendment requests for new RR designations are preferred in locations which are supplied with full urban services.

RR - SUBURBAN AREA and RURAL AREA USES

The uses provided herein shall be applicable to all RR sites within the Suburban Area and Rural Area.

Principal Uses

Single family dwellings.

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; and Drive through facilities in conjunction with a permitted use.~~

RR - SUBURBAN AREA and RURAL AREA DENSITY

~~The maximum gross density in the Suburban Area and Rural Area shall be 2 units/acre when both centralized potable water and wastewater are available to the site; and the maximum gross density shall be 1 unit/acre when served with on-site potable water and wastewater; and there shall be no minimum density.~~

Low Density Residential (LDR)

LDR - GENERAL INTENT

Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be ~~connected~~ designed in such a way as 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.

Plan amendment requests for new LDR designations are preferred in locations which are supplied with full urban services.

Urban Priority Area (UPA) Intent

LDR in the Urban Priority Area 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 must be supported by a Council approved neighborhood plan or study.

Urban Area (UA) and Suburban Area (SA) Intent

LDR in the Urban Area and Suburban Area is intended to provide for low density residential development.

Rural Area (RA) Intent

Plan amendment requests for new LDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

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 – GENERAL URBAN PRIORITY AREA USES

~~The uses provided herein shall be applicable to all LDR sites within the Urban Priority Area all development areas.~~

Principal Uses

~~Single family dwellings; and Multi-family dwellings where both centralized potable water and wastewater are available to the site; Commercial retail sales and service establishments, restaurants and offices 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. 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, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments; Home occupations. Golf, yacht, tennis, driving ranges, country clubs and similar supporting uses may be allowed as part of a residential community that is developed subject to a site plan approval. 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 the following secondary uses may also be permitted: Borrow pits; Animals other than household pets for non-commercial uses; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly Nursing homes and similar facilities not including residential treatment facilities, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Neighborhood Commercial retail sales and service establishments, offices and restaurants when the site is located at the intersection of roads classified as collector~~

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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.

New neighborhood commercial retail sales and service establishments, offices and restaurants shall not be allowed as secondary uses where such uses would constitute an intrusion into an existing single-family neighborhood.

LDR - URBAN PRIORITY AREA DENSITY

Development density and minimum lot size for sites not served by centralized potable water and/or wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

Urban Priority Area (UPA) Density

The maximum gross density in the Urban Priority Area shall be 7 units/acre when centralized potable water and wastewater ~~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 City Council approved 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.

Urban Area (UA) and Suburban Area (SA) Density

The maximum gross density in the Urban and Suburban Areas shall be 7 units/acre when centralized potable water and wastewater 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.

Rural Area (RA) Density

~~The maximum gross density in the Rural Areas shall be 7 units/acre when centralized water and wastewater services are available to the site and there shall be no minimum density; except as provided herein.~~

- ~~• The minimum lots size shall be 1 unit/acre of unsubmerged property when either centralized potable water or wastewater are not available.~~

LDR - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

~~New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.~~

LDR - URBAN AREA (UA) INTENT

~~LDR in the Urban Area is intended to provide for low density residential development.~~

~~Plan amendment requests for new LDR designations are preferred in locations which are supplied with full urban services.~~

LDR - URBAN AREA USES

~~The uses provided herein shall be applicable to all LDR sites within the Urban Area.~~

Principal Uses

~~Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.~~

LDR - URBAN AREA DENSITY

~~The maximum gross density in the Urban Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.~~

- ~~The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.~~
- ~~The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.~~

LDR - URBAN AREA DEVELOPMENT CHARACTERISTICS

~~New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.~~

LDR - SUBURBAN AREA (SA) INTENT

~~LDR in the Suburban Area is intended to provide for low density residential development.~~

LDR - SUBURBAN AREA USES

~~The uses provided herein shall be applicable to all LDR sites within the Suburban Area.~~

Principal Uses

~~Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.~~

LDR - SUBURBAN AREA DENSITY

~~The maximum gross density in the Suburban Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.~~

- ~~The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.~~

- ~~The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.~~

LDR - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

~~New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.~~

LDR - RURAL AREA (RA) INTENT

~~LDR in the Rural Area is intended to provide for low density residential development.~~

~~Plan amendment requests for new LDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.~~

LDR - RURAL AREA USES

~~The uses provided herein shall be applicable to all LDR sites within the Rural Area.~~

Principal Uses

~~Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets; Foster care homes; Drive through facilities in conjunction with a permitted use; Assisted living facilities and housing for the elderly, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.~~

LDR - RURAL AREA DENSITY

~~The maximum gross density in the Rural Area shall be 7 units/acre when full urban services are available to the site and there shall be no minimum density; except as provided herein.~~

- ~~The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.~~

- ~~The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.~~

LDR - RURAL AREA DEVELOPMENT CHARACTERISTICS

~~New LDR subdivisions should meet a standard of connectivity as defined in this element and cul-de-sacs should be avoided.~~

Medium Density Residential (MDR)

MDR - GENERAL INTENT

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as 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. 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. 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.

Urban Priority Area (UPA) Intent

MDR in the Urban Priority Area is intended to provide compact medium to high density development.

Urban Area (UA), Suburban Area (SA) Intent

MDR in the Urban Area and Suburban Area is intended to provide compact medium density development.

Rural Area (RA)

Plan amendment requests for new MDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

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 – GENERAL URBAN PRIORITY AREA USES

~~The uses provided herein shall be applicable to all MDR sites within the Urban Priority Area all development areas.~~

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, restaurants and offices 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

~~Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions 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, driving ranges, country clubs and similar supporting uses may be allowed as part of a residential community that is developed subject to a site plan approval. 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, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes and similar facilities; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Neighborhood Commercial retail sales and service establishments, offices and restaurants 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.

New neighborhood commercial uses shall not be allowed as secondary uses where such uses would constitute an intrusion into an existing single-family neighborhood.

MDR - URBAN PRIORITY AREA DENSITY

Development density and minimum lot size for sites not served by centralized potable water and/or wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

~~The maximum gross density in the Urban Priority Area shall be 20 units/acre and the minimum gross density shall be greater than 7 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.~~

Urban Priority Area (UPA) Density

The maximum gross density in the Urban Priority Area shall be 20 units/acre and the minimum gross density shall be greater than 7 units/acre; except as provided herein.

- The maximum gross density shall be 30 units/acre when the site does not abut land in LDR or RR; except for sites within the Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units/acre, unless appropriate mitigation is provided consistent with the City's CHHA policies.

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- ~~The maximum gross density shall be 40 units/acre when there is a supporting City Council approved neighborhood plan or study; except for sites within the Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units/acre, unless appropriate mitigation is provided consistent with the City's CHHA policies. Development on a site that abuts LDR should cluster density away from the LDR and shall not exceed 20 units/acre within 25 feet of the abutting property line and there shall be no minimum density.~~
- ~~In the absence of the availability of centralized potable water and/or wastewater, 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 is single family.~~

Urban Area (UA), Suburban Area (SA), and Rural Area (RA) Density

~~The maximum gross density in the Urban, Suburban, and Rural Areas shall be 20 units/acre and the minimum gross density shall be greater than 7 units/acre; except as provided herein.~~

- ~~For sites located within the Urban Area, the maximum gross density shall be 30 units/acre when the site does not abut land in LDR or RR; except for sites within the Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units/acre, unless appropriate mitigation is provided consistent with the City's CHHA policies.~~
- ~~For sites located within the Suburban Area and the Rural Area, the maximum gross density shall be 30 units/acre when the site fronts along a road classified as a collector or higher and where the site does not abut land in LDR or RR; except for sites within the Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units/acre, unless appropriate mitigation is provided consistent with the City's CHHA policies.~~
- ~~In the absence of the availability of centralized potable water and/or wastewater, 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 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.~~

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~~Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

MDR - URBAN AREA (UA) INTENT

~~MDR in the Urban Area is intended to provide compact medium density residential development~~

~~Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.~~

MDR - URBAN AREA USES

~~The uses provided herein shall be applicable to all MDR sites within the Urban Area.~~

Principal Uses

~~Multi-family dwellings; Single-family dwellings when the predominant surrounding development typology within the MDR category is single family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND or TOD.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.~~

MDR - URBAN AREA DENSITY

~~The maximum gross density in the Urban Area shall be 20 units/acre and the minimum gross density shall be greater than 7 units/acre; except as provided herein.~~

- ~~• In the absence of the availability of centralized water and sewer, the maximum gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.~~
- ~~• There shall be no minimum density for single family dwellings when the predominant surrounding development typology within the MDR category is single family or when single-family dwellings are permitted as a secondary use.~~

MDR - URBAN AREA DEVELOPMENT CHARACTERISTICS

~~The development characteristics provided herein shall be applicable to all MDR sites within the Urban Area.~~

- ~~• Development massing should generally be evenly distributed throughout the site to the greatest extent possible.~~
- ~~• To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

MDR - SUBURBAN AREA (SA) INTENT

~~MDR in the Suburban Area is intended to provide compact low to medium density mixed use development.~~

~~Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.~~

MDR - SUBURBAN AREA USES

~~The uses provided herein shall be applicable to all MDR sites within the Suburban Area.~~

Principal Uses

~~Multi-family dwellings; Single-family dwellings when the predominant surrounding development typology within the MDR category is single-family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND or TOD.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single-family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.~~

MDR - SUBURBAN AREA DENSITY

~~The maximum gross density in the Suburban Area shall be 20 units/acre and the minimum gross density shall be greater than 7 units/acre; except as provided herein.~~

- ~~• In the absence of the availability of centralized water and sewer, the gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.~~

- ~~There shall be no minimum density for single family dwellings when the predominant surrounding development typology within the MDR category is single family or when single family dwellings are permitted as a secondary use.~~

MDR - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

~~The development characteristics provided herein shall be applicable to all MDR sites within the Suburban Area.~~

- ~~Development massing should generally be evenly distributed throughout the site to the greatest extent possible.~~
- ~~To promote a more compact, pedestrian friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

MDR - RURAL AREA (RA) INTENT

~~Plan amendment requests for new MDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.~~

MDR - RURAL AREA USES

~~The uses provided herein shall be applicable to all MDR sites within the Rural Area.~~

Principal Uses

~~Multi-family dwellings; Single family dwellings when the predominant surrounding development typology within the MDR category is single family; Commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND or TOD.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition, the following secondary uses may also be permitted: Single family dwellings; Nursing homes; Emergency shelter homes; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Commercial retail sales and service establishments when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map.~~

MDR - RURAL AREA DENSITY

~~The maximum gross density in the Rural Area shall be 20 units/acre and the minimum gross density shall be greater than 7 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 or office 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.

Urban Priority Area (UPA) Intent

HDR in the Urban Priority Area is intended to provide compact high density residential and mixed-use development. High density residential development which includes limited commercial and office uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled. Vertical integration of a mix of uses is encouraged.

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) mass transit system station or service. 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.

Urban Area (UA) Intent

HDR in the Urban Area is intended to provide compact medium to high density and mixed-use development. Medium to high density residential development which includes limited commercial or office uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled. Vertical integration of a mix of uses is encouraged.

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) mass transit system station or service. Locations which serve as a transition between commercial or office and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

Suburban Area (SA) Intent

HDR in the Suburban Area is intended to provide compact medium to high density and mixed-use development. Medium to high density residential development which includes limited commercial or office 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) mass transit system station or service. Locations which serve as a transition between commercial or office and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

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) mass transit system station or service. Locations which serve as a transition between commercial or office and medium density residential

land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

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 - GENERAL URBAN PRIORITY AREA USES

~~The uses provided herein shall be applicable to all HDR sites within the Urban Priority Area all development areas.~~

Principal Uses

Multi-family dwellings; Commercial retail sales and service establishments; Offices; ~~Business and professional office; restaurants;~~ and Uses associated with and developed as an integral component of TND or TOD.

~~Commercial retail sales and service establishments limited to 25 percent of the building area, restaurants, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development and shall be ancillary to the residential development.~~

A mix of uses shall be provided in residential developments that both abut roads classified as arterials and that exceed 60 units/acre.

Residential uses are discouraged on the ground floor facing arterial roads.

Secondary Uses

Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments, offices, and Home occupations. Golf, yacht, tennis, driving ranges, country clubs and similar supporting uses may be allowed as part of a residential community that is developed subject to a site plan approval. 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 the following secondary uses may also be permitted: Nursing homes and similar facilities; 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.~~
- ~~• A density bonus of up to an additional 20 units/acre may be granted subject to consistency with all of the following criteria and a case by case determination of consistency with the goals, objectives and policies of the Comprehensive Plan:~~

- ~~1. The site must be located along an arterial road;~~

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- ~~2. The site must be fully located within one half mile of a site where the developed density equals or exceeds the proposed density;~~
- ~~3. The site must be fully located within one quarter of a mile (1,320 feet) of the CBD and with no more than one intersecting street between the site and the CBD;~~
- ~~4. The abutting and adjacent land use categories must be CGC, HDR, RC or CBD; and~~
- ~~5. The density bonus must be accompanied by a site specific policy adopted in the Future Land Use Element.~~

Urban Priority Area (UPA) 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. Development on a site that abuts LDR shall cluster density away from the LDR and shall not exceed 60 units/acre within 40 feet of the abutting property line. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.
- A density bonus of up to an additional 20 units/acre may be granted subject to consistency with all of the following criteria and a case-by-case determination of consistency with the goals, objectives and policies of the Comprehensive Plan:
 1. The site must be located along an arterial road;
 2. The site must be fully located within one half mile of a site where the developed density equals or exceeds the proposed density;
 3. The site must be fully located within one quarter of a mile (1,320 feet) of the CBD and with no more than one intersecting street between the site and the CBD;
 4. The abutting and adjacent land use categories must be CGC, HDR, RC or CBD; and
 5. The density bonus must be accompanied by a site specific policy adopted in the Future Land Use Element.

Urban Area (UA) and Suburban Area (SA) Density

The maximum gross density in the Urban Area shall be 60 units/acre and the minimum gross density shall be 20 units/acre.

Rural Area (RA) Density

The maximum gross density in the Suburban Area shall be 60 units/acre and there shall be no minimum density. Plan amendment requests for HDR in the Rural Area are discouraged because they would potential encourage sprawl.

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~~

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System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

HDR - URBAN AREA USES

The uses provided herein shall be applicable to all HDR sites within the Urban Area.

Principal Uses

~~Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office; and Uses associated with and developed as an integral component of TND or TOD.~~

~~Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential Land Use Introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.~~

HDR - URBAN AREA DENSITY

~~The maximum gross density in the Urban Area shall be 60 units/acre and the minimum gross density shall be 20 units/acre.~~

HDR - URBAN AREA DEVELOPMENT CHARACTERISTICS

~~The development characteristics provided herein shall be applicable to all HDR sites within the Urban Area.~~

- ~~• A combination of compatible mixed uses should be organized vertically within a multistory building.~~
- ~~• Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.~~
- ~~• Mixed uses shall be provided for developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.~~
- ~~• Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.~~
- ~~• Non-residential uses in mixed use developments, shall be limited to the ground floor.~~
- ~~• Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.~~

- ~~Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.~~
- ~~To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

HDR - SUBURBAN AREA (SA) INTENT

~~HDR in the Suburban Area is intended to provide compact medium to high density mixed use development. Medium to high density residential development which includes limited commercial uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled.~~

~~Plan amendment requests for new HDR designations are discouraged in the Suburban Area because they would potentially encourage urban sprawl. HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.~~

HDR - SUBURBAN AREA USES

~~The uses provided herein shall be applicable to all HDR sites within the Suburban Area.~~

Principal Uses

~~Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office; and Uses associated with and developed as an integral component of TND or TOD.~~

~~Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential Land Use Introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.~~

HDR - SUBURBAN AREA DENSITY

~~The maximum gross density in the Suburban Area shall be 60 units/acre.~~

HDR - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

~~The development characteristics provided herein shall be applicable to all HDR sites within the Urban Area.~~

- ~~• Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.~~
- ~~• Mixed uses shall be provided for developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.~~
- ~~• Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map and non-residential uses in mixed use developments, shall be limited to the ground floor.~~
- ~~• Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.~~
- ~~• Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.~~
- ~~• To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

HDR - RURAL AREA (RA) INTENT

~~Plan amendment requests for new HDR designations are discouraged in the Rural Area because they would potentially encourage urban sprawl. HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.~~

HDR - RURAL AREA USES

~~The uses provided herein shall be applicable to all HDR sites within the Rural Area.~~

Principal Uses

~~Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office: Uses associated with and developed as an integral component of TND or TOD.~~

~~Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Residential Land Use Introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.~~

HDR - RURAL AREA DENSITY

~~The maximum gross density in the Rural Area shall be 60 units/acre.~~

HDR - RURAL AREA DEVELOPMENT CHARACTERISTICS

~~The development characteristics provided herein shall be applicable to all HDR sites within the Urban Area.~~

- ~~• Developments on sites greater than 5 acres should incorporate mixed uses and appropriate Traditional Neighborhood Development (TND) components.~~
- ~~• Mixed uses shall be provided for developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.~~
- ~~• Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map and non-residential uses in mixed use developments, shall be limited to the ground floor.~~
- ~~• Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.~~
- ~~• Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.~~
- ~~• To promote a more compact, pedestrian friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

COMMERCIAL

This category is primarily intended to provide for all types of commercial retail sales and service establishments and development which includes offices and Multi-family uses.

The plan includes five types of commercially dominated land use categories: Residential-Professional-Institutional, Neighborhood Commercial, Community/General Commercial, Regional Commercial, and Central Business District. The principal uses range from a small convenience store, laundry/dry cleaning shop to mixed use development, large shopping centers and multi-story office buildings.

~~Commercial Secondary Uses: Secondary uses permitted in all residential land use categories are also allowed in all commercial land use categories, including schools. In addition, secondary uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: Trade schools and colleges, hospitals, medical centers, clinics, and sanitariums; Museums; Art galleries; Theaters and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; Transit stations; and Off-street parking lots and garages.~~

~~In addition to the above, the following secondary uses may be permitted subject to the provisions of each commercial land use category: Criminal justice facilities; Transportation terminals and facilities; Stadiums and arenas; Yard waste composting; Dude ranches; Riding academies; Shooting ranges; Commercial fishing or hunting camps; and Fairgrounds.~~

~~Not all principal or secondary uses stated above are permitted in all commercial land use categories. The intensity and range of uses permitted, in a specific commercial category, are subject to the provisions of this and other elements of the 2030 Comprehensive Plan, and all applicable Land Development Regulations.~~

RESIDENTIAL-PROFESSIONAL-INSTITUTIONAL (RPI)

RPI - GENERAL INTENT

Residential Professional Institutional (RPI) is a category primarily intended to accommodate medium to high density residential, professional office, and institutional uses. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods may also be a part of single or mixed-use developments. RPI is generally intended to provide transitional uses between commercial, office 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. Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services. 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 Premium Transit Station 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

Urban Priority Area (UPA) Intent

~~RPI in the Urban Priority Area is intended to provide compact medium to high density residential development and office uses. Development which includes medium to high density residential and professional office uses is preferred. Limited neighborhood 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. Vertical integration of a mix of uses is encouraged. 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.~~

Urban Area (UA) Intent

~~RPI in the Urban Area is intended to provide compact medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood 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.~~

Suburban Area (SA) Intent

RPI in the Suburban Area is intended to provide low to medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood 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.

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 – GENERAL URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all RPI sites within the Urban Priority Area all development areas.

Principal Uses

Multi-family dwellings; Office; Business and Professional Office; Institutional; including Large scale institutional uses, which require supporting residential and office components; Nursing homes and similar uses; Neighborhood cCommercial retail sales and service establishments limited to 50 percent of the site area, except for new or used automobile sales, funeral homes, and broadcasting offices and studios; Live/Work Units; Microbreweries; 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, institutional, restaurant, or office uses, unless the following requirement is met: Single use residential developments shall be developed pursuant to the requirements of the Medium Density Residential (MDR) category

- 50 percent of the contiguous RPI category within one quarter of a mile radius of the subject site is developed for residential, institutional, restaurant, or office uses.

Developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and shall be subject to the limitation that uses that are not permitted as single-uses shall not exceed 90 percent of a development. Mixed use developments may not include more than 90 percent of any individual use.

Secondary Uses

Secondary uses shall be permitted in all residential land use categories; pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be

permitted: Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, 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, and Stormwater facilities.

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 for stage performances (but not motion picture theaters) and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; Transit stations; and Off street parking lots and garages that serve principal or secondary uses permitted within the RPI category.

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

Development density and minimum lot size for sites not served by centralized potable water and/or wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category.

Urban Priority Area (UPA) 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. Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 30 feet of the abutting property line and there shall be no minimum density. The~~

Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.

- 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 within 40 feet of the abutting property. Density may be clustered away from the abutting LDR and/or RR property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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 20102030 Comprehensive Plan or when single-family dwellings are permitted as a secondary use.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Urban Area (UA) 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.

- Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 20 feet of the abutting property line. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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 LDR and/or RR, in which case the maximum gross density shall be 20 units/acre within 35 feet of the abutting property. Density may be clustered away from the abutting LDR and/or RR and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.

- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Suburban Area (SA) and Rural Area (RA) 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. However, in the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

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.~~

~~An establishment or facility in which beer, wine, or other alcoholic beverages are produced for on-site consumption where production does not exceed 10,000 barrels (310,000 gallons) per year and offsite sales to a state licensed wholesaler do not exceed 75% of production is permissible by PUD only. The aforementioned shall not limit the production of beer, wine or other alcoholic beverages for exclusively on-site consumption in conjunction with an otherwise permissible restaurant or retail sales and service establishment.~~

~~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.~~

~~An establishment or facility in which beer, wine, or other alcoholic beverages are produced for on-site consumption where production does not exceed 10,000 barrels (310,000 gallons) per year and offsite sales to a state-licensed wholesaler do not exceed 75% of production is permissible by PUD only. The aforementioned shall not limit the production of beer, wine or other alcoholic beverages for exclusively on-site consumption in conjunction with an otherwise permissible restaurant or retail sales and service establishment.~~

~~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.~~

~~An establishment or facility in which beer, wine, or other alcoholic beverages are produced for on-site consumption where production does not exceed 10,000 barrels (310,000 gallons) per year and offsite sales to a state-licensed wholesaler do not exceed 75% of production is permissible by PUD only. The aforementioned shall not limit the production of beer, wine or other alcoholic beverages for exclusively on-site consumption in conjunction with an otherwise permissible restaurant or retail sales and service establishment.~~

~~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.~~

*City of Jacksonville 20452030 Comprehensive Plan
Future Land Use Element
Revised August 2020*

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. Preferred development patterns include those described in Policy 3.2.6 of this element. 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;~~

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~~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

Intent – All Development Areas

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 - GENERAL URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all NC sites within the Urban Priority Area all development areas.

Principal Uses

~~Offices, Business and professional offices, including veterinary offices; Multi-family dwellings, when combined with another principal use; Microbreweries as defined and limited in the RPI category; Financial institutions; Restaurants; 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 20102030 Comprehensive Plan; and Neighborhood cCommercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.~~

Single-use multi-family development is permitted when 50 percent or more of the contiguous NC category within up to one quarter of a mile radius is developed for non-residential uses.

Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses shall not exceed 80 percent of a development.

Secondary Uses

Secondary uses shall be permitted in all residential land use categories; pursuant to the Commercial land use introduction. Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, 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, 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 for stage performances (but not motion picture theaters) and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; Transit stations; and Off street parking lots and garages.

NC - URBAN PRIORITY AREA DENSITY

Development density and minimum lot size for sites not served by centralized potable water and wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

Urban Priority Area (UPA) 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. Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 30 feet of the abutting property line. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.
- The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

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- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Urban Area (UA) 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. Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 20 feet of the abutting property line. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Suburban Area (SA) and Rural Area (RA) Density

The maximum gross density in the Suburban Area shall be 20 units/acre and there shall be no minimum density. However, in the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

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.

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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.~~
- ~~• The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~

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.~~

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- ~~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. The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~

NC - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

~~The development characteristics provided herein shall be applicable to all NC sites within the Suburban Area.~~

- ~~Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.~~

- ~~Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.~~
- ~~Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting non-residential uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.~~
- ~~To promote a more compact, pedestrian friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.~~

NC - RURAL AREA (RA) INTENT

~~Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights of way will be considered preferred locations.~~

NC - RURAL AREA USES

~~The uses provided herein shall be applicable to all NC sites within the Rural Area.~~

Principal Uses

~~Offices, Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Commercial land use introduction.~~

NC - RURAL AREA DENSITY

~~The maximum gross density shall be 20 units/acre, and there shall be no minimum density. The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~

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 premium 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

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. Vertical integration of a mix of uses is encouraged. ~~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 collector ~~arterial~~ or higher on the Functional Highway Classification Map.

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 encouraged 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 a collector or higher on the Functional Highway Classification Map.

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 a collector or higher on the Functional Highway Classification Map; and which are 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.

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 - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all CGC sites within the Urban Priority Area all development areas.

Principal Uses

Commercial retail sales and service establishments including auto sales, funeral homes, and broadcasting offices and studios; Restaurants; Hotel and motel; Office, ~~Business and Professional Office~~ including veterinary office; Microbreweries; Restaurants; Financial institutions; Multi-family dwellings; Nursing homes and similar uses; 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.

Single-use multi-family development is permitted when 50 percent or more of the contiguous CGC category land area within up to one quarter of a mile radius is developed for non-residential uses.

Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses ~~Residential uses shall not be the sole use and shall not exceed 80 percent of a development.~~

Existing residential dwellings which were legally built as single or multi-family dwellings prior to the adoption of the 2010 2030 Comprehensive Plan, are allowed within this category shall be allowed as legal, non-conforming uses and may be rebuilt if necessary so long as the original use is not intensified, enlarged or converted to a non-residential use.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

~~Secondary uses shall be permitted in all residential land use categories; pursuant to the Commercial land use introduction.~~ Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions 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; Bed and breakfast establishments in appropriate locations in the designated historic residential districts.

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

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uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; and Off street parking lots and garages.

In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; ~~Dude~~ Guest 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

Development density and minimum lot size for sites not served by centralized potable water and wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

Urban Priority Area (UPA) 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.~~ Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 40 feet of the abutting property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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 not exceed 20 units/acre within 40 feet of the abutting property line and there shall be no minimum density. Density may be clustered away from the abutting LDR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases

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- where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.
- ~~The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Urban Area (UA) 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.

- Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 30 feet of the abutting property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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 LDR and RR, in which case the maximum gross density shall be 20 units/acre within 40 feet of the abutting property line and there shall be no minimum density. Density may be clustered away from the abutting LDR and/or RR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Suburban Area (SA) Density

The maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum gross density; except as provided herein.

- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre; except for sties abutting LDR and RR, in which case the maximum gross density shall not exceed 20 units/acre within 20 feet of the abutting property line and there shall be no minimum density. Density may be clustered away from the abutting LDR and/or RR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- 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.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Rural Area (RA) Density

The maximum gross density within the Rural Area shall be 20 units/acre and there shall be no minimum density. However, in the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

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.~~

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~~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.
- The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

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 CGG-2.~~

Secondary Uses

~~Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.~~

Accessory Uses

~~Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.~~

CGC - SUBURBAN AREA DENSITY

The maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum gross density; except as provided herein.

- ~~Transit Oriented Developments (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre; except for sties abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units/acre.~~
- ~~For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.~~
- ~~The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 4.1.10A.~~

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. The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~

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.~~

RC - GENERAL INTENT

Regional Commercial (RC) uses are intended to accommodate development and redevelopment of areas pursuant to a master plan that is implemented through a Planned Unit Development (PUD) Zoning District or a Transit Oriented Development (TOD) Zoning Overlay. The RC designation shall be implemented to facilitate innovative site planning, adaptive reuse, infill development and smart growth techniques and to allow for flexible and creative integration of uses that would not otherwise be accommodated under other land use categories. New development within the RC category shall be for sites under 250 acres in size, shall generally include a mix of both residential and non-residential uses, and are discouraged in the Rural Development Area.

RC land use designations in existence prior to the effective date of Ordinance 2020-044-E, including subsequent amendments to such RC designations, shall be exempt from these requirements, provided they continue to comply with the RC land use category requirements in place at the time the RC designation was originally approved. A copy of the former RC category is provided at the end of the current RC category description shall be provided in the background for the Future Land Use Element.

RC –GENERAL USES

Plan amendment requests for new RC designations shall be accompanied by a site-specific policy. The policy shall provide for a list of the permitted uses and density and intensity of uses along with any additional information deemed necessary. Gross acreage shall be used in calculating residential densities. The RC category shall be limited to projects that exhibit innovative and creative development concepts and shall not be used as a mechanism to circumvent application other land use categories.

DEVELOPMENT TYPOLOGY AND LAND DEVELOPMENT REGULATIONS

Development with the RC land use category shall be implemented through a PUD Zoning District or a TOD Zoning Overlay.

Plan amendment requests for new RC designations are preferred in locations which are supplied with full urban services, located in close proximity to a roadway classified as a collector or higher on the Functional Highway Classification Map and located within the Suburban Development Area. TOD developed within this category shall also be located within one half mile of a JTA premium transit station. The RC category shall be limited to projects that exhibit

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innovative and creative development concepts and shall not be used as a mechanism to circumvent application of other land use categories.

In addition to the criteria listed above, consistency with the goals, objectives and policies of the Comprehensive Plan and requirements of the Land Development Regulations, proposed RC designations and the associated PUD zoning or TOD Zoning Overlay shall be evaluated based on the following criteria and standards:

- Enables innovation and creativity in development that could not otherwise be accommodated under one or a combination of the other land use categories. This criteria shall include justification of how the proposed densities, intensities and mix of uses:
 - are appropriate and compatible, both internally and externally, and
 - facilitate innovation and creativity in development, and
 - are not based on the sole intent of maximizing development potential.
- Furthers smart growth practices as defined in Future Land Use Element Policy 1.1.25.
- Directs development away from wetlands, flood zones, CHHA, and AAA to preserve and protect environmentally sensitive lands.

REGIONAL COMMERCIAL (RC) – PREDATING ORDINANCE 2020-044-E

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 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-use land use category that is coterminous with the CBD Development Area and the DIA jurisdictional boundaries. The category allows residential, commercial, industrial, institutional, recreational, and entertainment uses, as well as transportation and communication facilities. The exact location, distribution, and density/intensity of various types of land use in the CBD will be guided by the Allocation of Development Rights Agreements approved in accordance with the Comprehensive Plan, Land Development Regulations, and any other applicable adopted plans and regulations.

- A. Except as provided in Subsection B., the maximum entitlements within the CBD land use category shall be consistent with Tables L-1.A and L-1.B. These tables represent the available entitlements at the time the Consolidated Downtown DRI abandonment is finalized. All existing development within the CBD and currently approved developments with DIA allocation agreements as of the date of the Consolidated Downtown DRI abandonment are vested.

Table L-1.A: CBD Existing Development Entitlements

Land Use	Units	Constructed or Allocated
Retail	Square Feet	2,733,393
Office	Square Feet	15,057,752
Industrial	Square Feet	618,731
Gov't/Inst.	Square Feet	4,973,546
Comm. Utilities	Square Feet	95,000
Residential	Units	5,668
Attractions (seats)	Seats	7,958
Hotel Rooms	Rooms	3,222
Marina Slips	Slips	789

Table L-1.B: CBD Development Entitlements For Allocation

Use	Units	Entitlements
Retail	Square Feet	4,416,520 sq. ft.
Office	Square Feet	20,489,404 sq. ft.
Industrial	Square Feet	1,043,163 sq. ft.
Government / Institutional	Square Feet	2,336,521 sq. ft.
Community Utilities	Square Feet	2,470 sq. ft.
Residential	Dwelling Units	11,051 d.u.
Attractions	Seats	18,166 seats
Hotel	Rooms	1,282 rooms

1. The entitlements in Table L-1.A identify development constructed and/or approved in DIA Allocation of Development Rights Agreements as of February 2020. Allocated entitlements not fully utilized by constructed projects can be reallocated by the DIA within the CBD and may be converted in accordance with Table L-2. Entitlements within DIA Allocation of Development Rights Agreements can be converted in accordance with Table L-2.
2. Table L-1.B identifies entitlements available for allocation within the CBD.
3. The entitlements identified in Tables L-1.A and L-1.B may be converted within the CBD land use category in accordance with the trade-off rates provided in Table L-2. The trade-off rates are based on P.M. Peak Hour Trip Rates provided in the ITE Trip Generation Manual, 6th Edition.
4. The DIA shall approve the distribution of the entitlements within the CBD land use category through Allocation of Development Rights Agreements.
5. The DIA shall prepare a report annually to monitor the status of entitlements within the CBD land use category and submit it to the Planning and Development Department during the first quarter of each fiscal year. The report shall take into consideration demolitions occurring within the CBD land use category that can be credited towards available entitlements within the CBD land use category.
6. The maximum number of marina slips within the CBD land use category shall be in accordance with the Duval County Manatee Protection Plan. All approvals associated with the required permits and approvals and subsequent renewals will comply with the Boat Facility Siting Plan.
7. Development within the CBD land use category shall be consistent with the City's adopted Mobility Plan and all valid concurrency approvals, i.e. Vested Property Affirmation Certificates (VPACs).

Table L-2: CBD Land Use Transportation / Trade-Off Matrix

		TO									
ITE Code		110	220	310	560	565	610	710	720	820	
ITE Code	Land Use / Units	Lt. Industrial / 1,000 SF	Multi-Family Residential / Dwelling Unit	Hotel / Room	Church / 1,000 SF	Day Care / 1,000 SF	Hospital / Room	General Office, Gov't Office, & Institutional / 1,000 SF	Medical Office / 1,000 SF	Retail Commercial / 1,000 SF	
110	Lt. Industrial / 1,000 SF	1.000	1.581	1.607	1.485	0.0742	1.065	0.658	0.268	0.397	
310	Hotel / Room	0.622	0.984	1.000	0.924	0.0462	0.663	0.409	0.167	0.247	
560	Church / 1,000 SF	0.673	1.065	1.082	1.000	0.0500	0.717	0.443	0.180	0.267	
565	Day Care / 1,000 SF	13.469	21.290	21.639	20.000	1.000	14.348	8.859	3.607	5.344	
610	Hospital / Room	0.939	1.484	1.508	1.394	0.0697	1.000	0.617	0.251	0.372	
FROM	General Office, Gov't Office, & Institutional / 1,000 SF										
	710	1.520	2.403	2.443	2.258	0.113	1.620	1.000	0.407	0.603	
	720	3.735	5.903	6.000	5.545	0.277	3.978	2.456	1.000	1.482	
	820	2.520	3.984	4.049	3.742	0.187	2.685	1.658	0.675	1.000	

1. The entitlements identified in Tables L-1.A and L-1.B may be exchanged within the CBD land use category in accordance with the trade-off rates provided in Table L-2. The trade-off rates are based on P.M. Peak Hour Trip Rates provided in the ITE Trip Generation Manual, 6th Edition.

2. Example Calculations: Trade-off 10,000 sq. ft. of Office for Retail – $10,000 / 1,000 = 10 \times 0.603 = 6.03 \times 1,000 = 6,030$ sq. ft. of Retail
 Trade-off 25,000 sq. ft. of Retail for Multi-Family Residential – $25,000 / 1,000 = 25 \times 3.984 = 99.6$ MF Residential units

Table L-3: Shipyards and Metropolitan Park Entitlements

Use	Units	Entitlements
Marina	Boat Slips	400 slips
Residential	Dwelling Units	662 d.u.
Retail	Square Feet	100,000 sq. ft.
Office	Square Feet	1,000,000 sq. ft.
Hotel	Rooms	350 rooms

1. The approval of the 400-slip docking facility is contingent on securing all Federal, State, and Local permits and approvals from applicable regulatory agencies and, to the extent that there is not title to the submerged land under the docking facility, any necessary consent of use or submerged land lease by the Trustees of the Internal Improvement Trust Fund.
2. The maximum number of marina slips within the CBD land use category shall be in accordance with the Duval County Manatee Protection Plan. All approvals associated with the required permits and approvals and subsequent renewals will comply with the Boat Facility Siting Plan.
3. The 400 marina slips are in addition to the approved and constructed 70-slip transient facility existing at Metropolitan Park.
4. The entitlements in Table L-3 may be utilized on other properties within the CBD upon approval of an ordinance by City Council.
5. Development within the CBD land use category shall be consistent with the City's adopted Mobility Plan and all valid concurrency approvals, i.e. Vested Property Affirmation Certificates (VPACs).
6. The Downtown Investment Authority shall approve the distribution of the entitlements within the CBD land use category through Allocation of Development Rights Agreements.
7. The City's DIA shall prepare a report annually to monitor the status of entitlements within the CBD land use category and submit it to the Planning and Development Department during the first quarter of each fiscal year. This report shall take into consideration demolitions occurring within the CBD land use category that can be credited towards available entitlements within the CBD land use category.

Table L-4: Shipyards and Metropolitan Park Transportation / Trade-Off Matrix

		ITE Code	TO				
			220	310	420	710	820
FROM	ITE Code	Land Use / Units	Multi-Family / Dwelling Unit	Hotel / Room	Marina / Berth	General Office / 1,000 sq.ft.	Retail Commercial / 1,000 sq. ft.
	220	Multi-Family / Dwelling Unit	1.000	1.058	3.2632	0.4161	0.2500
	310	Hotel / Room	0.9516	1.000	3.1053	0.3960	0.2379
	420	Marina / Berth	0.3065	0.3220	1.000	0.1275	0.0766
	710	General Office / 1,000 sq.ft.	2.4032	2.5254	7.8421	1.000	0.6008
	820	Retail Commercial / 1,000 sq. ft.	4.0000	4.2034	13.0526	1.6644	1.000

1. The maximum entitlements identified in Table L-3 may be exchanged within the CBD land use category in accordance with the trade-off rates provided in Table L-4.
2. Example Calculations: Trade-off 10,000 sq. ft. of Office for Retail – $10,000 / 1,000 = 10 \times 0.6008 = 6.008 \times 1,000 = 6,008$ sq. ft. of Retail Trade-off 25,000 sq. ft. of Retail for Multi-Family Residential – $25,000 / 1,000 = 25 \times 4.000 = 100$ MF Residential units

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 business offices and low intensity light industrial uses. Uses, with the exception of ancillary and accessory outside storage uses, shall be conducted within an enclosed building. Commercial Business 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 and densities. 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 premium 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.

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.

Suburban Area (SA)

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.

Rural Area (RA)

Unless a site is identified on the Industrial Preservation Map (Map 18), Plan amendment requests for new BP designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

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.~~

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BP - GENERAL 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 all development areas.

Principal Uses

Offices; ~~Business and professional offices;~~ Banks; Financial institutions; Research and development activities; Radio and TV studios; Commercial retail sales and service establishments; Restaurants; Major institutions; Light manufacturing; fabrication and assembly; ~~Light industrial;~~ Warehousing; Distribution; Multi-family dwellings; Live/work units; Hotels and motels; ~~Off street parking lots and garages when combined with another principal use;~~ 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 multi-family residential uses are permitted when 50 percent or more of the contiguous BP category within up to one quarter of a mile radius of the subject site is developed for any of the other uses permitted in the BP category.

Commercial retail sales and service establishments and residential uses developments that do not comply with the provisions listed above shall provide a mix of uses within the development site and shall be subject to the limitation that commercial retail sales and service establishments and residential uses shall not exceed 80 percent of a development. ~~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 in ~~under Objective 2.5~~ of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

Existing residential dwellings which were legally built as single or multi-family dwellings prior to the adoption of the 2010 ~~2030~~ Comprehensive Plan ~~are allowed within this category shall be allowed as legal, non-conforming uses and may be rebuilt if necessary so long as the original structure and density is not intensified, enlarged or converted to a non-residential use, and~~ 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. All public facilities and non-residential uses permitted in residential and commercial land use categories; and Outside storage accessory to a permitted use provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations~~

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~~ Guest ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Ancillary and 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

~~Development density and minimum lot size for sites not served by centralized potable water and wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.~~

Urban Priority Area (UPA) and Urban Area (UA) 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. Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and development shall not exceed 20 units/acre within 30 feet of the abutting property. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.~~
- 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

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Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall not exceed be 20 units/acre within 40 feet of the abutting property and there shall be no minimum density. Density may be clustered away from the abutting LDR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.

- The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small-scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Suburban Area (SA) Density

The maximum gross density in Suburban Area shall be 20 units/acre and there shall be no minimum density; except as provided herein.

- 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 LDR and RR, in which case the maximum gross density shall not exceed 20 units/acre within 30 feet if the abutting property. Density may be clustered away from the abutting LDR and/or RR and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

Rural Area (RA) Density

The maximum gross density in Rural Area shall be 20 units/acre and there shall be no minimum density; except as provided herein.

- 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 LDR and/or RR, in which case the maximum gross density shall not exceed 20 units/acre within 25 feet of the abutting property and there shall be no minimum density. Density may be clustered away from the abutting LDR and/or RR. The Land Development Regulations shall include a process to waive or reduce these requirements

in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.

- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

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. The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~

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.~~

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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. The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.~~

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 that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place.

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 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 and uses, other than outside storage, shall be conducted within an enclosed building.

Principal Uses

Light assembly and manufacturing; Packaging; Processing; Manufacturing of paints, enamels and allied products; Concrete batching plants; Storage/warehousing; Distribution; Research and development activities; Transportation terminals; Radio/T.V. studios; Transmission and relay towers; Yard

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waste composting; Recycling facilities; ~~Business/professional o~~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 the adoption of the 2010 Comprehensive Plan shall be allowed as a legal, non-conforming uses and may be rebuilt if necessary so long as the original structure and density is not intensified or enlarged in any way, 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. All public facilities and non-residential uses permitted in residential and commercial land use categories may also be permitted as secondary uses.~~

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

~~Generally, heavy industrial uses involve creating or utilizing materials or products predominantly from extracted or raw materials, or perform activities that potentially involve hazardous or commonly recognized offensive conditions. 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 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~~

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~~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

Research and development activities; Transmission and relay towers; Mining; Heavy manufacturing; Repair; Fabrication; Assembly; Packaging; Processing; Distribution; Transportation operations; Railroad switching yards; Solid waste management facilities including composting and recycling operations; and Utility plants. Uses engaged in the basic processing and manufacturing of materials or products predominantly from extracted or raw materials, or a use engaged in storage of, or manufacturing processes using flammable or explosive materials, or storage or manufacturing processes that potentially involve hazardous conditions. Uses engaged in the operation, parking, and maintenance of vehicles, cleaning of equipment or work processes involving solvents, solid waste or sanitary waste transfer stations, recycling establishments, truck terminals, public works yards, and container storage.

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. All public facilities and non-residential uses permitted in residential and commercial land use categories may also be permitted as secondary uses, with the exception that public schools are not permitted in the Heavy Industrial Category.

WATER DEPENDENT-WATER RELATED (WD-WR)

WD-WR - GENERAL INTENT

WD-WR is a category primarily intended for land uses that meet the definition of “recreational and commercial working waterfront” (per Section 342.07 F.S. and this Plan) or 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 and recreational and commercial working waterfronts.

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; manufacturing incidental to a water dependent/water related principal use; Non-manufacturing; Storage; Processing; Transportation; Dredge; and ~~D~~isposal 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. All public facilities and non-residential uses permitted in residential and commercial land use categories.

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 large-scale development and redevelopment projects pursuant to an approved conceptual long-term master plan and is implemented through one or more Planned Unit Development (PUD) or conventional zoning districts. The criteria provided within this category are based on a long-term planning strategy that results in a cohesive and compatible development pattern, the provision of adequate public facilities, utilities and infrastructure and the protection of environmentally sensitive land and species. New designations under the MU category shall generally be for sites greater than 250 acres in size in the Suburban, Urban and Urban Priority Development Areas and for sites greater than 1,000 acres in the Rural Development Area. Development within each MU designation shall include a mix of both residential and non-residential uses and shall incorporate multi-modal transportation concepts consistent with the goals of the Mobility Strategy Plan.

MU land use designations in existence prior to the effective date of Ordinance 2010-400-E, 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 section. A copy of the MU category as it existed prior to adoption of Ordinance 2010-400-E is provided after the current category description.

MU land use designations adopted pursuant to the MU provisions established in Ordinance 2010-400-E, 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 4.3.18 and 4.3.19 comply with this section. A copy of the MU category as adopted pursuant to Ordinance 2010-400-E is provided after current category description.

MU GENERAL USES

Plan amendment requests for new MU designations shall be accompanied by a site specific policy that addresses the total gross acreage of the site, the permitted uses and the densities and intensities of those uses, a statement that development shall not be permitted until such time as a conceptual master plan is approved by the City Council, a statement that all development within the MU shall be consistent with the approved conceptual master plan and any additional information deemed necessary. The proposed amendment application shall include a non-binding preliminary development map.

The conceptual master plan shall, at a minimum, address the following:

1. The general distribution, location and densities or intensities of residential and non-residential development.
2. Acknowledgement that rezonings will be submitted where such uses, densities and intensities are inconsistent with the current zoning designations prior to development reviews and approvals for developments within the overall site.
3. The general distribution and location of conservation areas and wetland buffers.
4. The strategy for providing centralized utilities for water and sewer service throughout the planning area, including a general phasing plan that identifies when development is anticipated to require the need for additional facilities. The Water Supply Facilities Work Plan (WSFWP) must be updated prior to any development phase requiring construction of potable, treatment, and/or non-potable water supply facilities to incorporate the applicable planned facilities into the WSFWP.
5. Identification of the major internal transportation facilities necessary to serve the future land uses through an efficient and connected network.
6. General identification of how the major internal transportation facilities will connect to the external transportation network with proposed future connections to any State facilities subject to review by the Florida Department of Transportation.
7. A basic assessment shall be conducted of the currently identified and expected roadway operating conditions of the immediately surrounding transportation network for the conceptual master plan (methodologies and assumptions used in this assessment shall be agreed upon by the Planning and Development Department, the Florida Department of Transportation, and the owner or authorized agent).
8. Coordination with the Florida Fish and Wildlife Conservation Commission staff in the design of the conceptual master plan.
9. Requirements and limitations for submitting proposed conceptual master plan amendments through the Planning and Development Department to the City Council for review and approval.

**MU CATEGORY DESCRIPTIONS PURSUANT TO AND PRE-DATING
ORDINANCE 2010-400-E**

MU GENERAL INTENT – PURSUANT TO ORDINANCE 2010-400-E

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:

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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 2030 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 – Multi Use (PUD-MU) 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

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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 – Multi Use (PUD-MU) zoning district. No development beyond current use of the site shall take place until such time as the Preliminary Phase and Development Phase PUD-MU applications, as set forth in the PUD-MU Procedures of the Zoning Code, are 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 Department 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 depicted on a map and 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 Development Phase PUD-MUs 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

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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. PUD-MUs can be amended so long as the applicant establishes the following:

1. The overall MU development maintains a minimum internal capture rate of 15 percent; and
2. The overall MU 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 as specified in the PUD-MU procedures. The details and contents of the monitoring/tracking report will be addressed in the preliminary phase PUD-MU, including demonstration of how the overall project is progressing towards attainment of the required 15% internal capture rate. This monitoring/tracking report shall be reviewed for accuracy, sufficiency and completeness 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.

MULTI - USE (MU) – PREDATING ORDINANCE 2010-400-E

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. The major purposes of this designation are to facilitate mixed-use development with horizontal and vertical land use integration, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. Design, aesthetics and environmental protection and enhancement are to be emphasized as part of the Multi-Use land use category. This designation will only be applied to areas that are of regional significance and offer a more practical means of their illustration of the Future Land Use Map series (FLUMs).

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). 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 this criteria must involve a public participation component. These are the only areas to which the Multi-Use will apply. Developments in the Multi-Use category are authorized to use a proportionate share contribution provision in accordance with the provisions of Florida Statutes 163.3180(12) concerning transportation improvements.

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. Additionally, 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:

This land use designation shall not be approved where other land use designations within the City land use plan provide sufficient flexibility for the existing or proposed land uses.

The density and intensity of land uses permitted within this category shall include at least two different land uses and of these no one land use can exceed 70% of the land area involved in the particular amendment.

Multi-Use land uses will be of regional significance and either a DRI, RAC, FQD, former Military Base or TMA, or based upon a City of Jacksonville sponsored and adopted community plan and its resulting revised land development regulations.

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.

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 2030 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. Within that policy shall be enumerated all the future land use categories which will be utilized by the development without specific locations so that any land use category may be used anywhere in the development subject to the requirements of other applicable local land development.

RECREATION AND OPEN SPACE (ROS)

ROS - GENERAL INTENT

This category includes lands used for activities that are associated with outdoor recreation. The FLUMs depict major existing recreational facilities only since neighborhood scale recreational areas are allowed as secondary uses within the residential and commercial categories. The location of new recreational facilities will be guided by the provisions of this and other elements of the 2030 Comprehensive Plan. Recommendations in the more specific planning district, neighborhood or functional plans will also be considered in siting future recreational facilities.

ROS - GENERAL USES

The uses provided herein shall be applicable to all ROS sites in all Development Areas.

Principal Uses

Parks, Playgrounds; Golf courses; Driving ranges; Marinas; Fairgrounds and spectator sports facilities in public and private ownership; carbon sinks; Pastoral

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open space managed by the Recreation and Community Services Department is also included.

Secondary Uses

Dude Guest ranches; Riding academies; Boarding stables; Private camps; Campgrounds; Travel trailer parks that include on-site recreational facilities or that are located in close proximity to a recreational attraction; 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.

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Principal Uses

All lawful government activities; Public buildings and grounds; Schools; Criminal justice facilities; Military installations; Transportation facilities including airports, train stations, terminals etc.; Dredge material disposal; along with ancillary and accessory uses such as Warehouses; General aviation uses; Hotels; Motels; Restaurants; Car rental agencies; Public/private institutions; Churches Religious institutions and places of worship; Hospitals, including Professional medical 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)

CSV - GENERAL INTENT

Conservation lands are areas with valuable environmental resources, such as sensitive vegetation, high value habitat, wetlands, high aquifer recharge potential, carbon sinks and unique coastal areas. Some resource systems are highly sensitive and easily destroyed by indiscriminate human activity. These will be protected through public or private nonprofit ownership and management over time.

Areas in public or private ownership with unique environmental characteristics, such as coastal lands, may be designated as Special Management Areas (SMA) in accordance with the provisions of the Conservation/Coastal Management Element. In order to enhance and protect their unique resources, these areas will be subject to additional land use controls implemented through their specific management plans. The FLUMs series include an Environmentally Sensitive Areas Map (ESAM), which is used in concert with the Future Land Use Map series (FLUMs). The boundaries of the flood hazard areas on the ESAM are based on the federal Flood Insurance Rate Maps (FIRM), while the location and boundaries of wetlands and other environmentally sensitive areas potentially subject to additional regulatory controls are based on a variety of sources, including St. Johns River Water Management District and generalized United States Geological Survey (USGS) mapping. Accordingly, the location and boundaries of these areas are not precise, but are rather intended to serve as a guide in identifying sites that

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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~~ Guest ranches; Riding academies; Game preserves; Bird sanctuaries; Fish hatcheries and refuges; Watersheds; Reservoirs; Control structures and wells; Retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies; Animal hospitals; Veterinary clinics; Animal boarding places; Dog kennels; Resource based activities, such as conservation, recreation, and mining activities; renewable energy facilities and uses, such as wind and solar farms; and Marinas meeting the siting criteria of the Conservation/Coastal Management Element.

Other non-resource based uses may be permitted provided they meet the following criteria:

- The provision of the facilities and services is in conformity with the provisions of this and other elements of the ~~2030~~ Comprehensive Plan;
- The use meets all local, State and federal regulatory requirements and performance standards;
- The location, scale, and design of the facilities are compatible with agricultural and rural activities;
- The use does not attract urban sprawl, spin-off urban development or may not be a desirable activity in the ~~u~~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 Religious institutions and places of worship; Public facilities including schools; and Home occupations.

AGR - DENSITY

The maximum gross density in the AGR category~~categories~~ shall be as follows: one (1) unit/2.5 acres in all Development Areas.

- ~~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, 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 family homestead partitions 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.

~~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) (iv) categories category 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 3.1.23 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.~~

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- ~~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) AGR land use category. 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~~ Guest 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~~ Religious institutions 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 was ~~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

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designed to provide for the "internal capture" of daily trips for work, shopping and recreational activities through the development of Rural Villages. New Rural Villages are not permitted. Rural Villages that were approved prior to adoption of the 2045 Comprehensive Plan may continue to be developed and revised so long as they continue to comply with the standards set forth herein but may not be expanded beyond the site area approved prior to adoption of the 2045 Comprehensive Plan.

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 Rural Villages proposed mix of land uses must be protected to result in a minimum internal capture rate of 15% of the total PM peak hour trip generation at build out of the Rural Village development.

The requirements of this designation shall not apply to, affect or limit the continuation of existing rurally developed areas.

WETLANDS

Wetlands generally include swamps, marshes, bogs and similar areas. Both freshwater as well as saltwater wetlands are shown on the FLUMs. The location and boundaries of wetlands on the FLUMs are based on a variety of sources, including St. Johns River Water Management District and generalized United States Geological Survey (USGS) mapping. Accordingly, the location and boundaries of these areas are not precise, but are rather intended to serve as a guide in identifying sites that may be subject to regulatory mechanisms. Exact boundaries will be established for regulatory purposes using detailed site surveys completed prior to the issuance of development orders. These areas therefore are depicted on the FLUMs under the appropriate land use category for which areas around these can be used/developed subject to applicable local, regional, State and federal regulations.

WATER

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

VESTED DEVELOPMENT RIGHTS

In those instances where the 2010 2030-Comprehensive Plan, including subsequent updates, 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 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 2010 2030 Comprehensive Plan, including subsequent updates, 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 2010 2030-Comprehensive Plan, including subsequent updates;

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- (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~~ The 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 2030 Comprehensive Plan, including subsequent updates, 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 districts 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. 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 order to guide updates and revisions to the 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. These plans and should be scheduled for routine review and update to maintain consistency with local conditions and state and local planning policies. ~~The City should evaluate and modify the Planning District boundaries to achieve smaller districts or sub-districts which have common characteristics. This will enable to 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~~ 2045 Comprehensive Plan. In the event that the recommendations in existing special study and district plans conflict with the ~~2030~~ 2045 Comprehensive Plan, the ~~2030~~ 2045 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~~ 2045 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~~ 2045 Comprehensive Plan will be amended, pursuant to applicable statutory and local laws, to reflect the provisions of the special study or district plan.

These plans and studies should be scheduled for routine review and update to maintain consistency with local conditions and state and local planning policies.

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Type of Land Use Category	FLUMS* Allocated Acreage	Developed Acreage*	Developable Acreage**	Undevelopable Acreage***	2010 Gross Acreage Need	2010 % of Need*	2015 Gross Acreage Need	2015 % of Need*	2020 Gross Acreage Need	2020 % of Need*	2025 Gross Acreage Need	2025 % of Need*	2030 Gross Acreage Need	2030 % of Need*
AGR-I*	20,975.00	2,405.00	11,697.00	6,873.00	3,361.68	419%	3,109.54	454%	2,878.32	480%	2,660.60	530%	2,461.06	573%
AGR-II*	46,040.35	5,745.00	20,400.00	20,085.35	8,565.34	303%	7,922.94	288%	7,328.72	354%	6,770.06	393%	6,270.63	414%
AGR-III*	39,790.63	8,763.00	2,787.90	9,240.63	8,104.84	377%	7,498.97	407%	6,934.70	441%	6,414.60	476%	5,933.50	515%
AGR-IV*	15,867.09	7,978.00	5,103.00	2,785.09	2,993.26	437%	2,768.77	472%	2,561.11	511%	2,368.03	552%	2,191.35	597%
BP	6,771.04	2,411.00	2,464.00	1,896.04	2,774.11	176%	3,149.48	155%	3,508.99	139%	3,840.23	127%	4,139.24	118%
CBD****	1,675.95	742.00	273.00	660.95	742.00	137%	742.00	137%	742.00	137%	742.00	137%	742.00	137%
CGC	21,261.74	9,192.00	3,970.00	8,299.74	10,533.87	125%	11,911.76	110%	13,249.66	99%	14,475.75	91%	15,578.75	84%
CSV*	25,363.96	2,940.00	6,731.00	15,692.96	2,940.00	329%	2,940.00	329%	2,940.00	329%	2,940.00	329%	2,940.00	329%
HDR	84.14	25.00	24.00	35.14	29.62	165%	33.81	145%	38.04	129%	42.21	116%	46.16	106%
HI	10,440.44	3,972.00	4,131.00	2,407.44	4,478.70	179%	5,070.88	158%	5,445.87	142%	6,171.95	130%	6,646.85	121%
LDR	137,665.71	79,605.00	18,384.00	39,976.71	85,147.09	111%	96,154.31	102%	104,251.25	94%	112,220.58	87%	119,786.28	82%
LI	21,456.70	6,979.00	5,910.00	8,667.70	7,818.09	164%	8,797.26	147%	9,692.99	133%	10,510.04	123%	11,248.77	115%
MOR	23,019.24	13,054.00	3,673.00	6,365.24	14,571.63	114%	15,921.51	105%	17,286.52	96%	18,630.02	89%	19,905.47	84%
MU*	38,218.66	6,731.00	11,608.00	19,879.66	8,538.79	215%	10,395.10	176%	12,197.64	150%	13,846.88	132%	15,335.33	120%
NC	997.34	357.00	245.00	385.34	440.00	137%	525.23	115%	607.99	99%	683.71	88%	752.06	80%
PBF	40,206.75	25,704.00	8,052.00	6,450.75	26,565.57	127%	27,450.25	123%	28,309.27	119%	29,095.21	116%	29,804.66	113%
RC	1,210.00	713.00	361.00	136.00	786.00	135%	881.23	122%	963.69	111%	1,039.71	103%	1,108.06	97%
ROS	8,283.56	2,395.00	4,067.00	1,831.56	2,630.13	245%	2,881.85	224%	3,126.25	206%	3,349.87	193%	3,551.73	182%
RPI	9,810.19	3,475.00	2,596.00	3,739.19	3,819.74	159%	4,173.73	145%	4,517.44	134%	4,831.92	126%	5,115.80	119%
RR	17,877.18	7,043.00	7,546.00	3,288.18	8,260.93	177%	9,383.53	156%	10,479.14	139%	11,576.85	126%	12,674.56	115%
WD-WR	5,688.22	2,628.00	1,816.00	1,142.22	2,927.03	152%	3,234.32	137%	3,532.23	126%	3,805.01	117%	4,051.26	110%
WATER*	49,845.99	361.00	480.00	49,004.99	-	-	-	-	-	-	-	-	-	-
Totals:	542,448.18	192,866.00	141,029.00	208,554.18	209,096.41	-	224,922.04	-	240,788.73	-	255,022.99	-	270,283.54	-

Source: Planning and Development Department, City of Jacksonville -August 2018

Acreage statistics are current through February 2014 for Large Scale Adoptions 1991A to 2016A-005, DRI-Related Adoptions 1999F-001 to 2013F-002, and Small-Scale Adoptions 1993S01 to 2011S07 and to December 31, 2017.

*All parcels with a structure (building value >\$5,000)
**All properties have no building value, no wetlands, and are > 1 acre
***All wetlands, water, and right-of-way
****No net increase is anticipated for CBD acreage for the projection period.
CSV, PBF, and ROS are assumed to not be developable
*Percent (%) of Need = [(Allocated-Undevelopable)/Need] --> This indicates how much land we have available in comparison with the gross acreage needed for each category.
*No increase in agricultural land uses is anticipated for the projection period.
Agricultural uses are expected to decrease throughout the projection period as urbanization increases.
*CSV uses are based upon planned acquisitions of land. Currently, there are no planned acquisitions for the projection period.
*Water 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.
*Due 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 ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

City of Jacksonville

Generalized Soils*

- Soil Group Names by Code
- | SCODE | Soil Group Name |
|-------|---|
| 1 | Chipley-Kureb-Lakeland Association |
| 2 | Coastal Beach and Dunes Association |
| 3 | Coville-Ocilla-Portsmouth Association |
| 4 | Leon-Palmer-Mascotte Association |
| 5 | Plummer-Ruffalo Association |
| 6 | Total Marsh and Total Swamp Association |
- Roads - Oct 27 2008
 Major Highways
 River
 Duval County

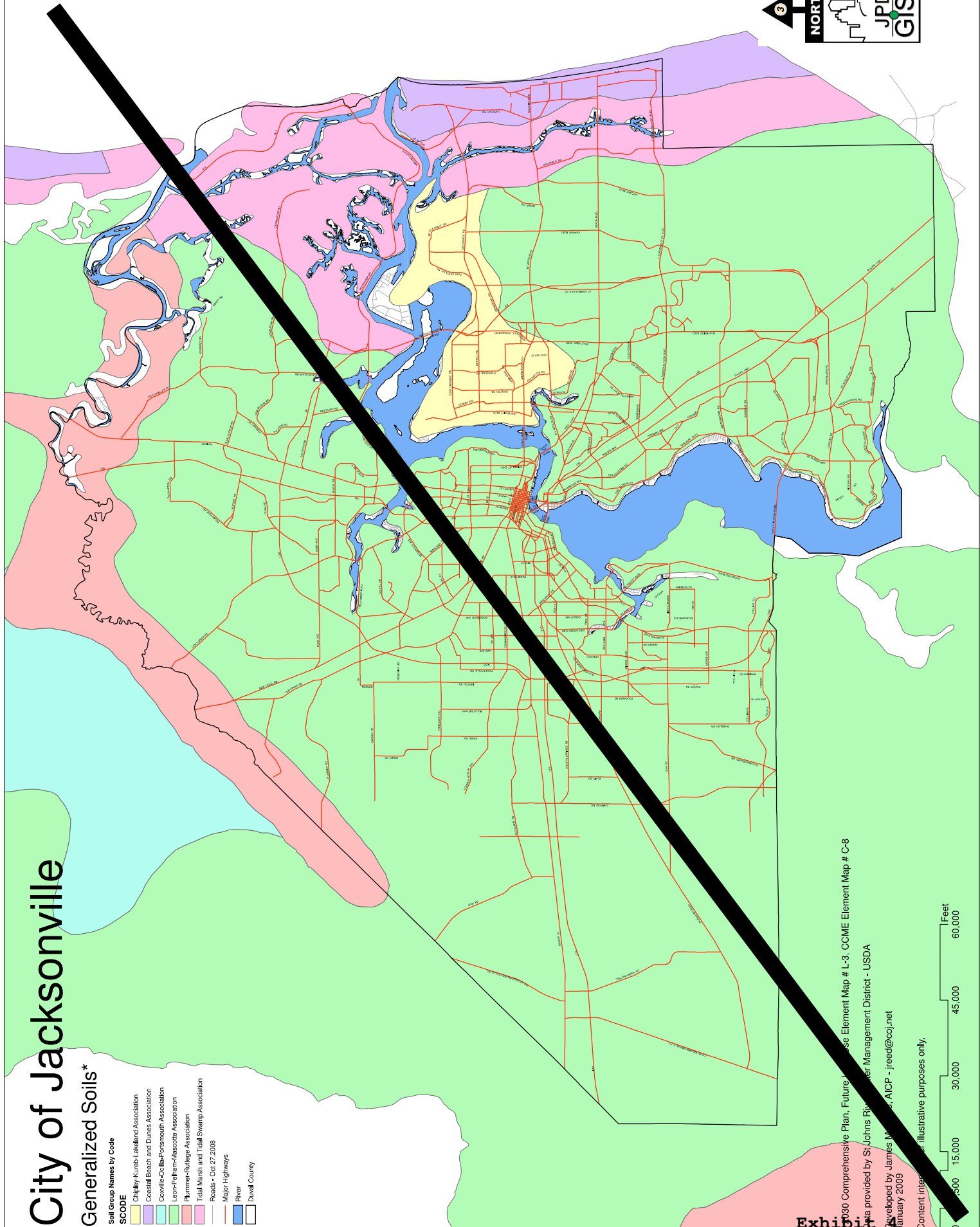


Exhibit 13-30 Comprehensive Plan, Future Land Use Element Map # L-3, CCME Element Map # C-8

Data provided by St. Johns River Water Management District - USDA

Developed by James M. [redacted], AICP - jreed@coj.net

January 2009

Content intended for illustrative purposes only.

~~MAP L-4 100 YEAR FLOODPLAIN~~

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

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

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*


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 high energy shoreline; salinity >30 ppt

 Palustrine - Mostly freshwater wetlands; and waterbodies <20 acres and <2 meters deep at low water

 Major Highways

 Duval County

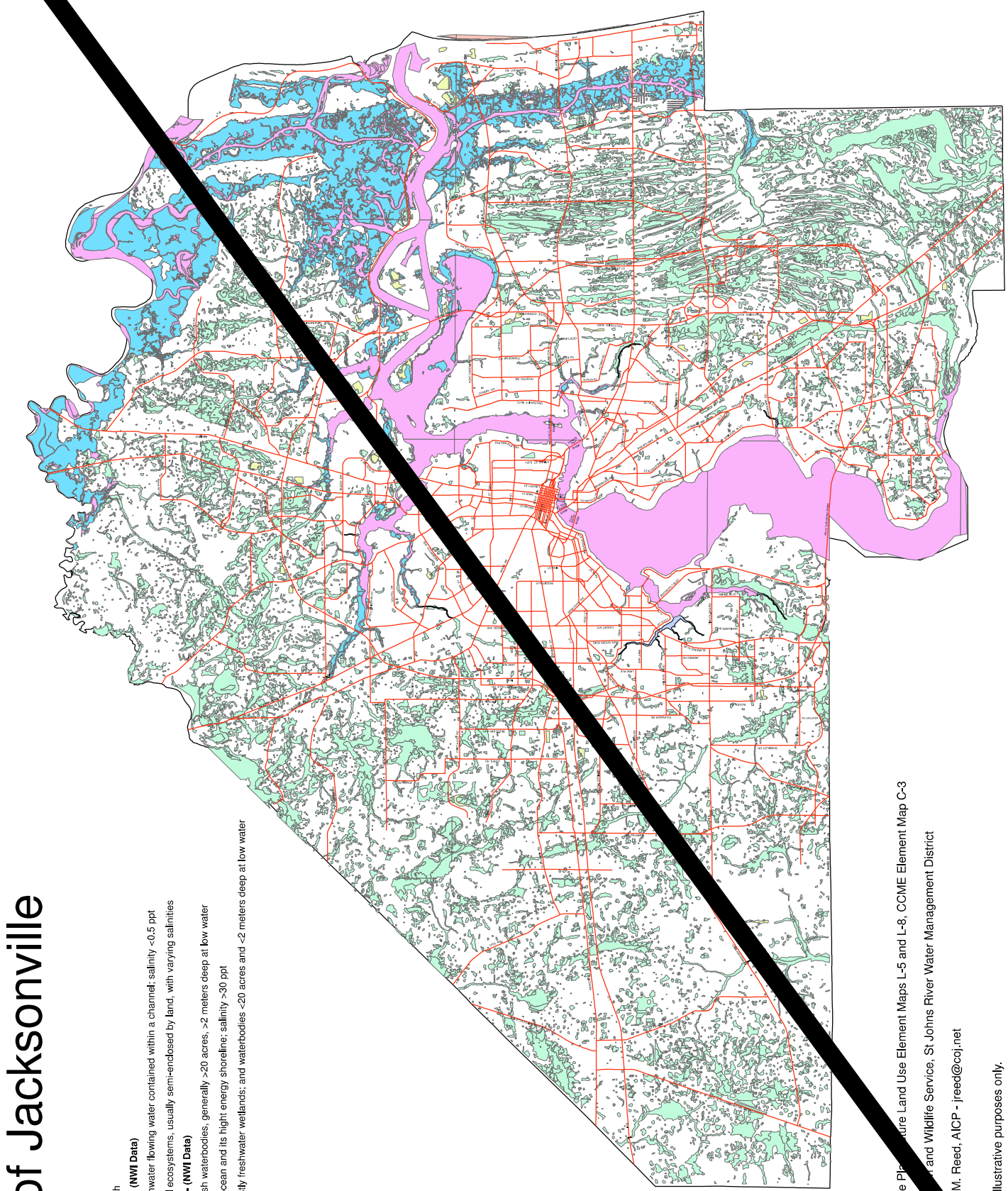


Exhibit C-3

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 2010

Content intended for illustrative purposes only.



~~MAP L-9 COASTAL HIGH HAZARD AREAS (CHHA)~~

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

City of Jacksonville

CHHA and Hurricane Evacuation Zones*

- CHHA
- Storm Surge Category
 - 1
 - 2
 - 3
 - 4
 - 5
- Major Highways
- Roads - Oct 27 2008
- River
- Duval County

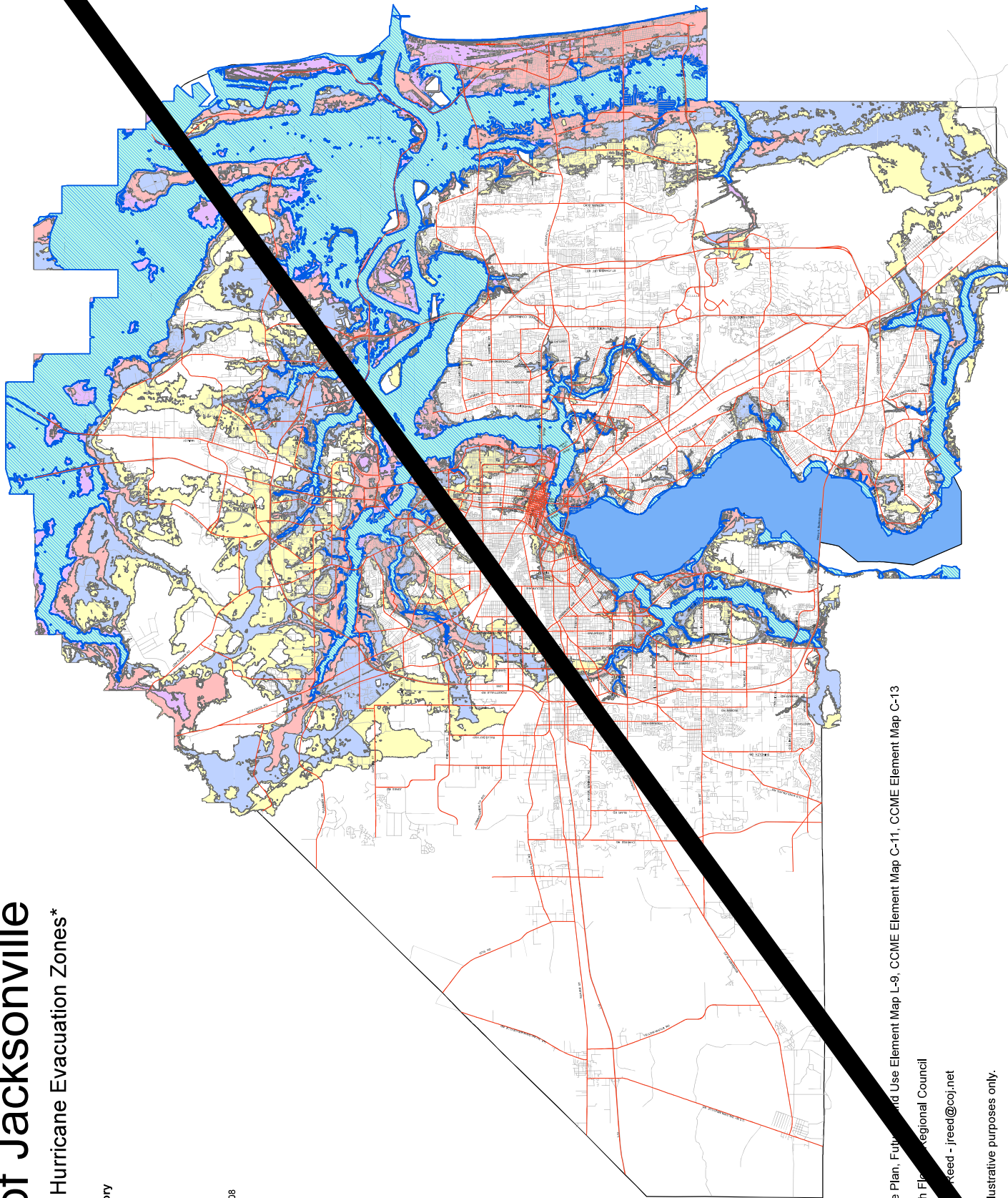


Exhibit C

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 Reed - jreed@coj.net

November 25, 2008

Content provided for illustrative purposes only.



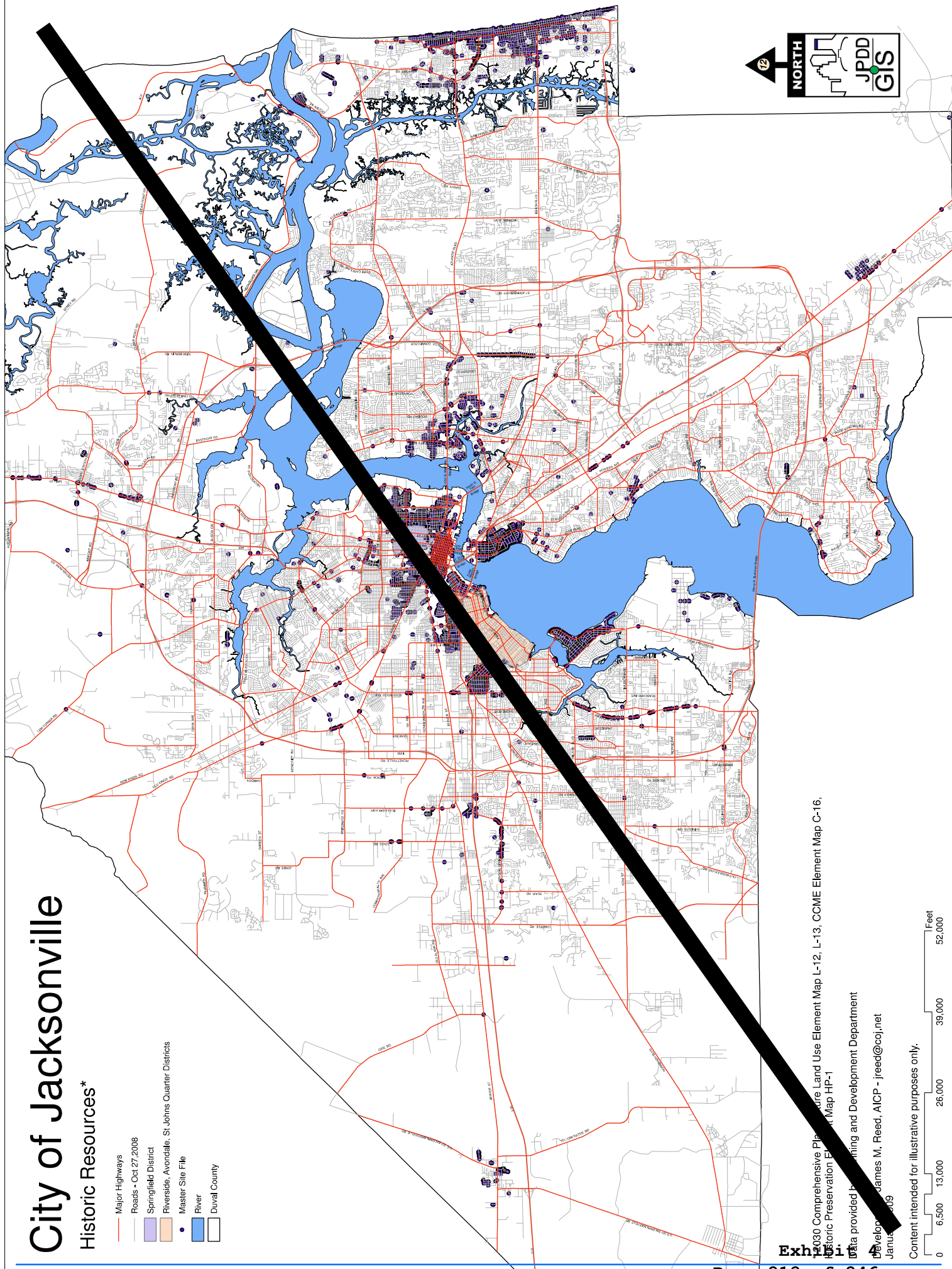
~~MAP L-12/MAP L-13 HISTORIC RESOURCES AND DISTRICTS~~

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

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



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

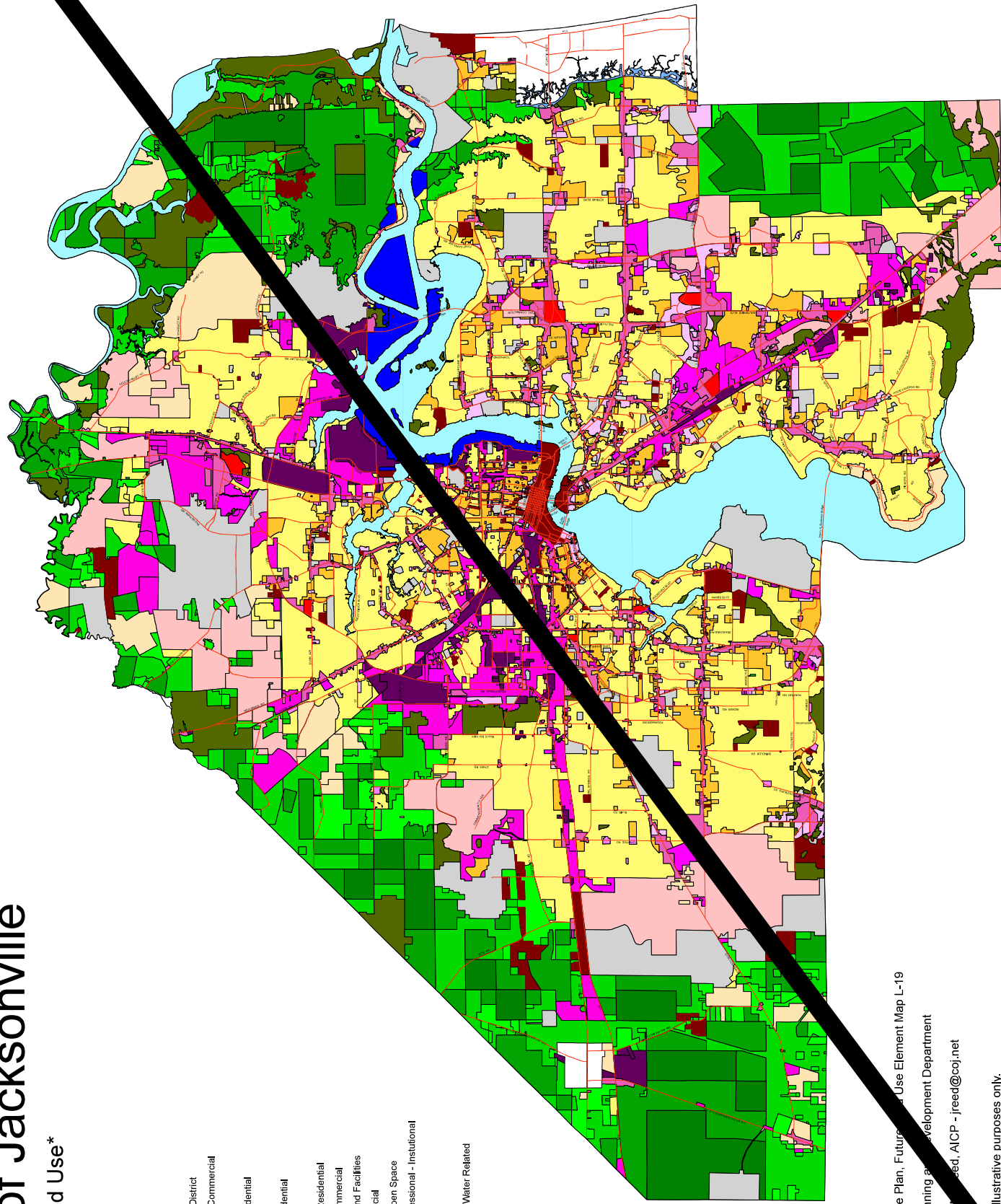
City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~

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
- Multi Use
- Major Highways
- River
- Duval County



Exhibit

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

Data provided by Planning and Development Department

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

January 28, 2020

Content intended for illustrative purposes only.

~~MAP L-20 URBAN REDEVELOPMENT AREA~~

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

City of Jacksonville

Urban Redevelopment Areas*

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

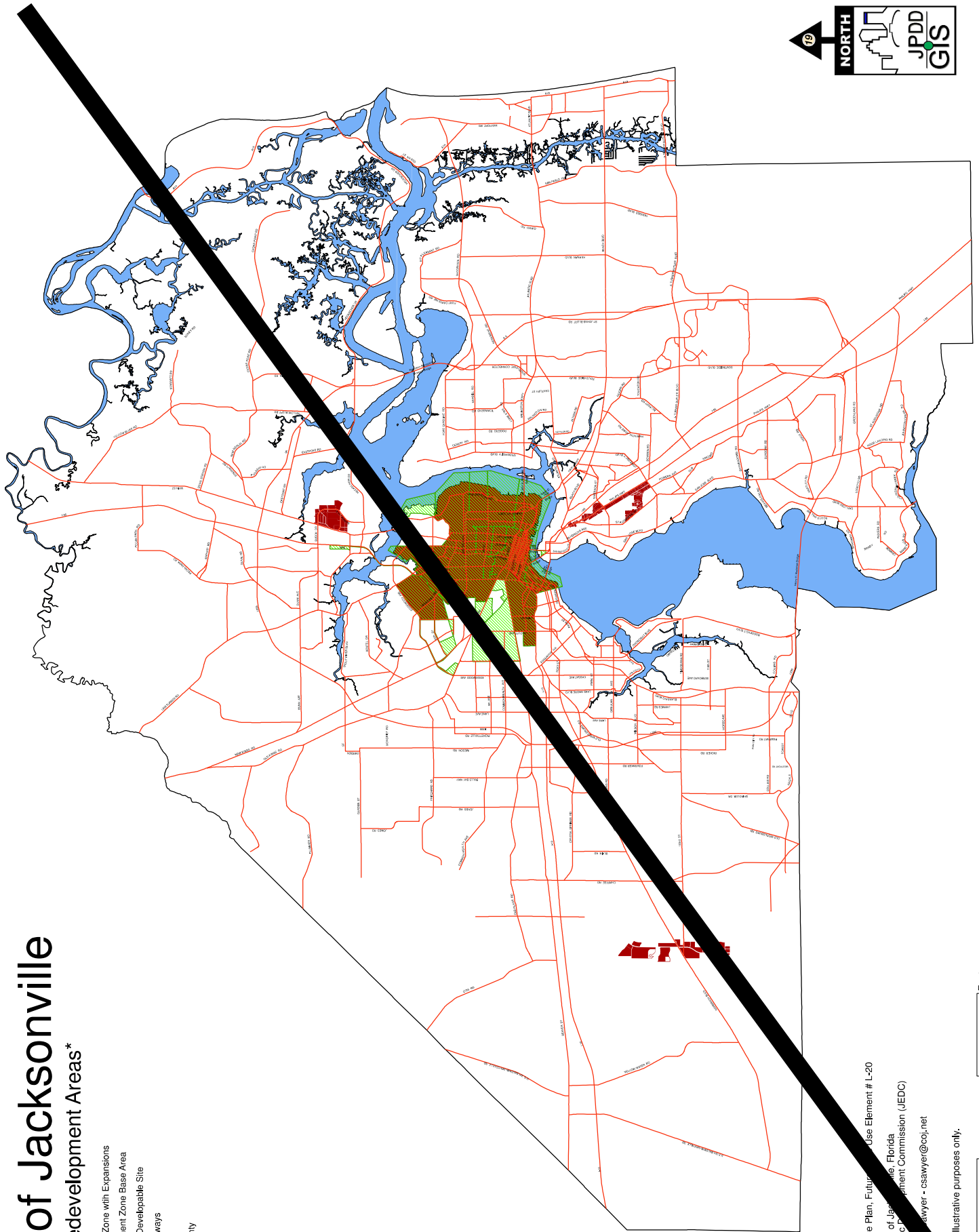
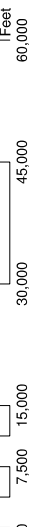


Exhibit 4

2030 Comprehensive Plan, Future Land Use Element # L-20
 Data provided by City of Jacksonville, Florida
 Jacksonville Economic Development Commission (JEDC)
 Developed by A. J. Sawyer - csawyer@coj.net
 January 21, 2010

Content provided for illustrative purposes only.



~~MAP L-21 DEVELOPMENT AREAS~~

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

City of Jacksonville

Development Areas

- Major Highways
- Roads
- River
- NAME**
- Downtown
- Urban Priority Area
- Urban Area
- Suburban Area
- Rural Area
- Beaches Communities
- Rural Area

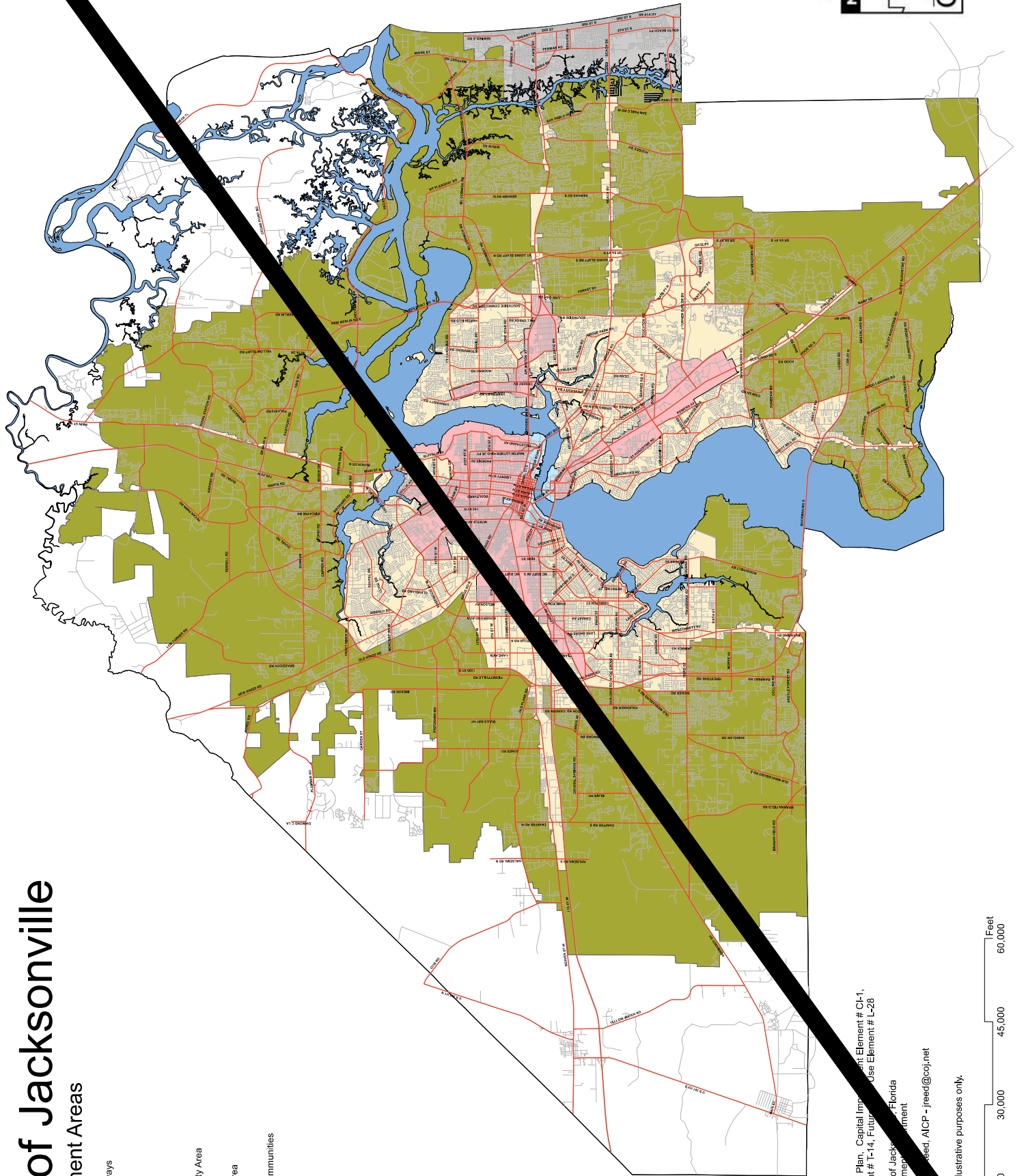


Exhibit 4

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

Map data provided by City of Jacksonville, Florida Planning and Development Department

Developed by James Reed, AICP - jreed@coj.net
May 19, 2014

Content is for illustrative purposes only.

MAP L-22 MILITARY INFLUENCE ZONES

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

City of Jacksonville

Military Influence Zones*

- OLF Restricted Light Zone**
- Military Influence Zones**
- Accident Potential Zones**
- Noise Contours DNL*

DB

60

65

70

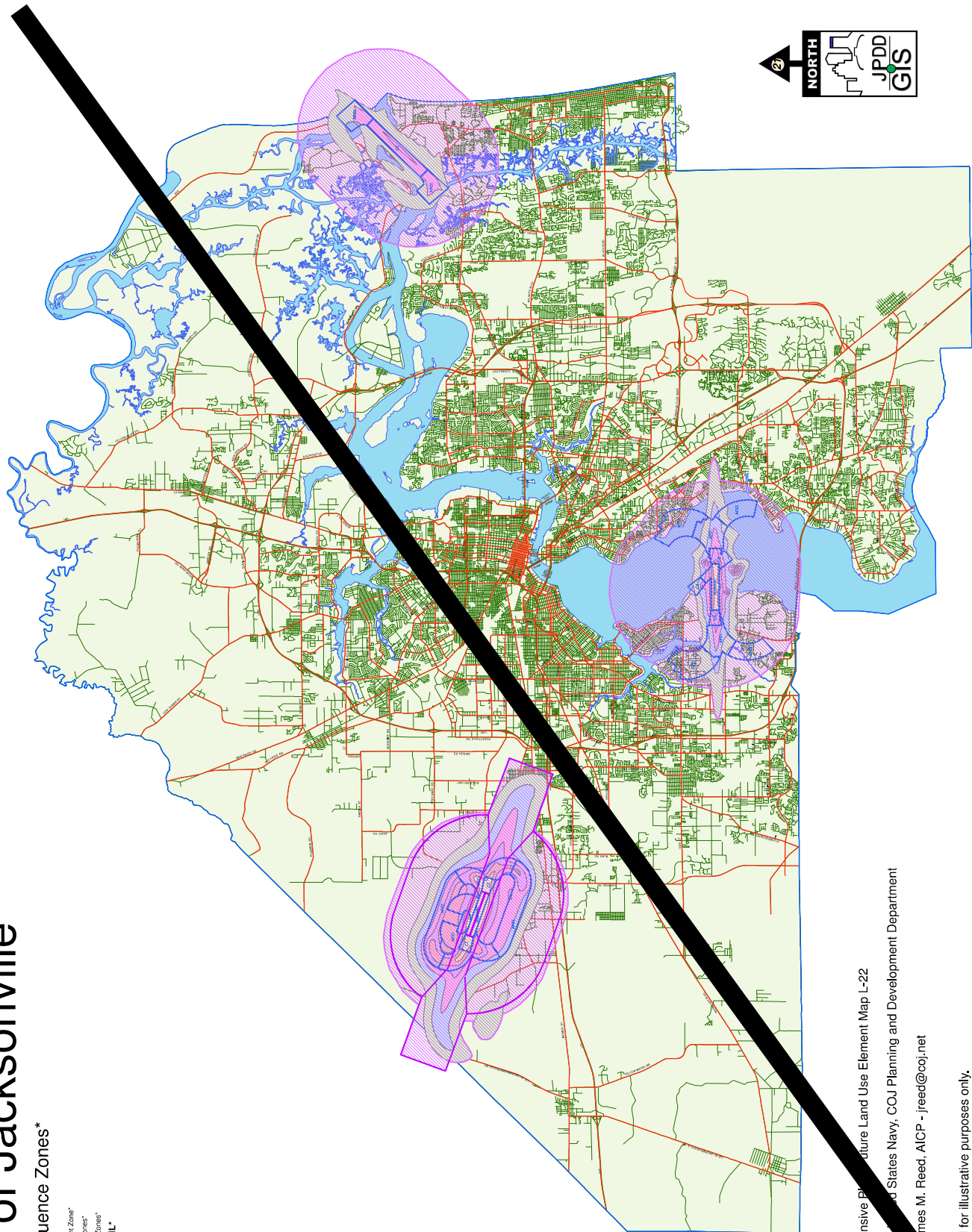
75

80

85

Major Highways

Roads 2005



*2030 Comprehensive Plan
 Data provided by Jacksonville State 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 ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

City of Jacksonville

Industrial Preservation Map*

- Major Highways
- Roads
- Industrial Sanctuary
- Situational Compatibility
- River
- Duval County

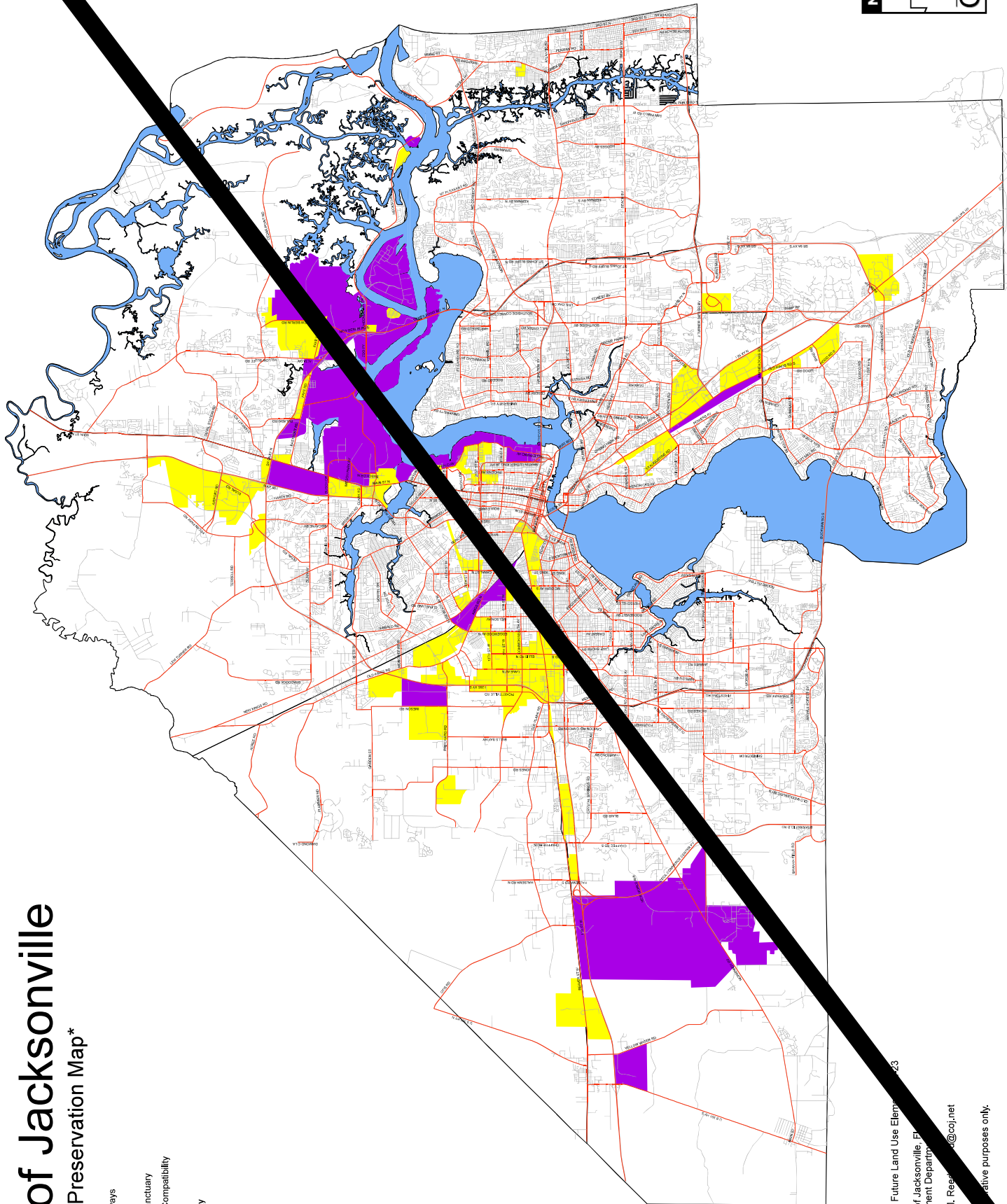


Exhibit 4

Comprehensive Plan, Future Land Use Element 23

Data provided by City of Jacksonville, Planning and Development Department

Developed by James M. Reese, Jr. @coj.net
June 26, 2018

Content intended for illustrative purposes only.



MAP L-24 ENERGY CONSERVATION

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
Future Land Use Element
~~Revised August 2020~~*

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 Rail Trail
- S-Line Rail Trail
- Bike Lanes, Hashed
- Bike Lanes, SOLID
- Roads - Oct 27, 2008

Associated Land Uses

- CBD - Central Business District
- CGC - Community General Commercial
- CSV - Conservation
- HDR - High Density Residential
- ROS - Recreation and Open Space
- RPI - Regional Professional Institutional

Preservation Project Properties

STATUS

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

Exhibit 30

2030 Comprehensive Plan Land Use Element Map L-24

Data provided by COJ, JTA

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

January 2010

Consent for illustrative purposes only.



~~2030 2045 COMPREHENSIVE PLAN~~

~~FUTURE LAND USE ELEMENT~~

~~B~~

~~DEFINITIONS~~

~~JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT~~

*City of Jacksonville ~~2045-2030~~ Comprehensive Plan
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~~Revised August 2020~~*

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-E.~~

~~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 or waterbody.~~

~~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.~~

Area-wide – the term “area-wide” as it applies to the required mix of use standard in a particular land use category refers to the localized and functionally connected boundaries of that plan category. Mix of use determinations shall be based on a generalized analysis of the existing mix of uses inclusive of land area available for such uses as they occur within the applicable boundaries. However, development that includes a vertically integrated mix of uses shall be deemed to meet the percentage range of use requirements.

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

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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.

Civilian Influence Airport Environ Zones — These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Noise Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on Map L-22.

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

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

~~**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.

~~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 Central Business District

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~~(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.~~

~~Digital Infrastructure – Foundational services that are necessary to information technology capabilities. Examples include internet routes; broadband; mobile telecommunications; communications satellite; network infrastructure such as Wi-Fi; data centers; cloud computing; and Internet of Things (IoT).~~

~~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 2045 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

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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 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.

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~~

~~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~~

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~~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.~~

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~~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.

~~Military Airport Environ Zones~~— Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on Map L-22 within the Future Land Use Element. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse.

~~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 Hub~~ - A mobility hub is a transit station where multiple services come together at a point in the transit system, which integrates shared use mobility options including improved pedestrian and bicycle, ride share, car share, bike share, and microtransit feeder networks into mainline frequent or premium transit services. Mobility hubs provide improved wayfinding, easier access to transit boarding areas, and improved connection to other services and surrounding locations. Mobility hubs are comprehensively designed to maximize the footprint of the parcel and make them welcoming, with ample amenities and opportunities to access transit.

~~Mobility Strategy Plan~~ - Refers to the document, which describes the background and land use and transportation strategies of, and rational behind, the City's Mobility System. The document is adopted by reference.

~~Mobility System — A process for calculating and collecting a fee from landowners or developers for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.~~

~~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 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~~

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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.

OED – Office of Economic Development

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 2045 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.

Premium Transit Station – A premium transit station is a station served by either a fixed guideway service, such as BRT, rail, or the Skyway/U²C, or by multiple transit modes or routes. Premium Transit Stations provide service at higher speed and higher frequency than typical transit stops, usually with service frequencies at 15 minutes or less. Premium Transit Stations also include more infrastructure and amenities to serve higher passenger activity. Amenities can include; on-board amenities, such as seating, comfort and cleanliness; station design features, such as real-time passenger information, shelters, and lighting; and other features, such as reliability, service frequency, and parking.

Principal Arterial – A highway that serves major through movements of traffic between important centers of activity and a substantial portion of 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

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~~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-dependent 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~~

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~~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.~~

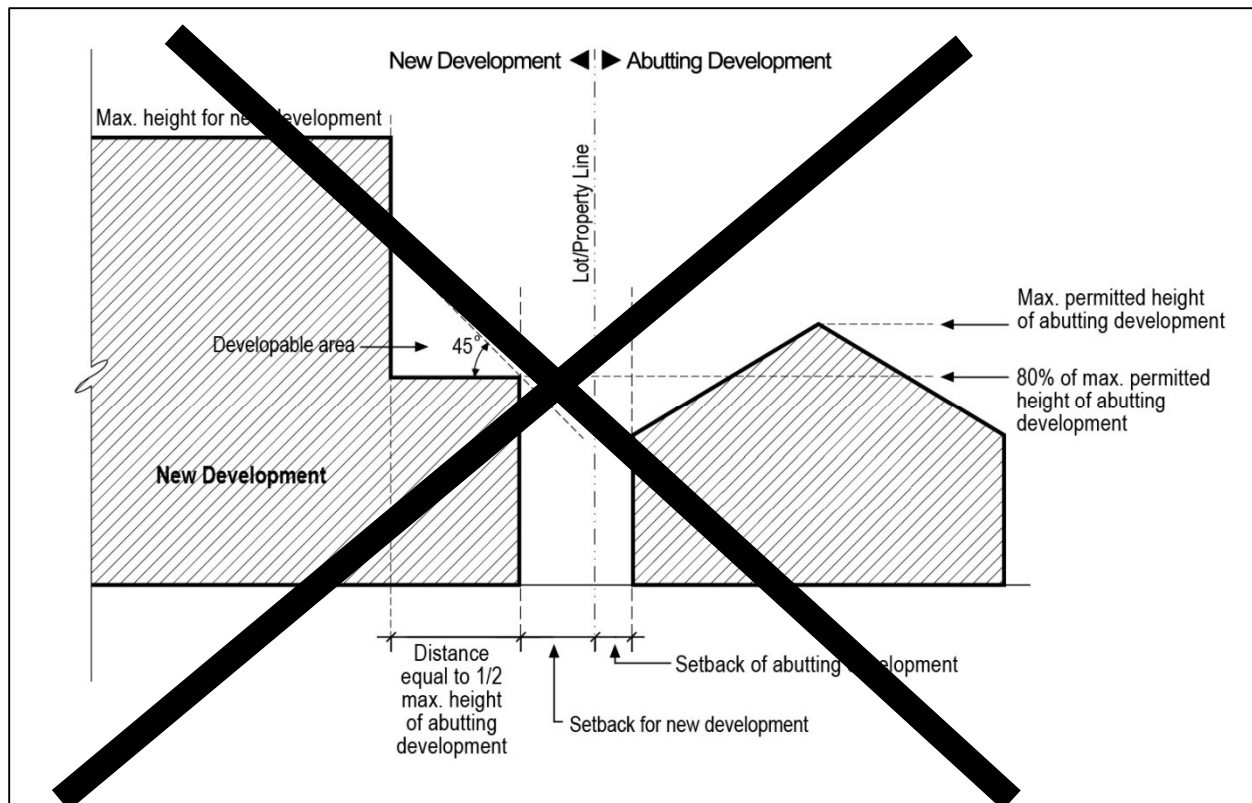
~~Right-of-Way – Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.~~

~~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, OED, 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 Concurrence 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) – TOD consists of mixed use medium to high density development and aims to reduce personal automobile use through the incorporation of premium transit services, alternative mobility solutions, infrastructure for active modes, such as walking and biking, and reduced parking requirements.

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 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.

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~~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~~

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~~requires that all Land Development Regulations must be in conformance with the specified and implied intent of a comprehensive plan.~~