

## **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, 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 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 shall ensure that several 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.

### ***HIGH DENSITY RESIDENTIAL (HDR)***

#### **HDR - GENERAL INTENT**

High Density Residential (HDR) is 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 USES**

The uses provided herein shall be applicable to all HDR sites within all development areas.

### **Principal Uses**

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

Commercial retail sales and service establishments, restaurants and 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 - DENSITY**

### **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.

- 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:
  - The site must be located along an arterial road;
  - The site must be fully located within one half mile of a site where the developed density equals or exceeds the proposed density;
  - 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;
  - The abutting and adjacent land use categories must be CGC, HDR, RC or CBD; and
  - 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 potentially encourage sprawl.

*Source: City of Jacksonville Planning and Development Department, June 22, 2023*