

COMMUNITY REDEVELOPMENT PLAN

Jacksonville International Airport
Community Redevelopment Area

JIA Community Redevelopment Agency
Jacksonville Port Authority
City of Jacksonville, Florida

February 28, 1992

CITY OF JACKSONVILLE, FLORIDA

Ed Austin, Mayor

CITY COUNCIL

Warren Jones, President

John R. Crescimbeni
Dick Brown
Dick Miller
Terry L. Fields
C. B. Griffin
Mike Hogan
Tillie K. Fowler
Harry Reagan
Matt Carlucci

Jim Tullis
Dick Kravitz
Ginny Myrick
E. Denise Lee
Max Leggett
John Draper
Don Davis
Terry Wood
Eric Smith

JACKSONVILLE PORT AUTHORITY

V. Hawley Smith, Jr.
E. William Nash, Jr.
Edward L. Baker
Jim Winston

Mark Hulsey
Charles Mussallem, III
Barbara Strickland

JACKSONVILLE INTERNATIONAL AIRPORT COMMUNITY REDEVELOPMENT AGENCY

Willard Payne
Jim Gentile
William Scheu
Margaret Day

Marvin Ganson
Gerri Betz Jackson
Helen Frankenberg

Contact person for the Airport Area Community Redevelopment Agency

Laurene Donnelly (904) 741-2004

Prepared by: Agency Approval and Development, Inc.

Table of Contents

A.	Purpose of the Plan	
	1. Boundary Description.....	1
	2. Previous Designation of Redevelopment Area.....	1
	3. Community Redevelopment Plan Objectives.....	3
	4. Conformance to Community Objectives.....	4
	5. Land Use Objectives.....	14
B.	Existing Uses	
	1. Existing Land Uses and Area Conditions.....	16
	2. Building Conditions.....	18
	3. Traffic Conditions.....	19
C.	Plan Proposals	
	1. Proposed Land Use.....	21
	2. Permitted Uses.....	21
	3. Development Controls and Guidelines.....	25
	4. Proposed Circulation Changes with Projected Costs and Funding Sources.....	26
	5. Schools and Other Public Improvements.....	32
	6. Landscaping and Open Space.....	33
	7. Rehabilitation and Historic Preservation.....	33
	8. Relocation Plan.....	34

Exhibits

Appendix A.	Legal Boundary Description.....	35
	A-CRP-1. Plan Boundary Map.....	37
	A-CRP-2. Generalized Existing Land Use.....	38
	A-CRP-3. Proposed Land Use.....	39
	A-CRP-4. Proposed Circulation Plan.....	40
	A-CRP-5. Developments of Regional Impact.....	41
	A-CRP-6. Area Schools.....	42
	A-CRP-7. Proposed Gas Line Extension.....	43
Appendix B.	Table of Improvements, Costs, & Funding Sources.....	44
Appendix C.	Bibliography.....	45

A. PURPOSE OF THE PLAN

1. Boundary Description

The proposed legal boundaries of the Community Redevelopment Plan are shown on the Project Boundaries Map (Exhibit A-CRP-1), and include all those tracts or parcels of land, improved and unimproved, lying and being in the Jacksonville International Airport Community Redevelopment Area, and described in detail in Appendix A, attached hereto.

2. Designation of the Redevelopment Area

By Ordinance 90-406-242, the City Council of the City of Jacksonville, County of Duval and State of Florida, on July 24, 1990, did find and determine the area surrounding the Jacksonville International Airport (JIA), as more fully described in the attached Appendix A to be a "Blighted Area" as defined in Section 163.340, Florida Statutes, and determined to be in need of redevelopment as prescribed in F. S. 163.330-163.450.

Further, the City Council of the City of Jacksonville, on July 24, 1990, by Ordinance 90-407-243, did resolve that there is a public need to create a community redevelopment agency to oversee development of a redevelopment plan for the JIA community to be presented to Council for approval as being consistent with the comprehensive plan for the City.

Further, the City Council of the City of Jacksonville, on July 24, 1990, by Ordinance 90-409-293, did establish the creation of a Community Redevelopment Agency (CRA) for the (JIA) redevelopment, pursuant to Section 163.356, Florida Statutes, and did confer upon the CRA the rights, powers, privileges, duties and immunities of a Community Redevelopment Agency under Part III, Chapter 163, Florida Statutes as amended, except for the following, which continue to vest in Council:

(a) The power to determine an area to be slum or blighted area, or combination thereof; to designate such area as appropriate for community redevelopment; and to hold any public hearing required with respect thereto.

(b) The power to grant final approval to community redevelopment plans and modifications thereof.

(c) The power to authorize the issuance of revenue bonds as set forth in Florida Statute 163.385.

(d) The power to approve the acquisition, demolition, removal, or disposal of property as provided in Florida Statute 163.370(3) and the power to assume the responsibility to bear loss as provided in Florida Statute 163.370(3).

The City Council shall also reserve the power of final approval of Area Action Plans which shall be submitted on a project by project basis, and which will include feasibility/demographic studies and economic proformas (impact on community and surrounding neighborhoods). Each such plan shall include cost projections and sources of revenue to cover projected costs. Any Area Action Plans submitted will comply with the intent and specifications of Chapter 163.3 Florida Statutes.

This Plan, titled Community Redevelopment Plan, Jacksonville International Airport Community Redevelopment Area, dated November, 1990, and prepared by the JIA Community Redevelopment Agency under the above-referenced mandate from the Jacksonville City Council, does establish that the following conditions for eligibility under Part III, Chapter 163, Florida Statutes, do exist within the JIA area of Jacksonville herein defined as the JIA Community Redevelopment Area (see Project Boundaries Map, Exhibit A-CRP-1, and Appendix A, written legal description):

- a. Approximately fifty-four percent (54%) of gross usable land (non-right-of-way) in the area is vacant and in a state of economic disuse and/or under utilization.
- b. Approximately forty-one percent (41%) of the dwelling units within the census tract 103 were substandard, according to a 1984 survey conducted by the University of North Florida for the Jacksonville Department of Housing and Urban Development. (Redevelopment Area is within the tract and can be expected to reflect this information within a standard deviation.)
- c. The layout of streets and roads in the area prevents an efficient and effective circulation system for vehicular movement.
- d. The area requires selective acquisition, clearance and disposition subject to use restrictions, since the prevailing state of economic disuse (vacant land and inad-

equated street layout) may make impracticable the total reclamation of the area by conservation or rehabilitation.

- e. Portions of the area are susceptible to conservation or rehabilitation in such a manner that the conditions may be eliminated, remedied or prevented.
- f. Salvageable areas can be conserved and rehabilitated through appropriate public action and the cooperation and voluntary action of the owners and tenants of property in the area.

3. Community Redevelopment Plan Objectives

The following objectives have been formulated to guide the planning and programming of the JIA Community Redevelopment Area;

- a. Acquire and remove structurally substandard and obsolete buildings in the project area detrimental to the safety or welfare of the community, including buildings exhibiting blighting influences causing physical and environmental deterioration;
- b. Acquire property where conditions of title, diverse ownership, lot layouts, or other conditions prevent the proper development of the property and where such acquisition is necessary to carry out this Redevelopment Plan;
- c. Increase the opportunities for both temporary and full time employment of Jacksonville residents;
- d. Improve the surrounding environment and replace, through new construction, deteriorated or obsolete buildings within the project area;
- e. Provide land for public and private development which will support and strengthen the City's commercial base (these development types may include low-medium density residential, light industrial, business park, office, community/general commercial, retail, entertainment, hotel, parking, recreation and open space uses);
- f. Strengthen the tax base of Jacksonville through new development in the Community Redevelopment Area;
- g. Increase Jacksonville's penetration of the economic activity generated by the growth of the JIA area of Jacksonville by developing additional commercial,

- residential, transportation and open space uses in the redevelopment area;
- h. Provide pedestrian linkages within the project area;
 - i. Provide a strong visual image for the project area through consistently high quality of building design, open space plaza and park areas, and landscape treatment;
 - j. Relocate existing uses, where necessary, in close cooperation with these affected users and offer relocation opportunities pursuant to applicable law;
 - k. Provide public improvements to complement and service new development, including needed utilities, including: electric, water, sewer and gas line extensions, street closings and changes, streetscape improvements, open space landscaping, pedestrian linkages, and parking;
 - l. Provide the additional public services including roadways necessary to serve new development; and
 - m. Enhance the image of the JIA area, the Northside and the Jacksonville area in general through the redevelopment of the area.

4. Conformance To Community Objectives

Redevelopment of the JIA area will conform with the goals and purposes for Jacksonville as contained in the 2010 Comprehensive Plan for the City of Jacksonville adopted by the Jacksonville City Council on September, 1990, in accordance with the provisions of Chapter 622 (Comprehensive Planning for Future Development) of the Ordinance Code. The standards, policies and locational criteria stated in the Comprehensive Plan mandate that:

- a. The plan will assure the most appropriate use of land and water resources consistent with the public interest;
- b. The Plan will assure the efficient use of natural resources, and the protection of sensitive natural resources;
- c. The Plan will assure coordinated development of sound neighborhoods with adequate resources;
- d. The Plan will assure the provision of public services and utilities in the most efficient and cost-beneficial manner;
- e. The Plan will assure the provision of a balanced economical transportation sys-

tem that adequately meets the needs of the residents of Jacksonville;

- f. The Plan will assure the maintenance and improvement of mechanisms for coordination and cooperation between the Consolidated City of Jacksonville and other governmental units and agencies.

Conformance To The Jacksonville 2010 Comprehensive Plan's Specific Elements And Goals

With reference to specific elements of the 2010 Comprehensive Plan, the redevelopment plan for the JIA Redevelopment Area will help to achieve the following goals: (Please note that instances where consecutive goal numbers are omitted, the particular comprehensive plan goals are not applicable to this plan.)

Ports, Aviation, And Related Facilities Element

- * Goal 2: Airport facilities shall be developed in an environmentally and economically sound manner which accommodates and encourages all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreation.
- * Goal 3: A comprehensive rail system will be developed to meet current and future needs and further economic growth in the City.
- * Goal 4: There shall be interagency coordination of transportation modes and an intermodal transportation system which integrates port, airport, rail, highway, mass transit, with other transportation modes and facilities.
- * Goal 5: Responsibility to Community. An integrated system shall be developed which will stimulate the economic development of the community, maximize compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.

Recreation And Open Space Element

- * Goal 1: To provide a variety of recreational facilities, both active and passive, in order to achieve and maintain adopted standards for levels of service.
- * Goal 2: To establish an active/passive park system in the suburban and rural areas of the City which assist in providing identity, form and visual frame-

work to the City and its communities.

- * Goal 3: To use open space and recreational facilities as a key element in the City's planning strategy to enhance the natural environment and to conserve important natural resources.
- * Goal 6: To promote economic prosperity within the City through increased recreational facility development.
- * Goal 7: To protect and utilize its cultural and historical resources.
- * Goal 8: To improve citizens' perception, involvement, and participation in local recreational activities, including beautification, and to encourage "co-provision", the voluntary provision of time, services or money.

Future Land Use Element

- * Goal 1: To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, and protection of natural resources, while minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- * Goal 2: To enhance and preserve, for future generations, geographic areas with unique economic, social, historic or natural resource significance to the City.
- * 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.
- * Goal 4: To ensure implementation of the Future Land Use Element of the 2010 Comprehensive Plan.

Traffic Circulation Element

- * Goal 1: Level of Service standards which meet FDOT guidelines and reflect the driving habits and tolerance levels of the City's driving population shall be recognized.
- * Goal 2: Increase Existing Transportation Network Capacity - The traffic-carrying ability of the existing roadway network shall be optimized and the traffic-

carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles.

- * Goal 3: Increase Total Roadway Network - New-lane-miles shall be added to the existing roadway network when necessary to ensure the safe, efficient movement of persons and goods. The addition of lane-miles will be accomplished, where possible, within the existing roadways' right-of-way.
- * Goal 4: Establish Non-Motorized Transportation Network - The establishment and use of an interconnected system of rights-of way, which provides for the safe movement of pedestrians and bicyclists throughout the City, shall be supported.
- * Goal 5: Intermodal Transportation Systems. Interagency coordination and implementation of an intermodal transportation system, which integrates highway, mass transit, port, airport, rail and other transportation modes and facilities shall be supported.
- * Goal 6: Responsibility to Community. An integrated transportation system, which will stimulate the economic development of the community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems, shall be developed.
- * Goal 7: Transportation System Safety - The traffic circulation system shall be operated in a manner which values the safety of its citizens as being of equal importance to efficiency and expedience of design and materials.

Capital Improvements Element

- * Goal 1: To undertake actions to provide and maintain, in a timely and efficient manner, necessary and adequate public facilities to all residents within its jurisdiction and to promote compact urban growth in areas identified through the 2010 Comprehensive Plan as having existing capacity.

Housing Element

- * Goal 1: To develop stable and definable neighborhoods which offer safe, sound, sanitary housing that is affordable to all its present and future residents.



Historic Preservation Element

- * Goal 1: To identify, document, protect, and preserve its archaeological, historic, architectural and cultural resources. Instilling public awareness of those resources shall be a part of the effort.

Mass Transit Element

- * Goal 1: Improve Public Access to the City's Transit System. A public transit system shall be provided which operates in such a manner as to provide its citizens, including those who are disabled and/or handicapped, a viable alternative to the personal automobile for the purpose of work trips.
- * Goal 2: Maximize Vehicle Occupancy. To promote increased vehicle occupancy in the Central Business District and city wide.
- * Goal 3: Economic Viability of Transit. The economic efficiency of the transit system shall be maximized while providing for the basic transportation needs of the transit-dependent.
- * Goal 4: Intermodal Transportation Systems. Interagency coordination and implementation of an intermodal transportation system which integrates mass transit, highway, port, airport, rail and other transportation modes and facilities shall be supported.
- * Goal 5: Objective 5.1: To pursue the introduction of alternative transportation technology in the form of high speed rail transportation to serve the Jacksonville Urban Area which will serve as a connection to the high speed rail systems being planned for Central and South Florida and the State of Georgia.

Conservation/Coastal Management Element

- * Goal 1: Protect, conserve and appropriately manage the natural resources of the City to maintain or enhance environmental quality for present and future generations.
- * Goal 2: Preserve, conserve, appropriately use, protect and improve the quality and quantity of current and projected water resources, including waters that flow into oceanic waters, estuarine waters, groundwater and other waters in the City.

- * Goal 3: Manage, preserve and enhance viable native ecological communities in order to protect and improve the functions of natural systems and the distribution, productivity and diversity of native plants, animals and fisheries, particularly those species which are endangered, threatened, of special concern, or have high ecological, recreational, scientific, educational, aesthetic, or economic value.
- * Goal 4: To achieve no further net loss of the City's remaining wetlands in the interim, and increase the quality and quantity of the City's wetlands resource over the long term, as a way of supporting the goals of the National Wetlands Policy Forum to maintain and increase the nation's wetland resource base, and to protect and improve the water quality and fish and wildlife values of wetlands.
- * Goal 5: Manage and protect unique or especially sensitive environments by complying with special management areas.
- * Goal 7: To make every reasonable effort to ensure the public safety, health and welfare of people and property from the effects of coastal storm and hurricane damage.

Intergovernmental Coordination Element

- * Goal 1: To assist in the Coordination of the planning and policy making of the City with that of the surrounding city, county, regional, State, Federal, and special authority governments to ensure consistency in the development and in the provision of services and to implement the goals, objectives and policies of the 2010 Comprehensive Plan.

Sanitary Sewer Sub-Element

- * Goal 1: To assist in providing an economically and environmentally sound regional waste water collection and treatment system to protect the health and investments in existing facilities, promote beneficial land use and growth patterns, and discourage urban sprawl.

Solid Waste Sub-Element

- * Goal 1: To encourage, and the provision of, an integrated solid waste management system which protects the public health, sanitation, and environ-

ment, and provides for operational efficiency, for beneficial land use, and for growth patterns.

Natural Groundwater Aquifer Recharge Sub-Element

- * Goal 1: Management of the fresh groundwater resources in the City to assure an adequate quantity and quality of water for potable, commercial, industrial, utility and agricultural uses. Such City management shall be in compliance with all state, regional, and federal rules, regulations, laws and mandates as applicable.
- * Goal 2: Objective 2.1: To, by 1992, adopt a reuse ordinance in compliance with the City's consumptive use permit requirements as issued by SJRWMD.

Drainage Sub-Element

- * To encourage the provisions of a storm water management system which will increase the efficiency of the existing systems, create regional facilities where appropriate and improve water quality by reducing non-point sources of pollution.

Potable Water Sub-Element

- * To regionalize water facilities in a manner which adequately corrects existing deficiencies, accommodates growth, increases system capacity, incorporates private package plants into the regional system, interconnects water systems where required and acquire investor owned systems while complying with all Federal, State, regional and local regulation.

In addition, the redevelopment of the JIA area will help to achieve the goals and objectives cited by the Department of Housing and Urban Development, City of Jacksonville, in its Housing Assistance Plan, as follows:

- a. To address the needs of low and moderate income persons, upgrade the City's housing stock and carry out eligible community development activities.
- b. To follow a residential antidisplacement and relocation plan providing one-for-one replacement units to each low/moderate income household displaced by the demolition of housing, or by the conversion of low/moderate income housing to another use.
- c. Displacement will be avoided unless the real property involved is necessary to redevelopment or a continuation of a project.

- d. Acquisition and demolition will be limited to unoccupied units wherever possible.
- e. Rehabilitation of units will be promoted whenever feasible. It is not the intent of this plan to cause displacement without justification.

The redevelopment area will also help achieve objectives cited by the Department of Housing and Urban Development, City of Jacksonville, as applicable, in its Urban Renewal Programs as follows:

- a. To remove conditions which have created, contributed to, or perpetuated the substandard character of the Redevelopment Area, and intend to assure the redevelopment of the area in accordance with the land use needs within the City;
- b. To develop a professional office, residential and commercial area (see future land use map) that would improve the environmental quality of the neighborhood while providing much-needed services and employment to the surrounding areas;
- c. To provide standard paved streets and all public and private utilities, including: electric, water, sewer, gas and telephone;
- d. To provide open space areas;
- e. To stabilize land uses and property values within and adjoining the redevelopment area;
- f. To improve traffic arteries to serve through traffic as called for by the City's Transportation Plan;
- g. To provide maximum opportunity consistent with the sound needs of the City as a whole, for the redevelopment of the Redevelopment Area by private enterprise.

The clearance objectives cited in the Community Redevelopment Act are also met by the JIA Community Redevelopment Plan. These objectives propose to clear slum and blighted areas where the prevailing conditions of decay in a predominant number of structures or vacant parcels make it impractical to reclaim the area by conservation or rehabilitation, or where the following factors exist:

- a. A lack of correlation of the area with other areas of a county or municipality by streets and modern traffic requirements;

- b. A predominance of defective or inadequate street layout, or outmoded street patterns;
- c. A predominance of vacant land in a state of economic disuse;
- d. Deterioration of site or other improvements;
- e. Faulty lot layout in relation to usefulness, accessibility, adequacy or size of parcels;
- f. Diversity of ownership, or defective or unusual conditions of title which prevent the free alienability of land within the redevelopment area;
- g. Taxation conditions which fall far below the fair value or marketability of the land.

Lastly, the JIA Community Redevelopment Plan will help to achieve the following benefits for the adjoining San Mateo, Pecan Park, and Oceanway neighborhoods:

a. Transportation

- * To lessen traffic congestion within the neighborhoods;
- * To lessen traffic congestion on major thoroughfares adjoining the neighborhoods and the safety hazards connected with conjection;
- * To lessen, in many instances, journey to work time for residents in the neighborhoods.

b. Residential

- * To encourage a greater variety of cultural, recreational, and retail shopping opportunities to strengthen residential appeal of the San Mateo, Pecan Park, and Oceanway neighborhoods;
- * To prevent the encroachment of non-residential land uses into residential areas;
- * To encourage the maintenance and/or restoration of the character and life in existing neighborhoods.

c. Commercial

- * To provide space for office and commercial uses which require a location close to such neighborhoods without reducing the character of the neighborhoods;

* To provide residents of San Mateo, Pecan Park, and Oceanway with greater employment opportunities within a close proximity of their homes.

d. Public Facilities

* To provide public facilities for community activities in locations easily accessible by neighborhood residents.

Further support of the quality of life in the San Mateo, Oceanway, and Pecan Park neighborhoods is achieved by this redevelopment plan where it aids in the accomplishment of the following:

- a. Preservation of the existing character of stable, primarily single-family neighborhoods surrounding the redevelopment area;
- b. De-emphasis of residential streets as through-traffic carriers by upgrading or relocating existing primary traffic routes, so as to improve the safety factors and overall quality of life for effected residents;
- c. Proposal of a land use and zoning plan which can adequately complement the San Mateo, Pecan Park, and Oceanway areas, providing for the protection and revitalization of existing neighborhoods adjoining the redevelopment area;
- d. Redevelopment activities which would provide greater employment opportunities within a close proximity to those residents in adjoining neighborhoods, improving their quality of life and potentially enhancing overall per capita income.

The JIA Community Redevelopment Plan aims to support and further the following primary objectives. Specifically:

- a. The acquisition and removal of structurally substandard and obsolete buildings within the project area detrimental to the safety or welfare of the community and causing physical and environmental deterioration will free up project area land for planned new and more productive commercial and residential development, and thereby increase tax revenues for the maintenance of a quality environment;
- b. The acquisition of property where conditions of title, diverse ownership, low layouts, or other conditions prevent proper development of the property will make this land available for more productive development of other uses which further the stated goals and objectives for the JIA Area;

- c. The provision of public improvements associated with the redevelopment of the project area will result in an improved vehicular circulation plan and the improvement of identified priority intersections;
- d. Redevelopment of the project area will improve the image of JIA area and surrounding Jacksonville by replacing deteriorated or obsolete buildings or land in economic disuse with new and competitive development, by providing needed streetscape improvements, and by providing landscaped open space park areas and pedestrian linkages;
- e. The provision of increased public services will further the stated goal of maintaining the high level of services in police protection, fire protection, street lighting, and waste collection;
- f. Redevelopment of the project area will provide presently underutilized land for new public and private development which will support and strengthen the City's commercial base by increasing the JIA area's penetration of the market for new commercial and residential uses, increasing economic values, and increasing tax revenues.

5. Land Use Objectives

Land uses proposed for the JIA area include:

a. Residential

Low/medium-density residential development in the Redevelopment Area will bring people to the airport business area, maximizing existing public facilities, and strengthening the tax base of the area. This provision will substantially increase tax revenues for the maintenance of quality community environment;

b. Light Industrial

This category includes industrial uses which have fewer objectionable impacts such as noise, odor, toxic chemical, and wastes. Types of uses include light assembly and manufacturing, processing, storage/warehousing, research and development activities. Secondary uses include railroad yards, truck terminals, bus and rail stations, public facilities such as schools, clinics, fire stations, utility plants, etc. This land use highly complements JIA, would help to promote more commercial activity through the airport, create employment and benefit

the City overall. Light industrial development would increase tax revenues for the maintenance of a quality community environment.

c. Business Park

This is a mixed land use category primarily intended to accommodate low to moderate intensity office and industrial parks. Land uses permitted in this category include business/professional offices, service establishments, light industrial and warehouse uses carried out in completely enclosed structures with no open storage. New business park development in the Redevelopment Area will supplement existing uses of this nature, providing better employment opportunities for existing and new residents, and will relieve some pressures created by traffic. Business park development will also increase tax revenues for the maintenance of a quality community environment;

d. Community/General Commercial

This type of development offers a wide range of goods and services including general merchandise, food, and related items. General commercial uses include offices, services, hotel, fast food and entertainment uses. New community/general commercial development will provide necessary services to new residents and employees, and will help to create a balanced community in the JIA area further increasing the tax base for the area;

e. Recreation/Open Space

The proposed open space will help to create a quality community environment, making JIA Area an attractive place to work, shop and live and provide attractive welcome to visitors arriving by air.

In conclusion, the various goals and objectives referenced in the JIA Community Redevelopment Plan are excerpts or summations of information contained in the 2010 Comprehensive Plan. The JIA Community Redevelopment Plan seeks only to accelerate implementation of the 2010 Comprehensive Plan and includes an emphasis on environment, mass transit, utilities, and affordable housing. Due to the expansive nature of these goals and objectives, they have been summarized or incorporated by reference rather than by direct quote.

B. EXISTING LAND USES AND AREA CONDITIONS

1. Existing Uses

Exhibit A-CRP-2, Generalized Existing Land Use, illustrates existing uses for the land within the Community Redevelopment Area. Existing uses include low and medium density residential, general commercial, light industrial, heavy industrial, public facilities/street rights-of-way/utilities, recreational/open space, and agricultural. The proportions of each use is shown in Table 1.

Table 1
EXISTING USES IN
JIA AREA COMMUNITY REDEVELOPMENT AREA

<u>Type of Use</u>	<u>Acreage</u>	<u>Approximate Of Area</u>	<u>Percent</u>
1. Vacant (Unused or Unimproved)	9183.8	*54.5%	
2. Public Facilities	4032.3	23.9%	
3. Improved Land In:			
a. Low Density Residential	1779.3	10.6%	
b. Medium Density Residential	193.7	1.1%	
c. Light Industry	251.1	1.5%	
d. Heavy Industry	71.8	0.4%	
e. General Commercial	638.5	3.8%	
f. Agricultural	638.5	3.8%	
g. Recreation/Open Space	71.8	0.4%	
Total	16860.0	100.0%	

Source: Florida Economic & Demographic Research, Inc.

* 54.5% does not include DRI's

The uses shown on Exhibit A-CRP-2 are predominant uses by area, generalized to the number from categories in Table 1. On this map, vacant land is included with predominant use, and, in some cases, is not shown separately, but much of the redevelopment area is

currently vacant and in a state of economic disuse (54.5%).

Of the approximate 16,860 acres of land in the Redevelopment Area, 4032.3 acres (or 23.9 percent) are presently public facilities, most of which is airport facilities. Another 3,644.9 acres (21.6 percent) is improved, and in use at present. The remaining area of 9183.8 acres (or 54.5 percent) is vacant, and in a state of economic disuse at present. Table 1 presents the summary of land conditions in the Redevelopment Area.

Consistent with the objectives of this plan to provide for the removal of blighting influences as characterized by outmoded street patterns, lack of correlation of the area with other areas of the county by streets and modern traffic requirements, and vacant land in a state of economic disuse, the major part of property to be acquired is classified as blighted. However, substandard buildings, whenever possible, will be left for rehabilitation or conservation in accord with community preservation objectives, to be identified in the Action Area Plans (individual projects).

In addition to the presence of substantial amounts of vacant land, the Redevelopment Area exhibits other blighting conditions. Throughout much of the area there are no sidewalks or curbs and gutters. Many rights-of-way have been abandoned, and remain unpaved. Because of the existing layout of streets, highways, and intersections in the project area, situations often arise with regard to traffic circulation which endanger life or property. Finally, the lack of an adequate storm water runoff system often leads to flooding. Such flooding is injurious to public health and safety.

Building Conditions

For the purposes of this plan, housing condition data has been extracted at census tract level. (More detailed, specific data will be developed in the Area Action Plans [individual projects].) The JIA Community Redevelopment Area accounts for approximately one third of the census tract and contains the highest concentration of housing, so it can be assumed that overall tract data is fairly representative, within a standard deviation, of the conditions within the redevelopment area.

There were approximately 3,084 total dwelling units in the tract in 1988. Of those, 58% were single family, 20% were multi-family, and 22% were mobile homes. A recent survey conducted by the University of North Florida for the Jacksonville Department of Housing and Urban Development estimates that approximately 41% of the dwelling units were substandard, in 1984. If little or no rehabilitation activity has taken place within the tract during the past decade, it is safe to assume that the percentiles of substandard units are now much higher.

Over 29% of the owner occupied units in the tract in 1980, were valued below \$25,000. An additional 37% were valued below \$40,000, which accounts for a total of 66% of the housing units in the tract with a value below \$40,000. Average rents in the area were \$0.35 psf (below the county average), which can be a further possible indicator of demand by lower income groups.

Household size can also be an indication of substandard living conditions. From 1980-1988, the average household size in the tract was consistently higher than the county-wide average.

Traffic Conditions

At the present time, the intersections at I-95/Airport Road and I-295/Duval Road do not meet current safety standards. (Exhibit A-CRP-4) The Capital Improvements element of the 2010 Comprehensive Plan does not plan to alleviate these inadequacies, within the next decade, under present funding conditions.

Further, the future land use element of the 2010 Comprehensive Plan estimates a population growth in the North Planning District of approximately seventeen percent (17%) over the next decade. A moderate rate, at best, in view of the planned future land use and three Developments of Regional Impact (DRIs) within the redevelopment area. In fact, due to the conditions surrounding the Jacksonville International Airport at the current time, it can be safely estimated that population growth will increase significantly.

The importance of this growth on existing traffic circulation and roadways is that growth rates are often used in predicting the increases at which trip generation will increase. Even at the estimated growth of 17%, current interchanges in the Redevelopment Area may be detrimental to the safety and welfare of the public.

Further, recent growth management studies conducted by the Claremont Institute in Montclair, California, indicate that "highway use is growing faster than population". When considering that only 12% of the redevelopment area is residential, and that anyone traveling to or from the airport by automobile must utilize the roads within the redevelopment area, the trip generation estimates increase dramatically. Within a very short time, the traffic routes within the JIA Community Redevelopment Area, will become overly congested and a detriment to public safety.

This deficiency in street layout not only contributes to the vacancy of land in a state of economic disuse by retarding growth within the redevelopment area, but affects all Northeast Florida residents travelling to and from the airport. Unsafe traffic conditions within the redevelopment area will substantially affect the City of Jacksonville, as a whole.

Locationally, the redevelopment area should be a prime target for economic development and employment opportunities growth due to its close proximity to the airport and available land. Yet, under present traffic circulation circumstances, further such development may not be feasible, and at the minimum may be constricted. The airport community and surround-

ing areas, over time, could experience severe, negative economic impacts.

There are currently three Developments of Regional Impact (DRI's) which have approved development orders (approvals), one of which has a pending amendment before the local government, the Northeast Florida Regional Planning Council, and the state of Florida Department of Community Affairs. (Exhibit A-CRP-5) The JIA was issued a development order on February 1990, for a maximum build out of 210,900 S. F. of terminal space, 8,500 S. F. of office space, 70,000 S. F. of air cargo space, and 8,900' of runways. Jacksonville International Tradeport was issued and development order in January 1989. This development is projected to have 108,900 S. F. of commercial space, 1,726,000 S. F. of office space, 278 acres of industrial and 1,100 hotel rooms. The third DRI in the redevelopment area is the First Coast Center, and is considered a substantial deviation of the original Duval North Commerce Center. The amended development order for this DRI has been approved by City Council, however, it is currently under appeal with the State of Florida Department of Community Affairs. Pending resolution, it is expected to have an estimated 355 dwelling units, 1,895,000 S. F. of commercial space, 266,000 S. F. industrial space, 775,200 S. F. office space, and 235 hotel rooms. These DRIs can substantially enhance the quality of life in the redevelopment area, in adjacent neighborhoods and in the City of Jacksonville as a whole. Although they can induce employment growth and private investment in infrastructure and public facilities, they cannot be expected to mitigate off site growth and accompanying traffic problems.

C. Plan Proposals

1. Proposed Land Use

The JIA Area Community Redevelopment Plan specifies proposed land use in terms of five (5) Reuse Categories. All land which has not been designated as either existing or proposed public right-of-way (see Section 4, Proposed Circulation) is designated for reuse under this Plan in one of the five categories, which govern only the reuse of the land. Existing uses to remain under the Plan shall be governed by the permitted uses under the Reuse Categories. New uses developed by private enterprises on land not to be acquired shall be in conformance with the Proposed Land Use shown in Exhibit A-CRP-3, and described herein.

The Reuse Categories for the Redevelopment Plan are as follows:

- a. Low/Medium Density Residential
- b. Community/General Commercial
- c. Light Industrial
- d. Business Park
- e. Recreation/Open Space

2. Permitted Uses

The following listing itemizes the primary land uses to be encouraged under each of the Reuse Categories. These uses are presented here as a guide and represent the intent of the JIA Community Redevelopment Agency. The JIA CRA shall have the right to review and recommend the development of uses which are not specifically itemized in the Plan, but which may be consistent with the overall intent of the Plan for the JIA area. The JIA CRA also shall have the right to recommend among alternative permitted uses those which best fulfill the objectives and intent of the Plan.

a. Reuse Category A: Low/Medium Density Housing

The intent of this category is to provide a community of low/medium density housing along with new units to accommodate future growth in and around existing neighborhoods where employment and public services are already in place. The purpose of such development is to provide a mix of permanent residences in low to medium densities within a close proximity to commercial, service, and open space areas. The purpose is also to allow employees of JIA and surrounding commercial development the option to live nearer to their

employment base, further reducing the impact on the City's traffic circulation, and subsequently improving the overall quality of life in the community redevelopment area. Such low and medium density housing is consistent with the existing neighborhoods within the area and would be located in and around existing neighborhoods (when full urban services are available) so as to enhance, rather than compete with them, creating a positive effect on the existing residential land values.

Uses encouraged in Reuse Category A are as follows (City of Jacksonville Comprehensive Plan 2010):

1.) Low density dwellings; 0-7 D.U.s per acre

Generally single family detached housing will be the predominant land use in this category, however, mobile homes, patio homes and multi-family homes may be permitted in appropriate locations.

2.) Medium density dwellings; 7-20 D.U.s per acre

Generally, low rise multi-family housing will be the predominant land use in this category, including: apartments, condominiums, and townhomes, however, in some cases duplexes, mobile home parks, and mobile home subdivisions may also be appropriate.

3.) Some non-residential, neighborhood supporting, uses will also be permitted in this category such as: recreation, schools, churches, day care centers, fire stations, libraries, and utility substations.

b. Reuse Category B: Community/General Commercial

The intent of this category is to provide goods and services, offices, transient accommodations and general community shopping. This category is designed to accommodate the existing-to-remain commercial uses in the Redevelopment Area, and to strengthen the commercial and office uses within the area. New development standards of this nature require landscaping, tree planting, and storm water retention, thus improving overall tax base of the area for the maintenance of a quality community environment. New community/general commercial development is preferred in modal patterns highway intersections. New neighborhood commercial uses shall not be allowed, as secondary/supporting uses, where such uses would constitute an intrusion into an existing single family neighborhood.

Uses under Reuse Category B shall include:

- 1) Retail outlets for general retail goods;
- 2) Service establishments, including agencies, clinics, and offices;
- 3) Banks, loan companies, and other financial institutions;
- 4) All types of professional offices and business establishments;
- 5) Hotels and motels;
- 6) Commercial indoor recreational facilities or entertainment facilities;
- 7) Art galleries, museums, community centers; vocational, trade, or business schools, and similar uses;
- 8) Medical or dental offices, clinics, homes for the aged and orphans;
- 9) Residential units in selected locations and of a density appropriate to the surrounding development;
- 10) Retail sales of beer or wine for off-premises consumption only;
- 11) Retail plant nursery;
- 12) Express parcel delivery, telephone exchange, commercial parking lots and structures, transportation terminals, and similar uses;
- 13) Highway commercial uses such as auto repair, sales, and rentals;
- 14) Mobile home/motor home rentals and sales;
- 15) Fast food establishments.

c. Reuse Category C: Light Industrial

The purpose of this category is to maximize the land use options within the JIA Community Redevelopment Area in a manner most compatible with the airport and other existing surrounding land uses. Light industrial uses have fewer adverse impacts, both environmentally and otherwise, to residential and other low intensity use areas, while maximizing the transportation and traffic benefits of JIA. Again, such uses will not be allowed where such uses would constitute an intrusion into an existing single family neighborhood.

Uses encouraged under Reuse Category C include:

- 1.) Light assembly and manufacturing;
- 2.) Processing;
- 3.) Storage/warehousing;

- 4.) Research and development activities;
- 5.) Railroad yards, truck terminals, bus and rail stations;
- 6.) Public facilities such as trade and technical schools, health clinics, fire stations, utility plants;
- 7.) Filling stations;
- 8.) Restaurants and similar supporting uses.

d. Reuse Category D: Business Park

This category is intended to accommodate low to medium intensity office and industrial parks, which are usually commercial subdivisions. This land use will further maximize the commercial subdivisions. This land use will further maximize the area's transportation circulation and locational benefits by allowing those types of businesses most utilizing airport facilities, or servicing airport activities, to be nearby, while simultaneously having minimal objectionable impacts on area residential uses.

Uses permitted under Reuse Category D include:

- 1.) Business professional offices (70%-90%);
- 2.) Service establishments, light industrial and warehousing activities carried out in completely enclosed structures with no open storage (10%-30%);
- 3.) A portion of business park may be used for hotels, motels, restaurants, and similar internally oriented uses (not to exceed 25%).

e. Reuse Category E: Recreation/Open Space

The purpose of this category is to protect certain portions of the Redevelopment Area from any form of development, thereby securing a reasonable pattern of open space for public use within the Area. Mostly recreational park and open space uses are envisioned for these areas. Lands used for such purposes can either be publicly or privately owned. In addition to the public benefit, the overall appealing welcome to air visitors benefits the community redevelopment area and the City overall.

Typical uses permitted under Reuse Category E are as follows:

- 1.) Any structure, facility, or land used for recreational purposes serving the public;
- 2.) Parks, playgrounds;
- 3.) Golf courses, driving ranges;

- 4.) Pavilions, public conveniences;
- 5.) Spectator sport facilities;
- 6.) Athletic fields, changing rooms, cages, and other facilities normally associated with active and formal recreation;
- 7.) Landscape effects, including tot lots, playgrounds, walkways and park furniture;
- 8.) Surface (but not structure) parking facilities.

All development within the JIA Area Community Redevelopment Area will be subject to review and approval by the JIA Community Redevelopment Agency, Planning Department, and the Jacksonville City Council on a project by project basis, before approvals and required permits may be obtained. All development shall conform to the proposed Land Use Map and accompanying rules and regulations promulgated for implementation, such as, zoning, subdivision, tree, landscape, concurrency examination, variances, exceptions, etc. The proposed Reuse Categories contained herein comply with the 2010 Comprehensive Plan, including the proposed Land Use Map.

3. Development Controls and Guidelines

Design and development controls and guidelines, in accordance with 2010 Comprehensive Plan objectives, will be described in further detail in the Action Area Plans (individual projects), which will follow this Community Redevelopment Plan. At the present time, the 2010 Comprehensive Plan discusses development standards only briefly, and to the extent possible, for the purposes of this plan, they will be discussed briefly below. Such controls and guidelines will specifically limit the type, size, height, number, and proposed use of buildings, as well as magnitude and character of development, and will be aimed at reinforcing public goals and encouraging quality development. Development controls and guidelines should be administered by the appropriate agency, the JIA Community Redevelopment Agency in coordination with the Jacksonville City Council, the Jacksonville Planning Department, or other designated agency of the City of Jacksonville.

Locationally, Community/General Commercial uses will be preferred in modal patterns at highway intersection, except where commercial infill would create a more compact use pattern. Commercial uses should abut a highway and sites with two or more boundaries on a transportation right-of-way will be considered preferable. Other development standards in this

category include required landscaping, tree planting, and storm water retention.

Light industrial and business park uses will be preferred where site access to roads classified as collectors/arterial or higher is required and non-emergency access to light industrial sites from local streets will be prohibited. In some cases, light industrial uses will be permitted in mixed use planned unit developments (PUDs).

Detailed land uses and design guidelines for development in JIA Area should be incorporated into the general development agreements for parcels in the Redevelopment Area. The Agency will have the responsibility for working with the developer and his designers to ensure a high standard of use relationships, design and construction consistent with the objectives of the Plan, and for making recommendations to the appropriate Jacksonville agency.

General Development Requirements will be provided in the Action Area Plans (individual projects) to enforce appropriate standards for off-street loading, signage, and off-street parking.

Development within the Community Redevelopment Plan will follow all requirements of concurrency as interpreted by the City of Jacksonville Concurrency Management Program. Fully implemented, this program will monitor and fulfill the requirements of rule 9J-5 and will ensure appropriate levels of service for each of the required elements.

All Action Area Plans (Initial Action Plans) or other plans developed in the future would be viewed as modifications of the Airport Area Community Redevelopment Plan. These modifications will follow the same path of review as other amendments to the Airport Area Community Redevelopment Plan, and will have full review by the Planning Department for each amendment and accompanying 2010 Comprehensive Plan revisions.

4. Proposed Circulation

The Plan specifies alterations to the circulation system for the JIA area as shown in Exhibit A-CRP-4, Proposed Circulation Plan. This proposal is designed to achieve four major changes in the area:

- a. Improvements to dangerous intersections such as the one at Airport Road and I-95, and provision of alternative routes to lessen traffic congestion; and
- b. Accommodation of future growth and increased trip generation related to that growth; and

- c. Improvements to local circulation system by vacating and/or improving various streets within the area; and
- d. Emphasis of major thoroughfares and their intersections to improve vehicular movement within the area.

In accordance with Chapter 163.362(9), approximate projected costs for these improvements, including potential funding sources, are given in Appendix B. Specifically, the following street improvements are required to fully and adequately implement the Plan:

1. Airport Road, from JIA property line to east of I-95

This project will determine the social, cultural, economic, environmental and transportation impacts of the modifications to Airport Road. In addition, preliminary geometrics and traffic flow concerns for the service roads will be developed for the corridor and interchange with I-95. This information will be presented in an Engineering Report and an Environmental Assessment Report. Total projected cost: \$600,000.

2. Duval Road Relocated, from I-95 to Alta Dr.

This project will determine the social, cultural, economic, environmental and transportation impacts of the relocation and extension of Duval Road. The impacts of this extension/relocation will be documented in an Engineering Report and an Environmental Impact Statement. Total projected cost: \$700,000.

3. I-295 and Duval Road Interchange Justification Report

This report will document the need for and preliminary geometrics of the proposed interchange at I-295 and Duval Road. The report will be the vehicle for approval of the interchange by the Florida Department of Transportation and Federal Highway Administration. Total project cost: \$20,000.

4. I-295 and Duval Road Interchange

This project will include the design and construction of access ramps at the existing grade separation. Project Number 3 must be approved by the Federal Highway Administration prior to construction of these ramps. Total projected cost: \$3,160,000.

5. Duval Road Relocated, from I-95 to US-17 (Main St.)

This project will include the design and construction of a four lane divided facility between I-95 and Main Street. The alignment and geometrics for this improvement will be

determined as part of Project Number 2. Project Number 2 must be approved by the Florida Department of Transportation and/or Federal Highway Administration if State and/or Federal funding will be used for this project. Total projected cost: \$4,344,000.

6. Duval Road, from south of I-295 to JIA property line

This project will involve the widening of existing two-lane roadway to a four-lane divided facility. Included as part of this project is the re-alignment of the intersection of Duval Road with Pecan Park Road. Total projected cost: \$1,259,000.

7. Airport Road, at International Parkway

This project will include design and construction of an interchange on Airport Road and International Parkway. The geometric configuration of the interchange will be developed as a part of Project Number 1, the Airport Road PD&E study. The construction of this interchange will require that the Airport Road service roads be one way. Total projected cost: \$9,700,000.

8. Airport Road/Duval Road and I-95 Interchange Modifications

This project will include the preparation of construction plans and the construction of the interim improvements determined as a part of Project Number 1. It is believed that these improvements will include the construction of a loop ramp in the north west quadrant to provide for the westbound to southbound movement of traffic. Total Project cost: \$12,139,000.

9. International Parkway from JIA N. property line to Airport Rd.

This project will include the construction of a six lane divided facility from the JIA property line to Airport Road. Total project cost: \$5,833,000.

10. Main Street - New Berlin Road to N. of Duval Road Relocated

This project will include the design and construction of an additional two lanes on this section of Main Street. This project will extend the existing four lane divided section from just north of I-295 to north of relocated Duval Road. Total project cost: \$1,803,000.

11. Airport Road From Yankee and Dixie Clippers east to JIA Property Line.

This project includes the extension of the existing service roads to the west to tie them into the revised circulation roads (Yankee Clipper and Dixie Clipper). The construction of

a grade separation at the existing western cross over will provide a free flowing return loop for the service roads. Total project cost: \$2,715,000.

12. Duval Road from JIA S. line to JIA N. Property line

This project includes the widening of the existing segment of Duval Road in this area to four lanes and the construction of a new four lane segment of Duval Road to tie into the south terminus of International Parkway (Project Number 9). The construction of this improvement will complete the secondary entrance to JIA. Total project cost: \$948,000.

13. Duval Road Extension From Main Street to New Berlin Rd.

This project includes the extension of Duval Road as a four lane divided facility from the terminus of the relocated section of Duval Road to where this extension will intersect with New Berlin Road. Total project cost: \$7,518,000.

14. New Berlin Road from Duval Road Extension to Alta Dr.

This project will consist of the widening of the existing two lane section to a four lane divided section. This will complete the direct connection of JIA with the potential relocation of SR-105. This connection will provide a direct arterial connection from the Airport to the resort area of Amelia Island. Total project cost \$3,654,000.

15. FANG Access Road Construction

This project will consist of the design and construction of a new access road to the Florida Air National Guard Base. The new access road will be required by the relocation of Terrell Road caused by the construction of the parallel runway at JIA. Total project cost: \$832,000.

16. Terrell Road (Relocated) From Pecan Park Road to Lem Turner Road

This project will consist of the relocation of Terrell Road to the south. This relocation will be required when the second parallel runway is constructed at JIA. Total project cost: \$2,272,000.

17. Airport Road/Duval Road and I-95 Interchange

This project will include the design and construction of the flyovers for traffic to and from JIA from I-95. This project includes the construction of a grade separation for airport traffic at the Duval Road intersection. Total project cost: \$28,557,000.

18. SR-9A From US-17 to Heckscher Dr. (SR-105)

This project includes the design and construction of the addition of two lanes to complete this facility along with the necessary grade separations and interchange ramps. This facility, when complete, will form the eastern half of the I-295 bypass around Jacksonville.

Total project cost: \$10,200,000.

19. Airport Road/Duval Road and I-95 Interchange

This project involves the design and construction of all the improvements necessary to allow this interchange to meet current design standards and to provide for additional lanes of I-95 when required. Total project cost: \$20,025,000.

20. Pecan Park Road Relocated from Airport Road to JIA S. Property Line

This project will consist of the design and construction of a four lane divided facility from Airport Road north to the JIA property line. This new facility will provide new access to the Airport property that has been designated for light industrial development. Total project cost: \$3,119,000.

21. Pecan Park Road Relocated from JIA S. Property Line to JIA N. Property Line

This project will consist of the design and construction of a four lane divided facility from the terminus of Project Number 20 northward to its intersection with existing Pecan Park Road. Total project cost: \$1,565,000.

22. Pecan Park Road JIA N. Property Line to I-95

This project will consist of the widening of the existing two lane roadway to complete a four lane divided facility. The completion of this project will provide secondary access for JIA to and from the south. Total project cost: \$958,000.

23. Duval Road Relocated from I-95 to US-17 (Main Street)

This project will widen the facility constructed as a four lane divided facility with Project Number 5 to a six lane divided facility. This improvement will allow this facility to continue to provide high quality access to the Airport and will allow the development of the North Duval Commerce Center. Total project cost: \$4,344,000.

24. Lem Turner Road Relocated from North of I-295 to South of Eagerton Road

This project will determine the social, cultural, economic, environmental and

transportation impacts of the relocation of Lem Turner Road. In addition, preliminary geometrics will be developed for the corridor and its interchange with I-295. This information will be presented in an Engineering Report and an Environmental Assessment Report. Total project cost: \$500,000.

25. Lem Turner Road Relocated from North of I-295 to South of Eagerton Road

This project will consist of the design and construction of Lem Turner Road as called for in the Engineering Report developed for Project Number 24. The relocation of Lem Turner Road will be required by the runway extension. Total project cost: \$3,193,000.

26. Secondary Access to the Airport

This project will include the design and construction of a four lane divided limited access roadway to provide a secondary access to JIA. This access road will begin at the interchange of I-295 and Duval Road (Project Number 4) and travel along the eastern JIA property line to its intersection with Yankee and Dixie Clippers. This connection will act as a reliever for the section of I-95 between I-295 and Airport Road. Total project cost: \$3,430,000.

27. Dixie Clipper and Secondary Access Road to the Airport

This project will include the design and construction of a grade separated interchange at the intersection of Dixie Clipper and the new access road. The construction of this interchange will provide a free flowing connection between the new access road and traffic heading away from the airport. Total project cost: \$3,910,000.

28. Interchange Construction at Yankee Clipper and the Secondary Access Road to the Airport

This project will include the design and construction of a grade separated interchange at the intersection of Yankee Clipper and the new access road. The construction of this interchange will provide a free flowing connection between the new access road and traffic heading toward the Airport. Total project cost: \$3,910,000.

29. South Access to the Airport From Duval Road to Yankee Clipper

This project will include the design and construction of a four lane divided limited access roadway to provide a secondary access to JIA. This access road will begin at the interchange of I-295 and Duval Road (Project Number 4) and travel along the eastern JIA property line to its intersection with Yankee and Dixie Clippers. This connection will act as a

reliever for the section of I-95 between I-295 and Airport Road. Total project cost: \$1,812,000.

30. Duval Road Relocated and Main Street/Seaboard Coastline Railroad

This project includes the design and construction of a grade separation at the intersection of relocated Duval Road and Main Street/Seaboard Coastline Railroad. Total project cost: \$9,840,000.

31. I-95 From the Trout River to the Outer Beltway

Construct two additional through lanes. Total project cost: \$18,045,000.

32. I-95 From the Trout River to Main Street

Construct two additional through lanes. Total project cost: \$13,130,000.

5. Schools and Other Public Improvements

Improvements by the public sector to accomplish this Plan include the provision of some of the necessary utilities, water, sanitary sewerage, gas lines and storm sewerage services to the Redevelopment Area. These service provisions will be specified in detail in the Action Area Plans (individual projects) for the several phases of development. Again, the City Council shall reserve the power of final approval of Area Action Plans which shall be submitted on a project by project bases, and which will include feasibility/demographic studies and economic proformas (impact on community and surrounding neighborhoods). Each such plan shall include cost projections and sources of revenue to cover projected costs. Any Area Action Plans submitted will comply with Chapter 163.3 Florida Statutes.

School populations are not expected to increase significantly above current growth patterns anticipated, as a result of redevelopment activities because most of the redevelopment activities are expected to be primarily transportation and commercial related uses. Schools that surround the redevelopment area include First Coast, Oceanway, San Mateo, Highlands Elementary, Pine Estates, Highlands Junior, and Garden City. A map outlining the school locations around the redevelopment area can be found in the appendices, A-CRP-6. A table listing the schools, their projected capacities, and anticipated populations are listed in the table below. A telephone interview with the Pupil Placement division of the Duval County School Board reveals that those schools which are already beyond capacity must currently be remedied and are not expected to be significantly impacted by redevelopment activities.

Table 2
**SCHOOLS SURROUNDING THE REDEVELOPMENT AREA
 PROJECTED CAPACITIES AND ENROLLMENTS**

School No.	Name	Capacity	Projected Enrollment
			For 1991/92
265	First Coast	1817	1410
61	Oceanway	1111	700
218	San Mateo	457	500
99	Highlands Elem.	739	720
250	Pine Estates	295	310
244	Highlands Jr.	1300	1550
59	Garden City	583	640

For fire protection and police services, it is anticipated that existing facilities will adequately serve the area during the first phases of redevelopment, and that new facilities for both will be required as redevelopment nears completion. A more detailed analysis of these services will be provided as the Action Area Plans (individual projects) are finalized.

6. Landscaping and Open Space

Publicly provided landscaping and open space within the Redevelopment Area will be primarily within the street rights-of-way and in the designated public open space areas. Landscaping and tree planting, sidewalks, curbs and gutters will be developed throughout the area.

Additional open space and landscaping within the project area will be provided by private development, and agreed upon through a clause incorporated in the general development agreements for parcels in the Redevelopment Area.

7. Rehabilitation and Historic Preservation

Wherever possible, structures appropriate for reuse within the Redevelopment Plan will be designated for rehabilitation and conservation.

There are no listed structures in the JIA redevelopment area on the Inventory of Historic and Architecturally Significant Sites in Duval County, Florida.

8. Relocation Plan

The Jacksonville Department of Housing and Urban Development has been designated by the City of Jacksonville to administer and provide for the relocation of families and busi-

nesses displaced by public action in a Community Redevelopment Area in accordance with the applicable uniform relocation act. The number of residential structures within the Community Redevelopment Area shall be minimal, if any, and can be absorbed into the continuing workload of the Department of Housing and Urban Development of the City of Jacksonville.

Appendix A
Jacksonville International Airport
Community Redevelopment Legal Boundary Description

The following is a description of the tax increment district boundary. It has been based on the Atlas of Duval County, not a survey.

A tract of land in Duval County, Florida being described as follows:

Beginning at the northeast corner of Sec 23 T1N R26E, hereafter called the point of commencement. Thence in a westerly direction along the north line of Sec 23 T1N R26E (also south line Sec 39 T1N R26E) to the intersection of the north line Sec 23 T1N R26E and the west line of lot 11 Sec 39 T1N R26E. This being the Point of Beginning. Continuing in a westerly direction along the north lines of Sec 23 and 22 T1N R26E to the north 1/4 corner of Sec 22. Then proceeding south along the north-south centerline of Sec 22, 27 and 34 T1N R26E to the South 1/4 corner of Sec 34 T1N R26E. Then preceding in a westerly direction along the south line of Sec 34 (north line of Sec 49 T1N R26E) to the west line of Lot 8 Sec 49 T1S R26E, then preceding in a southerly direction along the west line of Lot 8 Sec 49 T1S R26E to the south line of Sec 49 T1S R26E. (Centerline of Dunn Avenue) Then continuing south, perpendicular to the south line of Sec 49 T1S R26E, a distance of 50', a point on the south R/W line of Dunn Avenue. Then preceding in a generally easterly direction along the south R/W line of Dunn Avenue (100' R/W typical) to its intersection with the west R/W line of Interstate 95 (SR-9). Then continuing easterly along the south R/W line of Dunn Avenue to its intersection with the west line of Lot 2 Sec 49 T1S R26E. Then proceeding northerly along the west line of Lot 2 Sec 49 T1S R26E to the north R/W line of Dunn Avenue. Then proceeding in a westerly direction to the intersection of the north R/W line of Dunn Avenue and the east R/W line of Interstate 95 (SR-9). Then proceeding northerly along the east R/W line of interstate 95 (SR-9) to its intersection with the south R/W line of Interstate

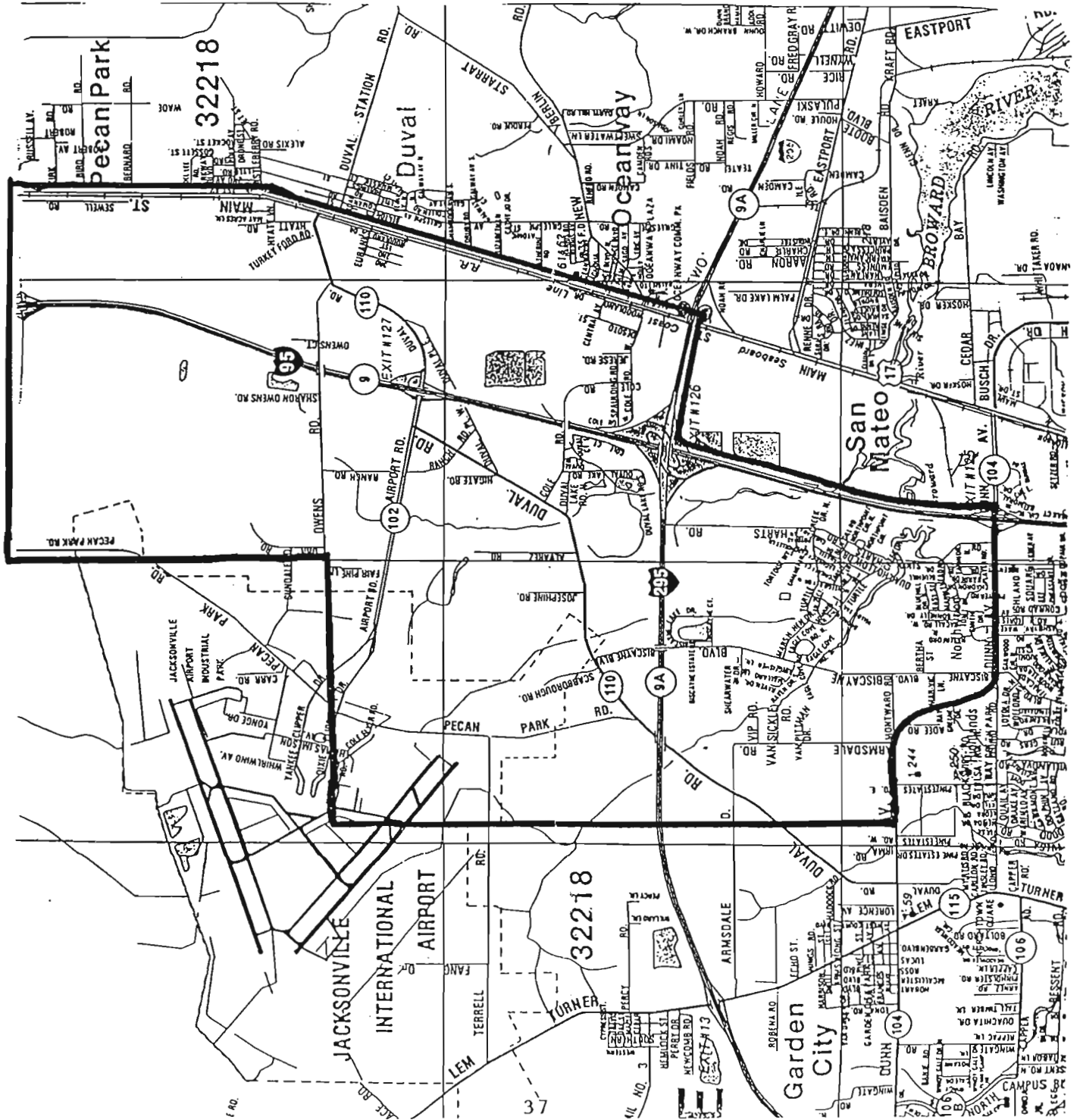
()

295 (SR-9A). Then proceeding easterly along the south R/W line of Interstate 295 (SR-9A) to its intersection with the east R/W line of US-17 (SR-5). The proceeding in a northeasterly direction along the east R/W line of US 17 (SR-5) to its intersection with the south R/W line of Elizabeth Lane. The proceeding in an easterly direction along the south R/W line of Elizabeth Lane to the west R/W line of Gillespie Avenue. Then continuing along the west R/W line of Gillespie Avenue to the south R/W line of Drury Road. Then proceeding west along the south R/W line of Drury Road to its intersection with the east R/W line of US-17 (SR-5). Then proceeding in a northeasterly along the east R/W line of US-17 (SR-5) to its intersection with the northline of Lot 7 Sec T1N R27E. Then proceeding in a westerly direction along the north lines of Lots 7 and 6 T1N R27E to the intersection of the north line of Lot 6 with the east line of Sec 42 T1N R26E. Then proceeding southerly along the line between R26E and R27E to the north line of Lot 5 Sec 39, T1N R26E. Then proceeding westerly along the north line of Lot 5 and Lot 4 Sec 39 T1N R26E to the northwest corner of Lot 4 Sec 39 T1N R26E. Then proceeding southerly along the west line of Lot 4 Sec 39 T1N R26E to the southwest corner of Lot 4 Sec 39 T1N R26E. Then proceeding easterly along the south line of Lot 4 Sec 39 T1N R26E to the west line of Lot 7 Sec 39 T1N R26E. Then proceeding easterly along the south line of Lot 4 Sec 39 T1N R26E to the west line of Lot 7 Sec 39 T1N R26E. Then proceeding southerly along the west lines of Lots 7 and 10 Sec 39 T1N R26E to its intersection with the north line of Sec 23 T1N R26E (point of beginning). This tract contains approximately 14,245 acres or 22.25 square miles.

A-CRP-1

JIA COMMUNITY REDEVELOPMENT AREA

BOUNDARY MAP



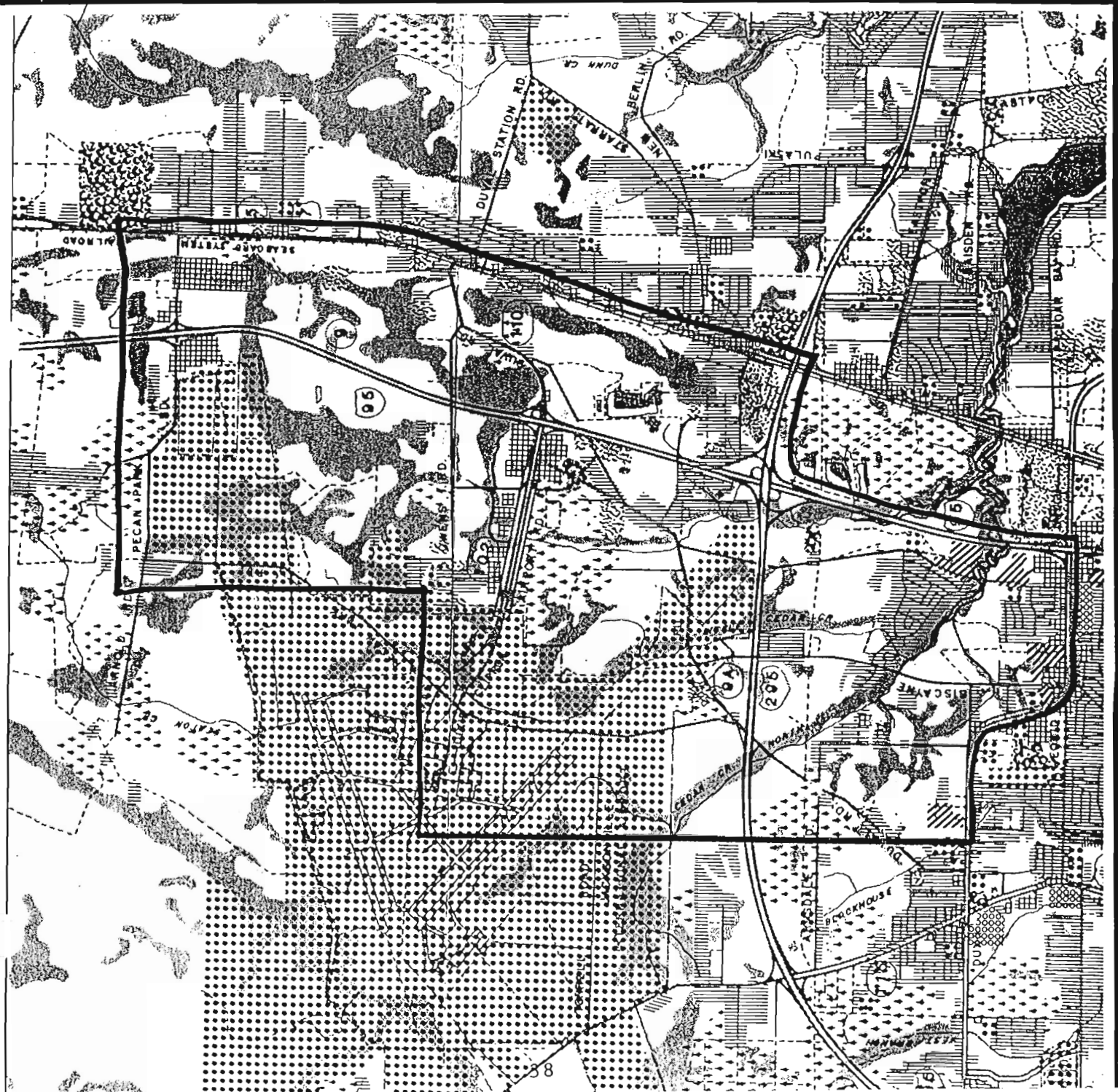
Source: General Highway Map
Jacksonville City Council

EXISTING LAND USE

LEGEND

- RESIDENTIAL
 - Low Density
 - Medium Density
 - High Density
- COMMERCIAL
 - General
 - Shopping Center
 - Professional, Professional, and Institutional
 - Community Office
 - Community Office
 - Community Office
- INDUSTRIAL
 - Light
 - Medium
 - Heavy
 - Water Dependent/Water Related
 - Business Park
- PUBLIC FACILITIES
- CONSERVATION
- RECREATION/OPEN SPACE
- AGRICULTURE
- HISTORIC RESOURCES
- WETLANDS
 - Freshwater Swamps
 - Estuarine Swamps
- WATER
- VACANT LANDS
- OTHER MUNICIPALITIES

Source: Land Cover and Land Use Classification, Center for Research, University of Texas, San Antonio, 1990. Modified by JIA, 1991.


























A-CRP-3

JIA COMMUNITY REDEVELOPMENT AREA

FUTURE LAND USE

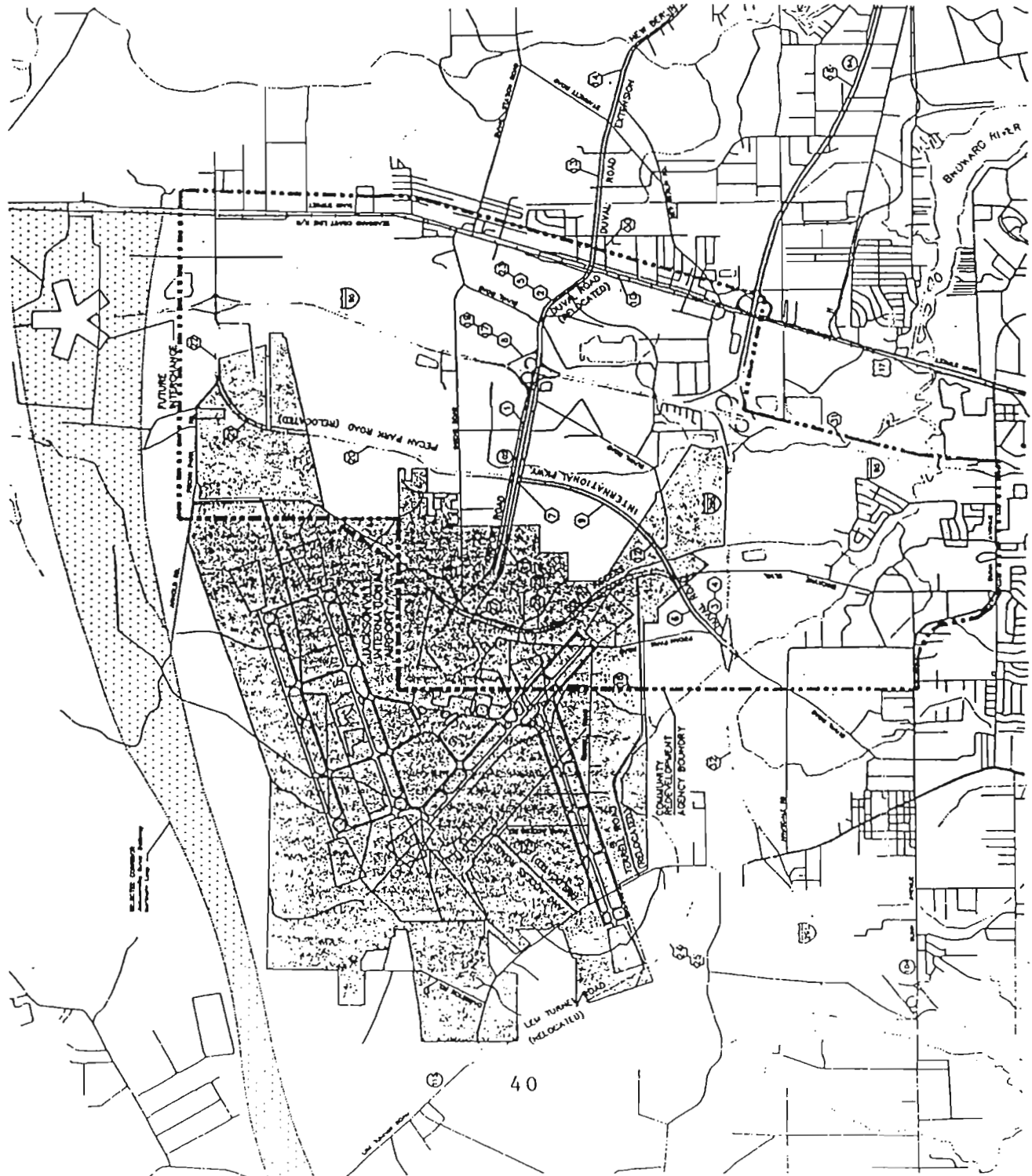
LEGEND

	RURAL
	LOW DENSITY
	MEDIUM DENSITY
	HIGH DENSITY
	COMMERCIAL
	NEIGHBORHOOD
	COMMUNITY/GENERAL
	REGIONAL
	RESIDENTIAL, PROFESSIONAL and INSTITUTIONAL
	CENTRAL BUSINESS DISTRICT
	AGRICULTURE
	INDUSTRIAL
	LIGHT
	HEAVY
	BUSINESS PARK
	WATER DEPENDENT/WATER RELATED
	PUBLIC FACILITIES
	CONSERVATION and RECREATION
	OPEN SPACE
	WETLANDS
	FRESHWATER SWAMPS
	SALT MARSHES
	WATER



TRAFFIC CIRCULATION PLAN

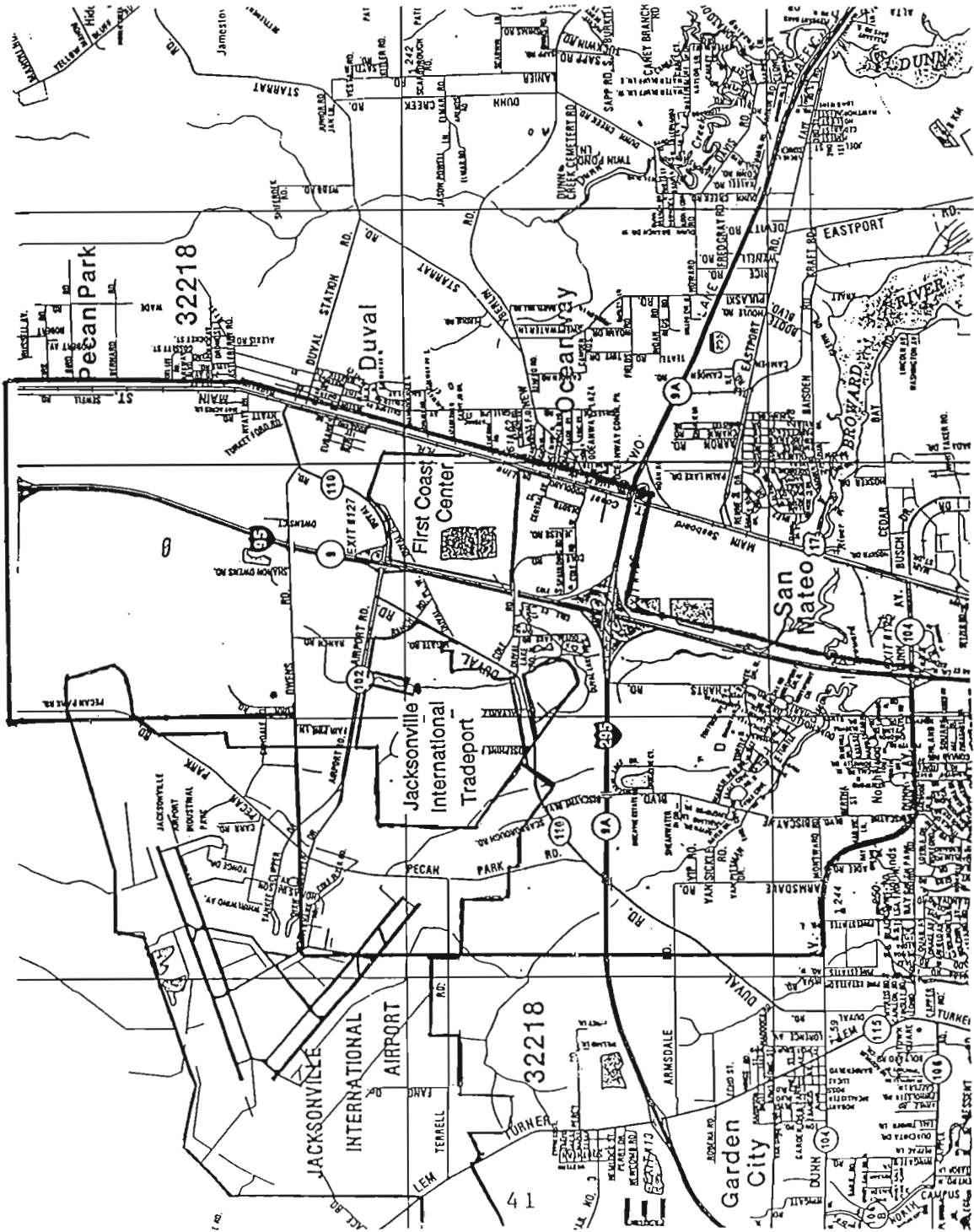
PROJECT NUMBER	FACTORY
1	AIRPORT ROAD From JIA Property line to north of 1-15
2	DUNN ROAD RELOCATED From 1-15 to 4th St.
3	1-775 and DUNN ROAD INTERCHANGE
4	1-775 and DUNN ROAD INTERCHANGE
5	DUNN ROAD (Revised) From 1-15 to 15-17 (Main Street)
6	DUNN ROAD From north of 1-775 to JIA Property Line
7	AIRPORT ROAD JIA Property line to French Road
8	AIRPORT ROAD/DUNN ROAD and 1-15 INTERCHANGE
9	INTERNATIONAL PKWY From JIA S. Property Line to Airport St.
10	MAIN STREET From New York Road to north of Dunbar Road
11	AIRPORT ROAD From French Road to north of Dunbar Road
12	DUNN ROAD From French Road to JIA Property Line
13	DUNN ROAD EXTENSION From Main Street to New York Road
14	NEW YORK ROAD From Dunbar Road to Main Street
15	RAMP ACCESS ROAD (Revised) From French Road to JIA S. Property Line
16	TURNPIKE ROAD (Revised) From French Road to Len Turner Lane
17	AIRPORT ROAD/DUNN ROAD and 1-15 INTERCHANGE
18	SH-14 From 15-17 to Main Street Dr. 50-100
19	AIRPORT ROAD/DUNN ROAD and 1-15 INTERCHANGE
20	PECCAR PARK ROAD (Revised) Airport Road to JIA S. Property Line
21	PECCAR PARK ROAD (Revised) JIA S. Property Line to JIA S. Property Line
22	PECCAR PARK ROAD JIA S. Property Line to 1-15
23	DUNN ROAD (Revised) From 1-15 to 15-17 (Main Street)
24	LOW TURNER ROAD (Revised) From north of 1-775 to north of (Superior St.)
25	LOW TURNER ROAD (Revised) From north of 1-775 to north of (Superior St.)
26	SOUTH ACCESS TO THE AIRPORT From Dunbar Road to French Road
27	DUNN CUMPS and SECONDARY ACCESS ROAD TO THE AIRPORT
28	SOUTH ACCESS TO THE AIRPORT From Dunbar Road to French Road
29	DUNN ROAD RELOCATED and MAIN STREET / SEABOARD COAST LANE INTERCHANGE
30	1-15 From the French Road to the Dunbar Station
31	1-775 From the French Road to Main St.



A-CRP-5

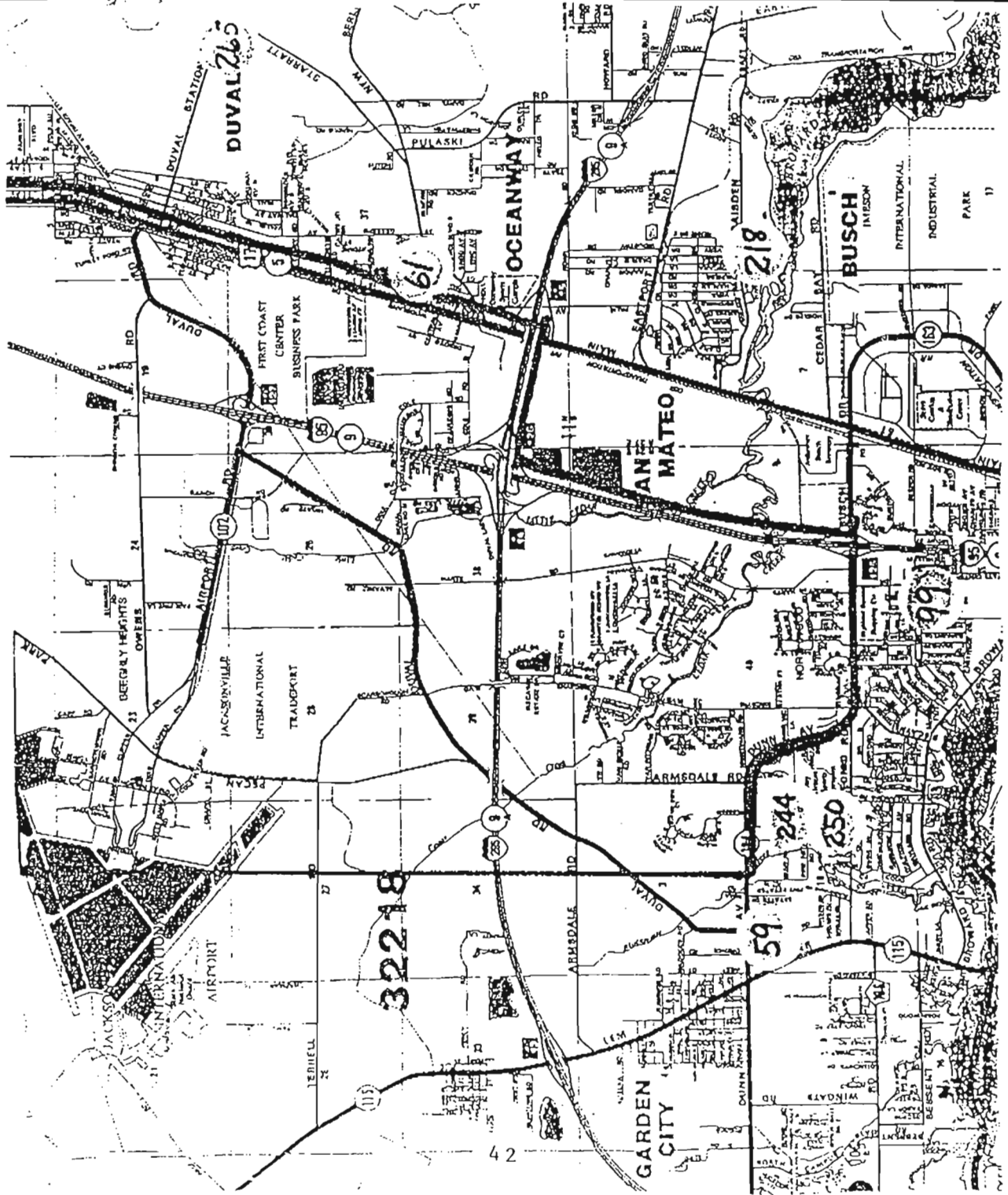
JIA COMMUNITY REDEVELOPMENT AREA

DEVELOPMENTS OF REGIONAL IMPACT

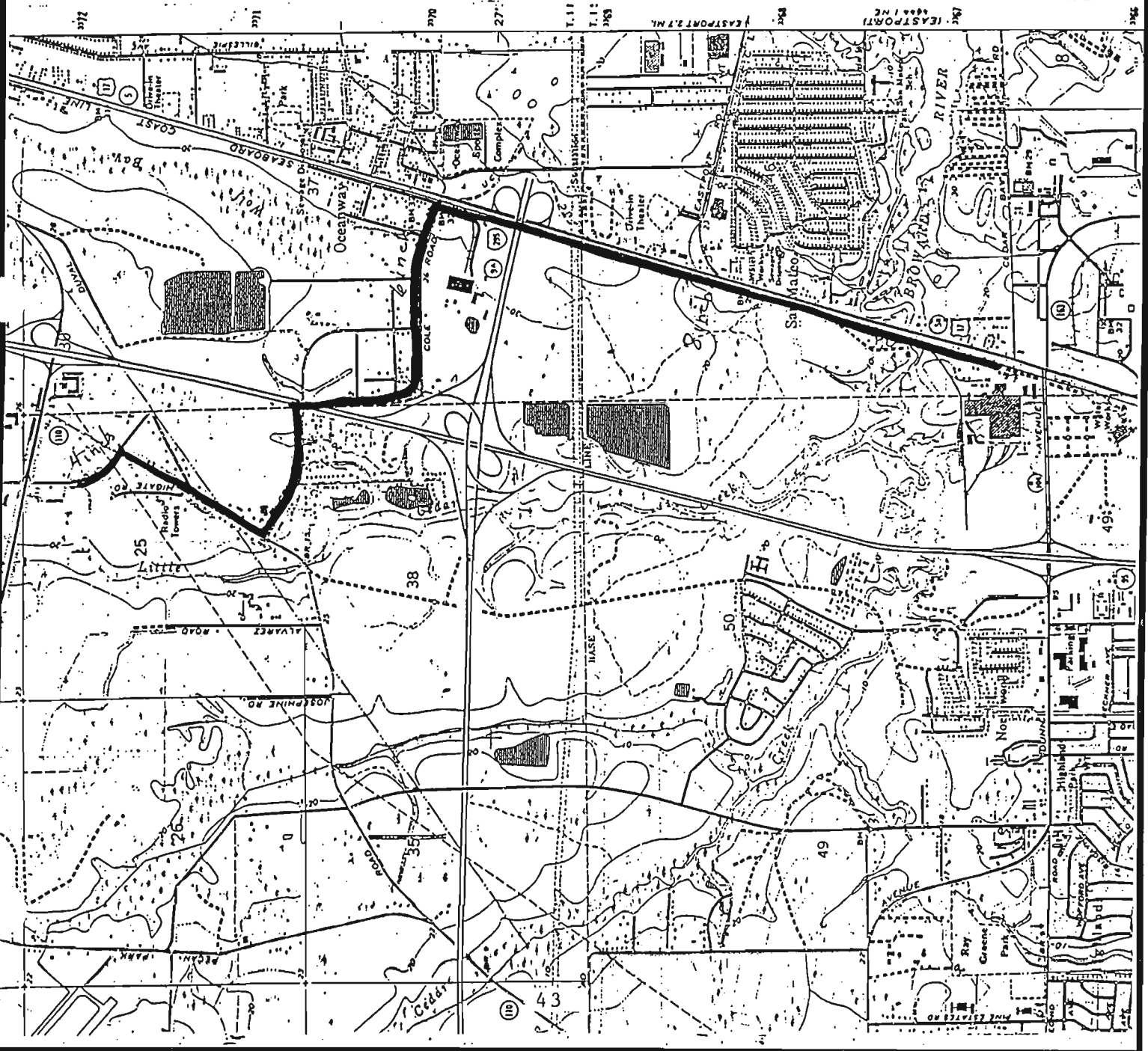


AREA SCHOOLS

School #	Name
265	First Coast
61	Oceanway
218	San Mateo
99	Highlands Elem.
250	Pine Estates
244	Highlands Junior
59	Garden City



PROPOSED GAS
LINE EXTENSION



Appendix B Table of Improvements, Costs, & Funding Sources

Priority Project Number	Facility	Year Required	Estimated Cost				Potential Funding Source
			Engineering	Construction	Right of Way	Total	
1	Airport Road From JIA Property Line to east of I-95	1990	\$600,000	N/A	N/A	\$600,000	FHWA,FDOT
2	Duval Road Relocated I-95 to Alta Dr.	1990	\$700,000	N/A	N/A	\$700,000	FHWA,FDOT
3	I-295/Duval Road Interchange	1990	\$20,000	N/A	N/A	\$20,000	FDOT
4	I-295/Duval Road Interchange	1992	\$250,000	\$2,000,000	\$10,000	\$3,160,000	FDOT
5	Duval Rd. Relocated I-95 to US-17 (Main St.)	1992	\$143,000	\$1,680,000	\$2,521,000	\$4,344,000	FHWA,FDOT,LOCAL
6	Duval Rd. South I-295 to JIA Property Line	1993	\$87,000	\$1,022,000	\$160,000	\$1,259,000	FHWA,FDOT,LOCAL
7	Airport Rd. JIA Property Line to Ranch Rd.	1993	\$700,000	\$9,000,000	N/A	\$9,700,000	FHWA,FDOT,LOCAL
8	Airport Rd./Duval Rd./I-95 Interchange	1993	\$870,000	\$7,169,000	\$4,300,000	\$12,139,000	FHWA,FDOT,LOCAL
9	International Pkwy. JIA N. Property Line - Airport Rd.	1993	\$246,000	\$2,887,000	\$2,700,000	\$5,833,000	LOCAL
10	Main St. New Berlin Rd. to N. of Duval Rd. Relocated	1993	\$142,000	\$1,661,000	N/A	\$1,803,000	FHWA,FDOT
11	Airport Rd. Yankee/Dixie Clippers to JIA Prop. Line	1995	\$215,000	\$2,500,000	N/A	\$2,715,000	FAA,FDOT,JPA
12	Duval Rd. JIA N. to S. Property Lines	1995	\$75,000	\$873,000	N/A	\$948,000	FDOT,JPA
13	Duval Rd. Extension: Main St. to New Berlin Rd.	1995	\$166,000	\$1,952,000	\$5,400,000	\$7,518,000	FHWA,FDOT,LOCAL
14	New Berlin Rd: Duval Rd. Ext. to Alta Dr.	1995	\$250,000	\$2,938,000	\$466,000	\$3,654,000	FHWA,FDOT,LOCAL
15	Fang Access Rd (Relocate): Terrell Rd. to FANG Base	1992	\$68,000	\$768,000	N/A	\$832,000	FDOT,JPA
16	Terrell Rd (Relocated): Pecan Park - Lem Turner	1992	\$178,000	\$2,094,000	N/A	\$2,272,000	FAA,FHWA,FDOT,JPA
17	Airport Rd/Duval Rd/I-95 Interchange	1995	\$2,256,000	\$24,280,000	\$2,021,000	\$28,557,000	FHWA,FDOT
18	SR-9A: US-17 to Heckscher Dr. SR-105	1995	\$800,000	\$9,400,000	N/A	\$10,200,000	FHWA,FDOT
19	Airport Rd/Duval Rd/I-95 Interchange	1996-2000	\$1,702,000	\$18,323,000	N/A	\$20,025,000	FHWA,FDOT
20	Pecan Park (Relocated): Airport Rd. - JIA S. Line	2000	\$217,000	\$2,552,000	\$350,000	\$3,119,000	LOCAL
21	Pecan Park (Relocated): JIA S. - N. Property Line	2000	\$123,000	\$1,442,000	N/A	\$1,565,000	FDOT,JPA
22	Pecan Park: JIA N. Property Line - I-95	2000	\$68,000	\$767,000	\$125,000	\$958,000	LOCAL
23	Duval Rd (Relocated): I-95 - US-17 (Main St.)	2000	\$143,000	\$1,680,000	\$2,521,000	\$4,344,000	FHWA,FDOT,LOCAL
24	Lem Turner (Relocated): N. of I-295 to S. of Eagerton Rd.	2005	\$500,000	N/A	N/A	\$500,000	FAA,FHWA,FDOT,JPA
25	Lem Turner (Relocated): N. of I-295 to S. of Eagerton Rd.	2010	\$168,000	\$1,975,000	\$1,050,000	\$3,193,000	FAA,FHWA,FDOT,JPA
26	S. Airport Access: Duval Rd. - Yankee Clipper	2015	\$270,000	\$3,160,000	N/A	\$3,430,000	FAA,FDOT,JPA
27	Dixie Clipper & Secondary Airport Access Rd.	2015	\$310,000	\$3,600,000	N/A	\$3,910,000	FAA,FDOT,JPA
28	Yankee Clipper & Seconary Airport Access Rd.	2015	\$310,000	\$3,600,000	N/A	\$3,910,000	FAA,FDOT,JPA
29	S. Airport Access: Duval Rd. - Yankee Clipper	2000	\$142,000	\$1,670,000	N/A	\$1,812,000	FAA,FDOT,JPA
30	Duval Rd Relocated & Main St/Seaboard Coastline RR	2025	\$750,000	\$8,500,000	\$590,000	\$9,840,000	FHWA,FDOT,LOCAL
31	I-95: Trout River to Outer Beltway	2025	\$1,415,000	\$16,630,000	N/A	\$18,045,000	FHWA,FDOT
32	I-295: Trout River to Main St.	2025	\$1,030,000	\$12,100,000	N/A	\$13,130,000	FHWA,FDOT

Notes:

- 1) All costs are in 1989 dollars.
- 2) Roadway Construction Costs are based upon FDOT District 2 generalized costs per mile.
- 3) Engineering Costs are estimated to be 8.5% of the construction costs.
- 4) R/W costs for project 10 were determined using the Assessment value for the Red Roof Inn.
- 5) R/W costs for non-DRI property was estimated as \$0.45 per.
- 6) Costs for projects 5, 10, & 17 were obtained from Tipton & Assoc.
- 7) R/W Costs for project 11 are based on an actual appraisal.
- 8) Local funding sources include the City of Jacksonville, JTA, the Dept. of Commerce and the private sector.