

# **2045 COMPREHENSIVE PLAN**

## **INTRODUCTION**



**MARCH 2024**

***The Honorable Donna Deegan, Mayor***

***R. Brett James, Director of Planning & Development***

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**CITY OF JACKSONVILLE**  
**The Honorable Donna Deegan, Mayor**

**CITY COUNCIL MEMBERS**

<i>City Council Member</i>	<i>Group or District</i>
<i>The Honorable Terrance Freeman</i>	<i>At-Large, Group 1</i>
<i>The Honorable Ronald B. Salem</i>	<i>At-Large, Group 2</i>
<i>The Honorable Nick Howland</i>	<i>At-Large, Group 3</i>
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<i>The Honorable Kevin Carrico</i>	<i>District 4</i>
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<i>The Honorable Rory Diamond</i>	<i>District 13</i>
<i>The Honorable Rahman Johnson</i>	<i>District 14</i>

The Comprehensive Plan is a policy document required by Florida Statutes Chapter 163, and by Chapter 650 of the City of Jacksonville Code of Ordinances. Pursuant to the Florida Statutes and the City of Jacksonville Code of Ordinances, the Comprehensive Plan sets out the long and short-term goals directing the development of programs and policies that guide growth and development in an effective and orderly manner. The ultimate goal of the Plan is to promote the public health, safety and welfare.

The City's Comprehensive Plan is comprised of eleven elements containing a series goals, objectives and policies as well as a definitions section and a map series. Goals, objectives, and policies are intended to be general rules of conduct that allow for broad discretion in decision-making. The goals, objectives and policies are often associated with more detailed and specific implementing rules, regulations, and programs such as the City of Jacksonville Code of Ordinances.

**Goal:** A general statement about a desired future outcome. Goals provide the long-term vision and serve as the foundation of the plan, but do not indicate specific actions to be taken to achieve the desired outcomes. Goals provide the basis for the more specific direction provided by the objectives and policies.

**Objective:** A more specific statement that provides direction to achieve a given goal. There are typically several objectives associated with each goal contained in the plan.

**Policy:** Specific courses of action or rules of conduct used to achieve the goals and objectives of the plan. They are intended to be used regularly to guide day-to-day decision-making and direct actions to be taken by the city to implement the plan.

The eleven elements of the Comprehensive Plan and the policy focus for each element is provided below.

#### Capital Improvements Element

- To maintain public services and facilities in the city to sustain current and future growth by establishing capital improvement projects.

#### Conservation/Coastal Management Element

- To protect and preserve the natural resources of the city.

#### Future Land Use Element

- To balance growth that results in compact and compatible land use patterns that minimize urban sprawl and threats to health, safety, and welfare.
- To outline the long-range vision of the city and how to get there.

#### Historic Preservation Element

- To preserve the community's identified historic resources.
- To identify, document, protect and preserve the city's archaeological, historical and cultural resources.

### Housing Element

- To develop stable neighborhoods which provide safe, sound, sanitary and energy efficient housing in various costs, sizes, and types.

### Infrastructure Element

- Natural Groundwater Aquifer Recharge Sub-Element
  - To ensure adequate quantity and quality of water in the city
  - To conserve and protect potable water resources.
- Drainage Sub-Element
  - To ensure availability of stormwater management systems in order to improve water quality by reducing sources of pollution.
- Sanitary Sewer Sub-Element
  - To provide wastewater collection and treatment systems.
  - To encourage development and redevelopment in areas where the public wastewater system has adequate capacity.
- Solid Waste Sub-Element
  - To provide an integrated solid waste management system.
- Potable Water Sub-Element
  - To ensure an adequate supply of high-quality water.

### Intergovernmental Coordination Element

- To coordinate planning and policy making of the city among local, regional, State, and federal governmental entities in order to ensure consistency in development and in the provision of services.

### Public Schools Facilities Element

- To coordinate land use planning and school facility planning.

### Recreation and Open Space Element

- To provide recreational facilities to support residential development.
- To enhance and conserve natural resources and provide greater access to the St. Johns River.

### Transportation Element

- To optimize the capacity of the existing roadway network and promote mobility.

### Property Rights Element

- To ensure that property rights are considered in local decision making.

# 2045 COMPREHENSIVE PLAN

## CAPITAL IMPROVEMENTS ELEMENT



**MARCH 2024**

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214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**CAPITAL IMPROVEMENTS  
ELEMENT**

**GOALS, OBJECTIVES AND  
POLICIES**

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## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

The City shall 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 Comprehensive Plan as having existing capacity.

**Objective 1.1** The City shall provide capital improvements to correct existing public facilities determined to be deficient, to accommodate desired future growth, and replace those facilities determined to be irreparable in a capital improvements schedule within the element. Replacing an entire facility with a new structure requires City Council authorization.

### Policies

#### 1.1.1

The City shall maintain and annually inventory public facilities within its jurisdiction and identify those facilities that are operating deficiently or have become obsolete. This inventory includes facilities related to roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, mass transit, and public schools.

#### 1.1.2

The City shall review and evaluate its Capital Improvement Program ordinance periodically to ensure close coordination between the Capital Improvement Program process and the City's Annual Budgeting process. This coordination will include such things as timing, budget estimates, and defining a capital improvement project.

#### 1.1.3

In order to ensure appropriate guidelines and parameters for future recurring capital maintenance budgets, the City shall annually update the suggested minimums and targets chart for recurring capital maintenance needs as a component of the annual Capital Improvement Program and in accordance with Chapter 106, City of Jacksonville Municipal Code.

#### 1.1.4

The City shall maintain and annually update a listing of any publicly funded capital improvements projects, including a level of priority for funding. This capital facilities list will be based on evaluative criteria and will be adopted as a component of the City's Five-Year Capital Improvements Schedule. The following criteria will be utilized to prioritize the City's schedule of capital improvements:



- a. Enhancement, expansion, or new construction which eliminates existing public health hazards or existing capacity deficits and does not exacerbate existing nor create new deficiencies;
- b. Public facility projects to ensure adopted level-of-service standards are achieved and maintained;
- c. New construction or redevelopment consistent with the City's Future Land Use Element and projected growth patterns, provided that the facilities meet adopted Level of Service (LOS) standards for all other required elements and do not conflict with plans of State agencies and the St. Johns River Water Management District or their regional agency functional plans, and the JEA or their functional plans;
- d. New construction or redevelopment consistent with the City's Future Land Use Element and projected growth patterns which may initially exceed current Level of Service standards, but are phased concurrent with the created impacts of construction;
- e. Once established, Level of Service standards for any area will not be diminished due to the loss of population in that area.

**1.1.5**

The City shall implement a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation. The City has replaced the transportation concurrency system with a Mobility System that addresses roadways, mass transit, and active transportation facilities.

**1.1.6**

The City shall, through joint participation agreements among federal, State, and local governments, and the private sector, as appropriate, identify and build needed public facilities, and allocate the costs of such facilities in proportion to the benefits accruing to each.

**1.1.7**

The City shall use the following LOS standards in reviewing the impacts of new developments upon the enactment of its Concurrency Management System in accordance with Chapter 163 (Part II), F.S., excluding the sections regarding transportation.

**PUBLIC FACILITY LEVEL OF SERVICE STANDARDS**

**DRAINAGE**

The City shall establish and continue to utilize the three level of Service (LOS) standards for drainage facilities. These Levels of Service shall define the depth of flooding allowed within and adjacent to the street rights-of-way as stated below and shall be based on a 5-year design storm.

LOS A: For new systems: Hydraulic gradeline at or below inlet grate: lowest roadway grade elevation at or above the 25-year design high-water elevation for the stormwater management facility.

LOS B: For retrofitting an existing system: Flooding of streets and some yard areas but contained within the right-of-way.

LOS C: For existing system: Flooding up to the finished floor elevation of structures.

Where:

*Service Level A* is the most advanced level of stormwater protection available and comprises the complete removal of stormwater from street surfaces during the design rainfall event. All stormwater is captured by the collection system and overland flow and street storage conditions are eliminated. Significant ponding does not occur and confined areas are drained without surcharge. This level of service obviates the health and safety concerns associated with minor flooding, eliminates transportation hazards and prevents vehicular flooding. The hydraulic grade line is generally at or below the inlet throat.

*Service Level B* is the next level of protection and comprises the prevention of significant levels of yard flooding but includes some flooding of street and yard areas. The sources of Level B flooding are overland flow of off-site stormwaters, surcharging of the stormwater collection system, or the ponding of confined waters. The impacts on residents in Level B service areas are primarily nuisance flooding problems related to temporary impassability of streets. The flooding of major roadways is limited to the outer lane areas but which does not prevent travel. There may be flooding of a limited duration along minor streets and flooding of yards is generally limited to 50% of the grassed area between street and structure. There is no flooding of structures. The hydraulic grade line is at or slightly above the inlet throat.

*Service Level C* is the minimum level of stormwater protection provided and comprises the prevention of flooding in structures or appurtenant components of residential, commercial or institutional structures. Sources of flooding in Level C situations are via overland flow, surcharging of the stormwater collection system, or ponding of confined waters. Flooding of major roadways precludes the use of outer traffic lanes while travel in inner lanes is possible but difficult. Flooding of minor streets precludes travel and flooding of front yards up to the front face of the structure, but no structure flooding is indicated based on a five-year storm frequency. The hydraulic grade line is significantly above the inlet throat.

## **SANITARY SEWER**

1. Effluent discharged from wastewater treatment plants shall meet all federal, state, and local standards.
2. Proposed wastewater collection, transmission, treatment and disposal facilities shall be designed and constructed to maintain the capacity associated with the following wastewater generation rates:

Residential - In accordance with 64E-6.008 F.A.C., or as addressed in the JEA Water, Wastewater and Reclaimed Water Design Guidelines.

Non-Residential - flows to be evaluated on a site-specific basis using Section 64E-6-008 F.A.C., or as addressed in the JEA Water, Wastewater and Reclaimed Water Design Guidelines.

Peak Flows will be determined in accordance with "Recommended Standards for Sewage Works", latest edition (Ten State Standards) and the Water Environment Federation Manual of Practice #9.

## **SOLID WASTE**

The Level of Service for solid waste disposal facilities shall accommodate a solid waste generation rate of 6.7 lbs. per capita per day.

## **POTABLE WATER**

To assure that an adequate Level of Service is provided by water facilities within the Water Service Area, the following standards shall be met:

1. Existing and proposed water facilities shall be designed and constructed in such a manner as to maintain the capacity associated with reasonably expected water demand consistent with all federal, State, and local standards. The capacity shall be based on the following minimum water consumption rates:

Single Family Residential:

- Where reclaim water is not available – 250 gpd/EDU (EDU – Equivalent dwelling unit); or
- Where reclaim water is available – 200 gpd/EDU

Multi-Family Residential:

- State of Florida Department of Health (FDOH) Chapter 64E - 6 FAC Standards for Onsite Sewage Treatment and Disposal Systems, Part 64E-6.008 (1); or
- Fixture Counts; or
- 80 gpd/bedroom

Commercial and Industrial:

- State of Florida Department of Health (FDOH) Chapter 64E - 6 FAC Standards for Onsite Sewage Treatment and Disposal Systems, Part 64E-6.008 (1)

Or as addressed in the JEA Water, Wastewater and Reclaimed Water Design Guidelines.

2. The water supply system within the City shall operate with a rated capacity, which is no less than 5 percent above the historical maximum daily flow.
3. Minimum Pressure--All systems and grids:

<b><u>CONDITION</u></b>	<b><u>PRESSURE</u></b>
Minimum.....	20 psi
Normal Operations.....	40 to 80 psi

4. Storage Volume
  - a. System-wide storage capacity for the regional system for finished water shall equal no less than 17 percent of system-wide average daily demand.
  - b. Nongrid systems without ground or elevated storage reservoirs shall provide for ten (10) minute retention time within the hydropneumatic tank along with adequate and redundant well capacity to meet the fire peak demand condition of the system.
5. Fire Flow

Unless otherwise stipulated by the City Public Safety Department, minimum fire flows based on land use shall be maintained as follows, or as determined by the National Fire Protection Association (NFPA):

LAND USE	GALLONS PER MINUTE (GPM)
Single Family	1,000 (500 gpm if automatic sprinklers used)
Manufactured Homes	750
Multi-family Residential, and Commercial	1,500 (750 from 2 hydrants)
Institutional and Industrial	2,000 (1,000 from 2 hydrants)

**RECREATION AND OPEN SPACE**

**The City shall provide a variety of recreational facilities in the recreation and park system in order to achieve and maintain adopted levels of service standards.**

The City shall maintain the following Level of Service (LOS) standards for the provision of parks in the City:

The City shall provide 1.93 acres per thousand population of "Active/Passive" parks by Planning District.

The City shall provide 2.50 acres per thousand population of "Regional" parks Citywide.

However, in no event shall existing park and open space acreage be reduced in accordance with Section 122.421(b) of the Ordinance Code.

The City shall provide one week of open public swimming at all public aquatic facilities per each 70,000 population.

The City shall provide one athletic field per each 2,000 population.

The City shall provide one court per each 2,400 population.

The City shall provide one mile of trail per each 50,000 population.

On an on-going basis the Parks, Recreation and Community Services Department shall collect and track participation/use data in order to further define recreation facility guidelines based on demand.

**SCHOOLS**

**The City shall ensure that the capacity of schools is sufficient to support residential development order approvals at the adopted level of service (LOS) standards.**

The LOS standards shall be applied consistently by the City within Duval County and by DCPS district-wide to all schools of the same type.

The uniform LOS standards for all public schools including magnets and instructional facility types, shall be 105% of the permanent Florida Inventory of School House (FISH) capacity, plus portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF).

- (a) The designated middle schools in CSA 5 shall be identified as backlogged facilities and an interim level of standard within CSA 5 shall be 115% until January 1, 2018, after which the uniform LOS standard shall apply.
- (b) The implementation of long term concurrency management shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service standards for middle schools in CSA 5 over the 10-year period.
- (c) The City shall adopt DCPS Long Range Capital Improvements Plan as the 10-year long-term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within CSA 5. The long-term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for backlogged facilities within the 10-year period. The long-term schedule improves interim level of service standards for backlogged facilities and ensures uniform LOS, as established in policy above, is achieved by 2018. The long-term schedule will be updated by December 1st of each year, in conjunction with the annual update to the DCPS Five-Year Capital Facilities Plan and the City's Capital Improvements Element.
- (d) The City's strategy, in coordination with DCPS, for correcting existing deficiencies and addressing future needs includes:
  - a. implementation of a financially feasible Five Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;
  - b. implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service standards to the district-wide standards;
  - c. identification of adequate sites for funded and planned schools; and
  - d. the expansion of revenues for school construction

By December of each year, the City, shall consider for adoption the DCPS Five-Year Capital Facilities Plan to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained at the end of the five-year schedule of capital improvements. If the City determines that the DCPS Five Year Capital Facilities Plan is not financially feasible, then the City shall notify the DCPS that the Five-Year Capital Facilities Plan is not financially feasible, and request that DCPS modify the Five-Year Capital Facilities Plan to make it financially feasible.

If there is a consensus to amend the LOS, it shall be accomplished by the execution of an amendment to this Interlocal Agreement by all Cities and DCPS and the adoption of amendments to each local government's Comprehensive Plan, following an advisory review by the ILA Team and the Joint Planning Committee. The amended LOS shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed. No level of service shall be amended without showing that the LOS is financially feasible.

**Objective 1.2 The City shall coordinate with local and/or regional transportation agencies in order to budget for anticipated capital improvements and to explore opportunities regarding matching funds and alternative financing mechanisms.**

## **Policies**

### **1.2.1**

The City shall include in the annual capital appropriations of its budget a list of anticipated capital improvements and expenditures for the appropriate fiscal year.

### **1.2.2**

The City shall continue to explore the feasibility of alternative financing mechanisms to facilitate the availability of public facilities. This shall include a feasibility review of dedicating a portion of the ad valorem taxes specifically for capital improvements.

### **1.2.3**

The Jacksonville Transportation Authority and the City shall ensure that Downtown and the adjacent residential neighborhoods are served with autonomous transit services or alternate non-polluting transit services as federal funds matched with State, local and private monies become available.

### **1.2.4**

The City shall develop a master long-range multi-modal transportation plan to encompass all multi-modal transportation needs within the City regardless of funding source.

**Objective 1.3 The City shall coordinate its land use decisions and manage its fiscal resources in a manner that maintains adopted Level of Service standards, ensures that existing and future facility needs will be met, and does not conflict with**

**adjacent local governments' comprehensive plans or with State or regional agency functional plans.**

## **Policies**

### **1.3.1**

The City shall integrate its land use planning and decision making process with its five-year Schedule of Capital Improvements as adopted within this Capital Improvements Element. The City's annual five-year Capital Improvement Program (CIP) shall be prepared in conjunction with the annual review and update of the Capital Improvements Element.

### **1.3.2**

Public facilities needed to support development shall be required to be provided concurrent with the impacts of such development. The City will continue to allow the use of development agreements between the City and developers.

### **1.3.3**

Decisions regarding the issuance of development orders and permits shall be based upon coordination of the development requirements set forth in the Comprehensive Plan, including, but not limited to, the Land Development Regulations and the availability of public facilities needed to support development concurrent with the impact of that development in a manner consistent with the requirements of the Florida Statutes or Florida Administrative Code, excluding references to transportation or roadway level of service and concurrency.

**Objective 1.4 The City shall limit public expenditures in Coastal High Hazard Areas, as defined in the Conservation/Coastal Management Element, to those improvements which restore or enhance natural resources or which maintain existing public facilities and services at their existing levels, except for public recreational facilities, which may be expanded and improved.**

## **Policies**

### **1.4.1**

The City shall include in its review process for infrastructure planning an assessment of appropriateness based upon the identified Coastal High Hazard Areas (CHHA).

### **1.4.2**

The City shall limit the expenditure of public funds in Coastal High Hazard Areas to the restoration or enhancement of natural resources and to the replacement and renewal of existing public facilities, except for public recreational facilities, which may be expanded and improved.



### **1.4.3**

The City shall limit the expenditure of public funds to maintain existing public facilities and services at their existing levels in the CHHA, except for public recreational facilities, which may be expanded and improved.

### **1.4.4**

The City shall continue to promote financial support for research and planning to ensure water quality health for the St. Johns River and its tributaries, as well as to meet the City's water supply needs.

**Objective 1.5 The City shall manage its fiscal resources and its development review process to ensure the provision of needed capital improvements identified in the other plan elements, for previously issued development orders, and future development and redevelopment.**

## **Policies**

### **1.5.1**

Prior to the issuance of a Certificate of Occupancy, the City through the implementation and enforcement of its Concurrency and Mobility Management System Office (CMMSO), shall ensure that all public facilities, including adequate water supplies but excluding transportation, needed to serve development for which development orders were previously issued are provided concurrent with the impacts of said development. Additionally, prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

### **1.5.2**

Direct Net Debt shall not exceed 5% of assessed valuation.

### **1.5.3**

Annual General Fund debt service requirements of tax supported debt shall not exceed 20% of General Fund operating revenues.

### **1.5.4**

Fiscal policies to direct expenditures for capital improvements shall recognize the policies of the other elements of the Comprehensive Plan.

### **1.5.5**

The City shall continue to adopt a five-year capital improvement program and annual capital budget as a part of its budgeting process.

### **1.5.6**

The City shall prioritize public expenditures on infrastructure to achieve public policy goals.

## **IMPLEMENTATION, MONITORING AND EVALUATION**

### **Five-Year Capital Improvements Schedule**

Monitoring and evaluation of this element are necessary to ensure effectiveness. Chapter 163 (Part II), F.S., requires that this element be reviewed annually to ensure that facilities are available concurrent with the impacts of development and that the levels of service are maintained. This is achieved through the annual update to the Capital Improvement Schedule of projects.

Attachment A is the Capital Improvement Element Schedule of projects which the City has identified throughout the various elements as needed to support its adopted Levels of Service for the next five years. The Capital Improvements Schedule is the implementation mechanism for the Capital Improvements Element. This schedule stages the timing, location, projected costs, and revenue sources for funding the projects in the Capital Improvements Program (CIP) which will be adopted by ordinance. As the CIE is updated each year, the additional City projects will also be included in the CIP. The data for this schedule are based upon the City's capital priorities and needs for the ensuing five-year period, by first addressing legal requirements and life safety hazards, and thereafter taking into consideration the City's goals and policies including those set forth in the Comprehensive Plan and the debt affordability targets established by the City, urgency of a project, the City's ability to administer a project, the involvement of outside agencies, and the potential for future project funding.

### **Concurrency Management System**

The City has adopted a Concurrency Management System as part of its Land Development Regulations. The Concurrency Management System ensures, prior to the issuance of a development order and development permit, that the adopted Level of Service standards for schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation will be maintained and that public facilities and services needed to support development are available concurrent with the impacts of development.

The City shall require concurrency tests for local development orders and local development permits to be conducted by each agency or department having responsibility for the impacted facility(s) prior to the consideration of such local development orders or local development permits, which shall include data concerning proposed densities and intensities, according to the following guidelines:

1. Each affected agency or department shall develop customized concurrency testing procedures and mechanisms that assess the capacity demands of a proposed development upon its particular facility(s);
2. Each affected agency or department shall communicate the results of its customized concurrency test via the computer software program developed by the City's Central Services Computer Systems Division.

The computer software program developed by the Information Technologies Department shall be called the Automated Concurrency Management System Data Base. The Automated Concurrency Management System Data Base and each affected agency or department shall monitor changes in the capacities of affected public facilities over time and changes in the Levels of Service provided for affected public facilities over time.

All local development orders and local development permits approved by the City shall be accompanied by an approved Concurrency Management Reservation Certificate (CRC) for that specific project, certifying that it has passed mandated concurrency tests.

Capacity for all local development orders and local development permits holding approved Concurrency Reservation Certificates shall be reserved in the affected public facilities for the life of its associated and approved local development order or local development permit.

### **Mobility Fee System**

The City shall implement a Mobility System, as described in the objectives and policies that follow. The Mobility System projects help mitigate the effects of increased demand due to growth, with Quality/Level of Service (Q/LOS) improving in the "Build" scenario (Mobility System projects included) relative to the "No Build" scenario (Mobility System projects not included). The volume-to-capacity (V/C) analysis, in conjunction with each update of the Mobility System, shall verify that the mobility fee expenditures and projects do not create excess capacity and improve conditions beyond what is necessary to mitigate the effects of growth.

**Objective 1.6** The City's process for assessing, receiving and applying a landowner's mobility fee for a proposed development shall be governed by the following policies:

#### **Policies**

##### **1.6.1**

The City shall use a quantitative formula for purposes of assessing a landowner or developer's mobility fee for transportation impacts generated by a proposed development.

The landowner or developer's mobility fee shall be calculated based on a formula adopted in the Ordinance Code.

#### **1.6.2**

The City shall use the most recent edition of the Institute of Transportation Engineer's (ITE) publication entitled Trip Generation to calculate the value of daily trips. The City may collect the necessary data to create its own trip generation rates if the ITE manual is not reflective of local conditions.

#### **1.6.3**

Mobility fee dollars shall be applied to established funding accounts for each applicable Mobility Zone and dedicated to Mobility System Projects as shown in the Schedule of Projects within this Element or consistent with Transportation Element Policy 1.4.12.

#### **1.6.4**

Mobility fee dollars shall have a reasonable relationship to the transportation impacts generated by a landowner's or developer's proposed development. Mobility fee dollars shall be applied to the selected transportation improvement project when funds collected are available to the investment necessary to begin the project and the project is located within the respective Mobility Zone.

#### **1.6.5**

Developments which have already been approved via a fair share agreement for concurrency can move forward under the conditions of such agreements; however, these agreements shall not be extended by the City Council. Concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired shall be recognized and accepted until expiration, unless the applicant chooses to pursue the Mobility System.

#### **1.6.6**

Development within the Transportation Management Area (TMA) shall be governed by the local development agreements approved on April 8, 1999, until the local development agreements are terminated or abandoned.

#### **1.6.7**

As set forth in the Ordinance Code, a landowner or developer may construct, cause to be constructed, or provide the real property needed for a transportation improvement project and receive credit for that project. Any improvement or land associated with an improvement that is required for a development's minimum transportation and traffic operation or circulation, including for bicycle and pedestrian movement, applicable to a development order, pursuant to federal, state or local laws or regulations, including but

not limited to the Land Development Procedures Manual, shall not be considered as eligible or qualified for credit pursuant to Section 655 of the Ordinance Code.

#### **1.6.8**

Notwithstanding the provisions set forth in Policies 1.6.1 through 1.6.8, the City, through the enactment of an ordinance, may establish finite periods of time in which the payment of the mobility fee will be waived for all development within the City in order to encourage economic growth.

#### **1.6.9**

In the event of adoption of an ordinance establishing a temporary waiver as provided in Policy 1.6.8, any transportation improvement project which meets the following criteria shall be deemed to be the prioritized project in the 5-year CIE schedule to be funded by mobility fee dollars collected within the respective Mobility Zone after the expiration of the waiver: (1) the project is required to be constructed by a party to a fair share contract in effect as of the adoption of the waiver ordinance; (2) the project is to be funded by fair share assessments paid by development located within the Mobility Zone; (3) construction of the project has commenced prior to the adoption of the waiver ordinance; and, (4) fair share assessments have been received by the City and applied to the project prior to the adoption of the waiver ordinance. Mobility fee dollars shall be applied to any such transportation improvement project through the Fair Share Specific Projects Special Revenue Fund established by the City for the project until the project is fully funded in accordance with funding and cost calculation methodologies in the applicable fair share contract.

**FY 2023-2027 CAPITAL IMPROVEMENTS ELEMENT (C I E) SCHEDULE**

Ordinance 2023-134-E

FY 2023-2027 Capital Improvements Element (CIE) Schedule of Projects

City of Jacksonville Projects

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
11th St, 12th St Connector	Construct new two lane urban section roadways and reconstruct existing roadway. 12th St from current dead end to 11th St; 11th Street to current dead end to Venus Street; reconstruct portions of 11th and 12th Street and add landscape enhancements and sidewalk. Improve entry to UF Health Medical Campus.	CIP 2022-505-E		\$250,000					\$12,000,000	Capital Improvements Element 1.1
5 <sup>th</sup> Street Bridge Replacement	This is an 80' long two lane concrete bridge located on 5 <sup>th</sup> Street between Ellis Road and Edgewood Avenue North. The most recent FDOT evaluation noted that the bridge is Structurally Deficient and is load rated and needs to be replaced. The timber piles upon which the bridge deck is resting are in seriously degraded condition.	CIP 2022-505-E		\$3,100,000						Transportation 2.1
AC Skinner Charter School - School Zone	This project will install a reduced speed school zone on AC Skinner Parkway so children can safely walk to school. It includes mast arm mounted flashers and a marked crosswalk.	CIP Amend 2023-16-E		-\$534,628						Capital Improvements Element 1.1
Acree Road Bridge Replacement	Replacement of three timber bridges on Acree Road near the Duval County line.	CIP 2022-505-E						\$11,000,000		Transportation 4.1
ADA Compliance- Curb Ramps and Sidewalks	ADA upgrades to sidewalks, curb and gutters, crosswalks and other infrastructure items as required by consent decree from the US Department of Justice.	CIP 2022-505-E		\$500,000	\$3,500,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	Transportation 4.1
Alford Place - Corridor Improvements	Enhanced corridor improvements to create a more walkable area along Alford Place between San Marco and Minerva.	CIP 2022-505-E							\$7,000,000	Capital Improvements Element 1.1
Alta Drive Bridge	Design for replacement of a bridge on Alta Drive between River Enclave Lane and Terrapin Creek Lane.	CIP 2022-505-E							\$3,800,000	Transportation 2.1
Angel Lakes Sidewalk & Drainage Improvement	Installation and piping of ditches on VC Johnson Rd from Dunn Ave to dead end. Work includes filling ditches, removing and replacing driveway culverts, installing swales with ditch bottom inlets including underdrain stub-outs of 25' each way, installing sidewalk and any other additional tasks.	CIP 2022-505-E							\$6,000,000	Transportation 4.1
Apache Ave Curb and Gutter	Conversion of urban roadway section to a curb & gutter City Standard Section using the Curb & gutter Petition process.	CIP 2022-505-E		\$75,000	\$300,000					Transportation 2.1
Arlington Road Bridge	Design and repair to washout portion of the approach roadway and sidewalk north of the bridge on Arlington Road North.	CIP 2022-505-E		\$2,000,000					\$9,000,000	Transportation 4.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Armsdale Road Drainage Improvements	Construct a new pipe system, with inlets and driveway repair from Duval Road to Blockhouse Creek Court	CIP 2022-505-E							\$1,600,000	Capital Improvements Element 1.1
Art Museum Drive Bridge	Grout inject into the voids under the approach slabs to bring them back up to initial design profile and repair the guardrails and sidewalks.	CIP 2022-505-E							\$500,000	Transportation 4.1
Art Museum Drive Sidewalks	Design and construction of missing sections of sidewalk on both sides of Art Museum Drive from Beach Boulevard to Atlantic Boulevard. Project will include bridge construction and modifications to the slope walls under the Emerson Street Overpass.	CIP 2022-505-E						\$3,000,000	\$8,900,000	Transportation 4.1
Atlantic Blvd Medians	Installs raised landscaped medians on Atlantic Blvd. between the railroad crossing and Kings Ave. These medians will create an entrance feature to the San Marco neighborhood. They will help slow traffic and improve access management	CIP 2022-505-E		\$150,000						Transportation 4.1
Azure Street Sidewalk New	This allocation of funds is for the construction of new sidewalks in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville on Azure St. Funding will be used for installation of new sidewalks that will help to address pedestrian safety and mobility issues. Project includes the construction of sidewalks from Del Rio Dr. to Caron Dr.	CIP 2022-505-E							\$900,000	Transportation 4.1
Bay Street Corridor Utility Relocation	Relocation of utilities along the Bay Street Corridor.	CIP 2022-505-E		\$2,000,000						Capital Improvements Element 1.1
Belfort Road Widening	This project will widen Belfort Road from 2 lanes to 4 lanes with a center turn lane from Southpoint Parkway to Gate Parkway, modify or replace the traffic signal installations at the Southpoint Parkway and Gate Parkway, and install traffic safety improvements on Belfort Road from A.C. Skinner Parkway to Gate Parkway.	CIP 2022-505-E		\$7,200,000						Transportation 2.1
Belvedere Street Sidewalks	Design and construction of sidewalk along one side of Belvedere Street from 13th Avenue to Lem Turner Road.	CIP 2022-505-E						\$500,000	\$1,300,000	Transportation 4.1
Bowden Road Bicycle Lane	This project will design, construct and perform inspection services for the construction of bicycle facilities along Bowden Road from Spring Park Road to Tiger Hole, a length of 1.5 miles, as prescribed in the Pedestrian and Bicycle Master Plan.	CIP 2022-505-E			\$860,000					Transportation 4.1



Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Brady Road Sidewalk	This allocation funds the construction of new sidewalks in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville on Orange Picker Road. Funding will be used for installation of new sidewalks that will help to address pedestrian safety and mobility issues. Project includes the construction of sidewalks from Orange Picker to Flynn Road.	CIP 2022-505-E						\$500,000	\$2,700,000	Transportation 4.1
Brookmont and Lamanto Ave east Underdrain Improvements	Install new underdrain near 1232 Brookmont and connect to an existing inlet, remove and replace the existing curb and gutter on Lamanto Ave to perform pavement repair to the outlet.	CIP 2022-505-E		\$520,000						Capital Improvements Element 1.1
Brookview Dr. Underdrain improvements	Install a new underdrain at the Brookview Drive cul-de-sac and remove and replace the existing drainage pipe system from the cul-de-sac to the outlet at Gin House Creek.	CIP 2022-505-E		\$235,000						Capital Improvements Element 1.1
CD 10 Sidewalk Repairs	Various sidewalk repairs throughout Council District 10, which may include but is not limited to Westminister Ave., Firestone Rd., Brant Rd., Barmer Dr., Aldington Dr., Winton Dr., Devonshire Blvd., La Marche Dr., Old Kings Rd., 43rd St. W., French St., Andrew Robinson Dr., Roth Dr., Jammes Rd., Trout River Blvd., Harbor View Dr., Rochdale Rd., Lippia Rd., Spottswood Rd. and Lane Ave.	CIP 2022-505-E		\$505,000						Transportation 4.1
Cedar Point Road Sidewalks	Construct approx. 600 LF of sidewalk on Cedar Point Rd. in front of Bradley Pond Development. The sidewalk will complete a missing segment along Cedar Point Rd. and connect to a publicly accessible multi-use trail through the Bradley Pond development. The construction of the sidewalk is part of the Bradley Pond PUD agreement. FDOT has funded the design of the sidewalk.	CIP 2022-505-E						\$500,000		Transportation 4.1
Cedar Road/ Sawpit Road (New Berlin to Shark)	Widening, milling and resurfacing Sawpit Road from Cedar Point to Shark Road.	CIP 2022-505-E		\$1,000,000	\$5,000,000	\$11,500,000				Transportation 2.1
Cemetery Entrance Improvements	Design, misc., contingency, and construction for various cemetery entrance improvements, including Moncrief Rd. entrance medians with trees and grass, fencing, historic street lights, and historic signs (including power) for Pinehurst, Sunset, and Memorial cemeteries, and entrance ditch piping, fencing, historic street lights, and historic signs (including power) for Mt. Olive cemetery.	CIP 2022-505-E		\$597,196						Capital Improvements 1.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Chaffee Road	Design & Construction to widen Chaffee Road from 2 lanes to 4 lanes with medians and auxiliary turn lanes from Normandy Blvd to I-10 as well as improvements identified in the NTPO study from Beaver Street to Old Plank Road.	CIP 2022-505-E		\$5,200,000	\$24,000,000					Transportation 2.1
Channel Lining Drainage Improvements	The major outfall ditch conveyance channel would be modified to return the channel to its original capacity. Outfall ditch banks will be armored (where needed) to protect against future erosion.	CIP 2022-505-E		\$719,500						Transportation 2.1 and Drainage 1.4
Collins Road Sidewalks	Design and construction of sidewalk on one side of Collins Road from Pineverde Lane to Matera Avenue.	CIP 2022-505-E		\$1,000,000	\$3,100,000					Transportation 4.1
Copeland Street Traffic Improvements	This project will widen Copeland Street to create a roadway that can accommodate larger commercial vehicles to service the business in the area.	CIP 2022-505-E							\$500,000	Transportation 4.1
Countywide Bulkhead- Assess, Repair and Replacement	This funds inspection/repair/replacement of the City's countywide bulkhead assets not limited to the St. Johns River. Funding will be used to evaluate and address failing bulkheads. Citywide bulkhead replacement (failures and poor countywide bulkheads).	CIP 2022-505-E		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	Conservation/ Coastal Management 6
Countywide Intersection Imp & Brge – Bridges	This is a continuous requirement necessary to maintain the City's 186 bridge structures. It will be used for general maintenance repairs, design to correct scour and functional obsolescence, and construction of specific bridge projects.	CIP 2022-505-E		\$1,600,000	\$1,900,000		\$500,000	\$3,000,000	\$3,000,000	Transportation 2.1
Countywide Intersection Imp- Improvements	This allocation funds county-wide enhancements to City intersections. The enhancements are focused on City intersection safety and capacity improvements to mitigate hazardous conditions and enhance roadway traffic flow and operations throughout Jacksonville. The Public Works Department has developed a prioritization process to identify sites that require mitigation of safety issues and sites with persistent capacity issues.	CIP 2022-505-E		\$300,000	\$2,000,000	\$2,000,000	\$1,500,000	\$1,500,000	\$1,500,000	Transportation 2.1
Dancy Street Curb and Gutter	Conversion of urban roadway section to a curb & gutter City Standard Section using the Curb & Gutter Petition process.	CIP Amend 2022-681-E		-\$500,000						
		CIP Amend 2023-79-E		-\$150,000						
		CIP 2022-505-E		\$75,000	\$235,000					Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Downtown Landscaping & Lighting Enhancements	The purpose of this project is to enhance, replace and/or add lighting and landscape at various areas throughout Downtown.	CIP 2022-505-E		\$500,000	\$500,000					Capital Improvements Element 1.1
Downtown Two-Way - Pearl Street	The City has identified several streets in Downtown that would benefit from returning to two-way operation.	CIP 2022-505-E				\$1,000,000	\$4,000,000			Transportation 4.1
Downtown Two-Way - Julia Street	The City has identified several streets in Downtown that would benefit from returning to two-way operation.	CIP 2022-505-E		\$1,500,000	\$3,000,000					Transportation 4.1
Downtown Two-Way - Monroe Street	The City has identified several streets in Downtown that would benefit from returning to two-way operations.	CIP 2022-505-E		\$1,000,000	\$4,000,000					Transportation 4.1
Duval Road Widening	Construction of pavement widening and pedestrian improvement on Duval Road from Dunn Avenue to I-295.	CIP 2022-505-E						\$15,000,000		Transportation 4.1
Edgewood Avenue Bicycle Improvements	This project will construct new bicycle improvement segments of Edgewood Avenue as described in the Mobility Plan. Those improvements consist of FY18/19 - Plymouth St to the waterfront bike lane, pavement markings and signage; FY19/20 - I-10 to Casat Ave protected bike lane; FY20/21 - Mayflower to I-10 buffered bike lane; FY21/22 - Mayflower Street to Plymouth Street protected bike lane; FY22/23 - New Kings Rd to McLendon Dr paved shoulder.	CIP 2022-505-E		\$1,194,619						Transportation 4.1
Emerald Trail - Hogan Street Connector	The Hogan Street Connector provides a missing connection between the Hogan's Creek Greenway trail and the Northbank Riverwalk trail. The proposed trail begins on the northern end at Hogan's Creek and interacts with the Florida State College at Jacksonville (FSCJ) campus as a shared-use street.	CIP 2022-505-E		\$2,000,000						Recreation & Open Space 1.3 and Transportation 4.1
Emerald Trail - Hogan's Creek to Riverwalk	East of Main Street, this segment will extend the Hogan's Creek Greenway along the creek corridor to the south of Duval Street where the segment will create a loop connection on the east side of downtown with the Northbank Riverwalk and the TIAA Bank Field, Veterans Memorial Arena, and Baseball Grounds of Jacksonville sports venues.	CIP 2022-505-E			\$2,000,000	\$8,000,000	\$8,000,000	\$4,000,000		Recreation & Open Space 1.3 and Transportation 4.1
Euclid Street Curb & Gutter	Conversion of rural roadway section to a curb & gutter City Standard Section using the Curb & Gutter Petition process.	CIP 2022-505-E			\$75,000	\$125,000				Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Five Points Project- Improvements	This project provides modifications to existing roadway infrastructure within the Five Points area to enhance pedestrian utilization and improve vehicular safety. Within this area the improvements will impact: Park Street, Post Street, Margaret Street, Lomax Street, Oak Street and Herschel Street. Improvements include turning Lomax Street into a one-way eastbound street, expanded sidewalk areas, reduced roadway widths for safer pedestrian crossings and the retention of the historic beacon that sits at the heart of the Five Points intersection.	CIP 2022-505-E							\$3,250,000	Transportation 2.1 and 4.1
Forest Trail Drainage Improvements	This project will significantly upgrade the drainage systems in the area, to alleviate the existing flooding issues.	CIP 2022-505-E		\$5,000,000						Drainage 1.4
Halsema Road Extension PD&E Study	Project Development & Environment Study for an alternate connection to the Halsema Road neighborhood.	CIP 2022-505-E							\$200,000	Transportation 2.1
Hamilton St Box Culvert Extension/Sidewalk Connection	This allocation funds the extension of an existing box culvert and construction of new sidewalk in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville. Funding will be used for installation of new sidewalk to complete missing gaps that will help to address pedestrian safety and mobility issues.	CIP 2022-505-E				\$300,000	\$1,200,000			Transportation 4.1
Hardscape- Countywide	This allocation funds countywide repairs to the City's existing Hardscape features. These features include items found within the right-of-way that are considered to be specialty, including but not limited to: sidewalk pavers, textured crosswalks, stamped/colored asphalt, etc. The repairs are focused on system restoration to ensure that all components function in accordance with their intended purpose. The funding is projected to be used for continuing maintenance contract services.	CIP 2022-505-E		\$2,000,000	\$2,000,000	\$1,000,000	\$1,000,000		\$1,000,000	Transportation 2.1 and 4.1
Hodges Blvd Improvements	Install new turn lanes at Hodges Blvd and Sutton park Dr South, Sutton Park Drive North and Chets Creek. These recommendations originated from a 2021 TPO corridor study.	CIP 2022-505-E							\$500,000	Transportation 4.1
Hodges Blvd Shared Use Path	Convert the sidewalks on Hodges between JTB and Beach into a 2.5-mile 12ft multi-use path.	CIP 2022-505-E							\$1,200,000	Transportation 4.1
Hogan Street Pedestrian Enhancements	Improvements to the sidewalk and other pedestrian and traffic improvements to promote the activation of this vital downtown corridor.	CIP 2022-505-E			\$4,000,000					Transportation 4.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Hood Landing Road Drainage Improvements	Hood Landing Road is a paved public road with unpaved shoulders that dead ends at a public boat ramp on Julington Creek. The road regularly floods during high tides. The top of the ramp is higher than the road so it is believed the river water rises up around both sides of the ramp from the adjacent swale and wetlands.	CIP 2022-505-E							\$150,000	Drainage 1.4
I-10 to Ramona Outfall Ditch Restoration	The major outfall ditch conveyance channel would be modified to return the channel to its original capacity. Outfall ditch banks will be armored (where needed) to protect against future erosion.	CIP 2022-505-E					\$500,000			Drainage 1.4
Irvington Ave. Underdrain Improvements	To install approximately 600 feet of new underdrain, repair the driveways and curb and gutter.	CIP 2022-505-E		\$280,000						Drainage 1.4
Julington Creek Bridge	Construction of approach slab, roadway, sidewalks, and bridge repairs on Julington Creek Rd. between Shady Creek Dr. and Hillwood Rd	CIP 2022-505-E		\$800,000						Transportation 2.1
La Salle Street Outfall	Project will provide drainage improvements in the San Marco Area to alleviate roadway flooding caused by heavy rainfall and high tides. A pump station would be required to accomplish flood reduction benefits in this area of San Marco. COJ is pursuing real estate acquisition to support a potential pump station site.	CIP 2022-505-E CIP Amend 2022-838-E		\$20,000,000 \$20,000,000	\$15,200,000					Drainage 1.4
Lane Wiley Senior Center Septic Abandonment-Utility	This project identifies funds to abandon the existing septic system and connect to the public utilities.	CIP 2022-505-E					\$225,000			Sanitary Sewer 1.1
Lobrano Court Drainage Improvements	Project will repair damaged curb and gutter and driveways on Lobrano Court. The base material under the curb and gutter and asphalt is proposed to be recycled concrete aggregate. The modified base material will protect the curb and gutter and each driveway for a longer life expectancy.	CIP 2022-505-E						\$500,000		Drainage 1.4
Lone Star Road Bridge	Design and construction of the replacement to Bridge 724219 on Lone Star Road Between St. Johns Bluff Road North and Brookview Drive North.	CIP 2022-505-E			\$4,100,000					Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Lone Star Road Extension	Project will extend Lone Star Road from the eastern terminus (just east of Mill Creek Road) to Trednick Parkway. The project consists of the design and construction of the roadway extension to connect Lone Star Road with the Tednick Parkway/Southside Blvd interchange in order to improve mobility in the area.	CIP 2022-505-E		\$3,000,000						Transportation 4.1
Loretto Road Sidewalk	Construction includes concrete sidewalk and driveways, curb and gutter sections and drainage improvements consisting of drainage structures, pipe, and new ditches. This project will extend the sidewalk on the south side of Loretto Road from County Dock Road to Mandarin Road.	CIP 2022-505-E		\$300,000						Transportation 4.1
Luna, Green & Melba Street Bicycle Project	This project will design, construct, and perform inspection services for the construction of a bicycle boulevard approximately 3400 linear feet along Luna Street, Green Street and Melba Street from Lenox Ave to Post St. in the Murray Hill neighborhood. The scope will be determined on the bicycle boulevard design guidelines and may include shared bicycle lane markings, "sharrows", traffic striping and signage for bicycles.	CIP 2022-505-E							\$118,000	Transportation 4.1
Main Street Bridge Pedestrian Ramp	This project will create a pedestrian ramp from the Main Street Bridge to the Riverwalk. The vehicle access ramp from Independent Dr. to the Main Street Bridge will be removed as part of an FDOT project.	CIP 2022-505-E					\$500,000	\$2,100,000		Transportation 4.1
Main Street Traffic Calming (1st to 12th Street)	Improvements to intersections to provide for left turns as well as increase and enhance pedestrian areas from 1st to 12th Street along Main Street. This in partnership with an FDOT resurfacing project.	CIP 2022-505-E		\$1,200,000						Transportation 2.1
Major Outfall Ditch Restoration/ Cleaning	The City of Jacksonville has 209 miles of major outfall ditches. The outfall drain major drainage basins throughout the county. Proactive restoration is needed to ensure these outfalls can help to minimize flooding during major storm events.	CIP 2022-505-E		\$3,000,000	\$3,000,000	\$4,000,000	\$4,000,000	\$4,500,000	\$5,000,000	Drainage 1.4
Mallory Street Drainage Improvement	This project will construct City Standard Curb inlets at the low spot on both sides of Mallory Street to drain the standing storm water, install approximately 255 LF of 15" RCP pipe, and connect to the existing system that outlets of the St. Johns River. Project will include driveway repair and possible conflict sanitary manholes.	CIP 2022-505-E			\$320,000					Drainage 1.4

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Mandarin Road Sidewalk	This allocation funds the construction of new sidewalks in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville on Mandarin Road. Funding will be used for installation of new sidewalks that will help to address pedestrian safety and mobility issues. Project includes the construction of sidewalks from Red Cypress Drive to Rivergate.	CIP 2022-505-E					\$250,000	\$700,000		Transportation 4.1
Marquette / Woodmere Area Drainage Improvements	Design and construction of drainage improvements and channel dredging from Marquette Avenue to Woodmere Drive, to improve drainage and alleviate flooding issues on residential properties along Shirley Avenue.	CIP 2022-505-E					\$557,000			Drainage 1.4
Mayport Dock Redevelopment	Design and construction of dock facilities on the St Johns River to support the vision of the Mayport Community. Dock facilities will support the commercial shrimping fleet, local charter fishing and recreational boating.	CIP 2022-505-E		\$1,500,000	\$5,000,000	\$5,000,000	\$5,000,000			Recreation and Open Space 4.1 and 4.2
McCoy's Creek Branches	Improvements at the tail waters of McCoy's Creek, to reduce local flooding, improve access to the creek and improve recreational opportunities.	CIP 2022-505-E		\$3,400,000				\$10,000,000		Drainage 1.4 & Recreation and Open Space 4.1 and 4.2
McCoy's Creek Greenway - McCoy's Creek Rebuild & Raise Bridge	Removal and reconstruction of the Stockton Street bridge over McCoy's Creek to allow for better floodplain management	CIP 2022-505-E		\$1,500,000						Transportation 2.1
McCoy's Creek Greenway - Outfall Improvements with Riverwalk	Stormwater improvement from Myrtle to the outfall as well as opening up the mouth of McCoy's Creek to support access to the creek, and improved recreational opportunity associated with McCoy's Creek.	CIP 2022-505-E		\$18,600,000	\$7,000,000	\$5,100,000				Conservation/ Coastal Management 6
Mickler Road Widening	Widen Mickler Rd. from Larkin Rd. to school entrance.	CIP Amend 2022-493-E	\$23,649,605							Transportation 2.1
Moncrief Rd Beautification (34th- 45th St)	Intersection improvements including vehicular and pedestrian signal upgrades, new concrete sidewalk, curb and gutter, pedestrian overpass aesthetics, landscape renovations and enhancements along the corridor.	CIP 2022-505-E		\$1,900,000						Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Moncrief Rd. and W. 20 <sup>th</sup> St. Road Improvements	Install cul-de-sac on 20th St. to remove connection to Moncrief Rd. and create on-street parallel parking spaces.	CIP 2022-505-E			\$350,000					Transportation 2.1
Monument Road Bridge	The design of roadway rehabilitation to raise the road, drainage pipe network, medians, sidewalks, and wingwall to their original design grades.	CIP 2022-505-E							\$800,000	Transportation 2.1
Monument Road Improvements	This project will resurface, install raised medians, add bike lanes from Atlantic Blvd to Trednick Parkway, install dual EB left-turn lanes and NB receiving lanes at St. Johns Bluff Rd. Construct 1.1 miles of new sidewalk on Monument Rd from Regency Sq Blvd N to Lee Rd and 900 ft of sidewalk from Atlantic Blvd to Monument Rd as well as reconfigure the lane assignments at Trednick Parkway.	CIP 2022-505-E							\$2,200,000	Transportation 2.1
MOSH and Riverwalk at the Shipyards	Initial effort will address design and engineering cost associated with permitting the site for a future Civic Attraction and Riverwalk Improvements. Design/Engineer will include, but not limited to, environmental/geotechnical engineering, establishing site grade/elevation, parking lot design, extension of A. Philip Randolph Blvd, design a pad ready foundation and designing site supporting utilities.	CIP 2022-505-E		\$7,200,000						Capital Improvements 1.1
New Berlin Rd. (Cedar Point to Starratt/Pulaski Rd. Int)	Traffic study and concept design for road improvement along New Berlin Road. The limits of the improvements are along New Berlin Road from Cedar Point Road to the intersection of Starratt Road and Pulaski Road.	CIP 2022-505-E			\$20,000,000	\$20,000,000				Transportation 2.1
Northbank Central Marina	Project will provide for a marina, marina support building, park improvements and the extension of docking space along the Northbank downtown.	CIP 2022-505-E		\$15,000,000	\$12,100,000	\$9,000,000				Recreation and Open Space 2.1
Northbank Riverwalk -Northbank Bulkhead	Our continuous inspection of the Northbank Riverwalk (previously in 2006 and recently in 2010) indicates a need to begin phasing the entire replacement of the bulkhead. There is approximately 7,070 linear feet of bulkhead (including 1,400 linear feet at Met Park) and it is estimated that the complete replacement cost will be over \$31 million. Our plan is to phase the replacement over time. The FY18/19 funding will be for the Approx... 645 ft of bulkhead adjacent to the Times Union Center for Performing Arts.	CIP Amend 2022-871-E  CIP 2022-505-E		\$71,000,000	\$8,900,000	\$17,000,000	\$4,000,000	\$1,000,000	\$10,000,000	Conservation/ Coastal Management 6



Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Northbank Riverwalk & Capital Maintenance	An inspection of the portions of Berkman Townhomes platform that are owned by the City of Jacksonville has resulted in a recommendation for repairs and improvements.	CIP Amend 2022-871-E		-\$7,100,000						
Oakleaf Village Parkway at Merchants Way Turn	A traffic study in 2021 showed that this intersection will have an unacceptable level of service in 5 years without improvements. This project will build a dedicated right turn lane to reduce delay and keep the intersection level of service adequate.	CIP 2022-505-E		\$2,000,000						Capital Improvements Element 1.1
Oceanway Community Center Septic Abandonment - Utility	This project identifies funds to abandon the existing septic system and connect to the public utilities.	CIP 2022-505-E					\$215,000			Sanitary Sewer 1.1
Ortega Boulevard Sidewalks	Design and construction of sidewalk along one side of Ortega Boulevard from Yacht Club Road to Grand Avenue	CIP 2022-505-E							\$4,900,000	Transportation 4.1
Park Street Road Diet	This project provides modifications to existing roadway infrastructure from Forest Street to Stonewall Street with the Brooklyn Neighborhood to enhance pedestrian and bicycle connectivity and improve vehicular safety. Improvements include adding a two-way protected bike lane, on street parking, expanded sidewalk areas, reduced roadway widths for safer pedestrian crossing and the addition of street trees.	CIP 2022-505-E		\$3,000,000						Transportation 2.1
Pavement Markings	Public Works is responsible for over 3,600 miles of roadways and the pavement markings continue to deteriorate. This funding supports on-going replacement of pavement marking to ensure adequate safety levels of our travel ways.	CIP 2022-505-E		\$1,500,000	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000		Transportation 2.1
Penman Road Complete Streets	Complete a "Complete Streets" study for Penman (Atlantic to Beach Blvd) which will address intersection, pedestrian and bicycle needs and improvements	CIP 2022-505-E		\$2,000,000	\$10,000,000	\$7,500,000				Transportation 4.1
Perry Street Improvements	The two-block stretch of Perry Street between 8th and 10th is overwhelming historic brick and in poor condition	CIP 2022-505-E							\$4,000,000	Transportation 2.1
Plummer Grant Sidewalk (New)	This allocation funds the construction of new sidewalks in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville on Plummer Grant Road. Funding will be used for installation of new sidewalks that will help to address pedestrian safety and mobility issues. Project includes the construction of sidewalks from Old St. Augustine Road to Julington Creek Road.	CIP 2022-505-E					\$300,000	\$2,400,000		Transportation 4.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Plymouth Street Bridge	Construction of a replacement bridge on Plymouth Street between Lamboll Avenue and Glen Laura Road.	CIP 2022-505-E				\$4,250,000				Transportation 2.1
Post Street Dock Streetscape	Design and construction of enhanced parking, wider sidewalks, lighting improvements, and landscaping improvements.	CIP 2022-505-E					\$400,000		\$3,000,000	Transportation 2.1
Railroad Crossings	This allocation funds countywide railroad crossing maintenance. The City has long standing agreements with the major railroad companies that place the maintenance and repair cost of railroad crossings on the City. By agreement, the City has to have funds available at all times to pay for any work that may be deemed necessary by the railroads.	CIP 2022-505-E		\$750,000	\$750,000	\$550,000	\$225,000	\$225,000	\$1,725,000	Transportation 2.1
Ray Greene Park Septic Abandonment – Utility	This project identifies funds to abandon the existing septic system and connect to the public utilities.	CIP 2022-505-E					\$150,000			Sanitary Sewer 1.1
Resiliency Infrastructure Improvements	It is important for public infrastructure to be adaptive to changing environmental conditions. It will be important to assess the ability of existing infrastructure to withstand current and future stresses, and to plan for the infrastructure's rehabilitation, relocation and/or replacement. In addition, public access to resilient related information and data assist with community engagement.	CIP 2022-505-E		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000			Conservation Coastal Management Goal 11
Riverfront Plaza	This project will provide funding to study concept hardscape and greenscape, design and site prep work in conjunction with Downtown Investment Authority needed at 2 West Independent Drive for future development of two developable sites.	CIP 2022-505-E		\$25,000,000						Capital Improvements 1.1
Riverside Ave Drainage Study	A drainage study to evaluate the area for potential solutions to flooding and roadbed deterioration.	CIP 2022-505-E						\$250,000		Drainage 1.4
Roadway Resurfacing	This allocation funds resurfacing of City roads throughout Jacksonville. The City is responsible for approximately 3,682 miles of paved centerline roadway. Resurfacing includes full milling and resurfacing, micro-surfacing and rejuvenation of city roadways. All of these treatments extend the lifespan of existing city roadways. Program Management Services for the Pavement Management program are also included in this project. A portion of this project is being funded by Community Development Block Grant (CDBG) grant funding.	CIP 2022-505-E		\$29,000,000	\$27,000,000	\$27,000,000	\$18,000,000	\$18,000,000	\$18,000,000	Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Roadway Safety Project- Pedestrian Crossings	Improve existing pedestrian crossings and install pedestrian crossing at unmarked sites on City right of way. Some locations may require pavement markings and signage and other locations may require Rectangular Rapid Flashing Beacons (RRFB).	CIP 2022-505-E		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	Transportation 4.1
Roadway Sign Stripe and Signal	This project supports the Traffic Engineering Division's county-wide effort to re-stripe and re-sign deficient roadways. Additional efforts include signal repair and replacement or enhancement of traffic signal equipment.	CIP 2022-505-E		\$2,860,000	\$3,360,000	\$1,930,000	\$1,930,000	\$1,400,000	\$1,400,000	Transportation 2.1
Roselle Street Bridge	Out damaged portion of concrete bridge railing away and construct repair to match existing. Remove guardrail system and install new guardrail to current FDOT standards.	CIP 2022-505-E							\$500,000	Transportation 2.1
San Mateo Elementary School Sidewalk	Build approximately 1200' of sidewalk along the north side of Eastport Road and across railroad tracks (will need Railroad approval). Add crosswalks and a flashing school zone to aid students walking from the Eastport Apartments to San Mateo Elementary School. (New funding)	CIP 2022-505-E			\$600,000					Transportation 4.1
School Pedestrian Safety & Sidewalks - Flasher Clocks	Convert all School Zones on city roads to full electric flash indications	CIP 2022-505-E		\$500,000						Transportation 2.1
Seabreeze Drive Drainage Improvement	Install three check valves in existing storm pipes to prevent high tide from the intracoastal back-flowing up the pipes and flooding the neighborhood.	CIP 2022-505-E						\$320,000		Drainage 1.4
Sedgemore Drive Drainage Improvements	Repair damaged residential roadway along Sedgemore Drive and Halethorpe Drive.	CIP 2022-505-E						\$350,000		Drainage 1.4
Sibbald Road Sidewalk Extension	Project is the design and construction of new sidewalk on Sibbald Road, extending north from Archery Avenue to Trout River Boulevard. This will be a continuation of the existing sidewalk on Sibbald Road between Soule Drive and Archery Avenue.	CIP 2022-505-E		\$1,500,554						Transportation 2.1 and Drainage 1.4
Sidewalk Construction- New	This allocation funds the construction of new sidewalks in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville. Funding will be used for installation of new sidewalks to complete missing gaps that will help to address pedestrian safety and mobility issues.	CIP 2022-505-E		\$1,000,000	\$1,000,000	\$500,000	\$500,000	\$500,000	\$500,000	Transportation 4.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Sidewalk/Curb Construction and Repair	This allocation funds the repair of existing deteriorated/damaged sidewalks throughout Jacksonville. This includes repairs to hazardous sidewalks by removing and replacing sidewalk panels and by horizontal cutting. This effort helps to address pedestrian safety and mobility issues.	CIP 2022-505-E		\$6,000,000	\$6,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	Transportation 4.1
Snowbrook Ct. and Cherokee Cove Trail Under	To remove and replace the existing underdrain on Cherokee Cove Trail and Snowbrook Court.	CIP 2022-505-E		\$430,000						Transportation 2.1
Southbank Bulkhead	Periodic inspections of the Southbank Riverwalk bulkhead have indicated that a phased replacement of the bulkhead is necessary for approximately 1000LF of bulkhead between the boat ramp and the Main Street Bridge.	CIP 2022-505-E		\$6,000,000				\$6,000,000		Conservation/ Coastal Management 6
St. Johns River Bulkhead, Assess/Restore	This funds inspection/repair/replacement of the City's countywide bulkhead assets. Previous years' funding has been utilized to inventory and assess 557 Structures throughout Jacksonville. They have been assessed as being either in excellent, good, poor, or failing conditions to allow for a prioritization of improvement. Previous years' allocations have also funded the repair/replacement of the highest priority structures (those identified as Failure & Poor condition - 86 Structures) and continued funding supports ongoing inspections in order to update the project prioritization list and address the next group of highest priority structures.	CIP 2022-505-E		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	Conservation/ Coastal Management 6
St. Johns Ave. Traffic Calming	Install raised concrete intersection "bulb-outs" along St. Johns Ave. from Van Wert Ave. to King St. for enhanced safety and aesthetics. FDOT will allow COJ to install by permit. Traffic calming is desired within the Riverside neighborhood to slow motorized traffic, enhance safe pedestrian crossings and help position parked vehicles away from corners to provide better sight distance. This project will install curb extensions, shorten pedestrian crossing distances and provide area for landscaping.	CIP 2022-505-E		\$200,000				\$250,000		Transportation 2.1
Sunbeam Road Underbeam Repair Project -Phase 2	Replace the existing underdrain and any failing roadway elements for a segment of Sunbeam Rd that is roughly 600 LF.	CIP 2022-505-E						\$1,000,000	\$4,000,000	Drainage 1.4
Superior Street Fueling Station	Design and installation of 3 - 20,000 gallon above ground storage tanks, piping, new dispensers and canopy	CIP 2022-505-E				\$325,000	\$1,225,800			Capital Improvements 1.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Tar Kiln Bridge	Design and construction of guardrail upgrades and maintenance items.	CIP 2022-505-E		\$500,000						Transportation 2.1
		CIP Amend 2023-16-E		\$534,628						
Traffic Calming	The project is a Countywide project to help alleviate traffic. This funding will be used to calm traffic in areas throughout the county where speed humps and other traffic calming devices can be implemented.	CIP 2022-505-E		\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$150,000	Transportation 2.1
Traffic Signal (New) - Baymeadows Rd. E & Hampton	New traffic signal at Baymeadows Road East and Hampton Park Boulevard.	CIP 2022-505-E		\$700,000						Transportation 2.1
Traffic Signal (New) - New Berlin Rd & Cedar Point Rd	New traffic signal at New Berlin Road and Cedar Point Road, to include necessary roadwork and drainage	CIP 2022-505-E		\$1,000,000						Transportation 2.1
		CIP Amend 2023-79-E		\$1,250,000						
Traffic Signalization - Fiber Optic	The project will provide communications to the traffic signals along selected City arterials. A communication link to a traffic signal controller will allow for remote assessment of signal issues, provide automated warning for power outages, allow for video capability, and remote real time observation of the intersection and corridor.	CIP 2022-505-E		\$750,000	\$750,000	\$750,000	\$750,000	\$750,000		Transportation 2.1
Traffic Signalization - Countywide	The purpose of this project is to provide funding for signalization of intersections. When the Traffic Engineering Division deems that an intersection meets the criteria for signalization, these funds will provide the resources to design and install the necessary traffic signals.	CIP 2022-505-E		\$1,100,000	\$1,100,000	\$550,000	\$550,000	\$550,000	\$550,000	Transportation 2.1
		CIP Amend 2022-681-E		-\$1,500,000						
		CIP Amend 2023-79-E		-\$1,100,000						
Traffic Street Lights (mast arm paint)	Countywide effort to provide funding for lighting projects.	CIP 2022-505-E		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Trout River Blvd Sidewalk (new)	This allocation funds the construction of new sidewalks in accordance with the Pedestrian Safety Improvement Program criteria throughout Jacksonville on Trout River Blvd. Funding will be used for installation of new sidewalks that will help to address pedestrian safety and mobility issues. Project includes the construction of sidewalks from Old Kings Road to New Kings Road (Approximately 3,300 ft) and includes a railroad pedestrian crossing.	CIP 2022-505-E					\$300,000	\$1,500,000		Transportation 4.1
Trout River Railroad Crossing Overpass	Construct an at-grade separation railroad crossing to eliminate train blockage. The first step in the process is to perform a PD&E study	CIP 2022-505-E							\$500,000	Transportation 2.1
Underdrain Replacements	Underdrain is a drainage system installed under a road to collect and transport subsurface groundwater. These buried conduits are usually wrapped in geotextile fabric which allow water to enter the underdrain while keeping sediments out. Underdrain is installed to keep the groundwater (protect) from coming in contact with the roadway subgrade and base.	CIP 2022-505-E		\$1,000,000	\$1,000,000	\$500,000	\$500,000	\$500,000		Drainage 1.4
University Boulevard (Complete Streets Project)	Transforming 6,500 feet of University Boulevard by milling and resurfacing with potential improvements to include reduced travel lane widths, construction of buffer bike lanes, mid-block crossings, reconfiguration of the Burdette/lake Lucina intersection, high-emphasis crosswalks, and installation of a median where left turning movements are not compromised. The final project scope will be determined through stakeholder meetings and design development.	CIP 2022-505-E			\$10,000,000	\$9,500,000				Transportation 2.1
Upstream Fishing Creek Drainage Improvements	Design and construction of drainage improvements from the outfall of the Regional Pond at 5875 118th Street, across Nancy Drive and north to Ortega Farms Boulevard.	CIP 2022-505-E						\$600,000	\$2,218,000	Drainage 1.4
Venetia Drainage Improvements	Drainage improvement project to address flooding being experienced on Demedici Avenue, Davinci Avenue and Della Robbia Way. The stormwater collection system will be improved to current design standards. Initial funding will be for design and real estate acquisition.	CIP 2022-505-E		\$900,000						Sanitary Sewer 1.1
Water/ Wastewater System Fund	To provide funding for construction of central water and wastewater treatment systems in order to eliminate on-site treatment and disposal systems.	CIP 2022-505-E		\$25,000,000	\$17,500,000	\$17,500,000	\$5,000,000			Transportation 2.1 and Drainage 1.4

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Wells Road Bridge	Design and construction of replacement of a 54 year old timber bridge serving a dead end community on Wells Road.	CIP 2022-505-E					\$2,500,000			Transportation 2.1
West 9th Street Improvements	Repair, repave, and improve the underlying road infrastructure at the intersecting blocks of West 9th and Perry Streets, adjacent to the UF Health complex.	CIP 2022-505-E						\$2,000,000		Transportation 2.1
Willowbranch Creek Bulkhead Replacement	This project will design and construct a replacement bulkhead for The Willowbranch Creek system between Riverside Avenue and Sydney St. The design will address bulkhead demolition, replacing the bulkhead, removal of sediment build up, and eliminating eroding areas due to bulkhead failure.	CIP 2022-505-E		\$3,500,000	\$3,300,000					Conservation/ Coastal Management 6
Willis Branch Dredge	This project will design, permitting and dredging of Willis Branch from Old Middleburg Road to location 2000 feet south of Lane Avenue.	CIP 2022-505-E		\$1,600,000						Drainage 1.4
Woodland Acres Traffic Calming	Traffic calming and drainage improvements. Traffic calming cannot be installed without making existing drainage problems worse. This project correct both problems by installing 3,000ft of curb and gutter, repairing other drainage structures, and installing speed humps.	CIP Amend 2022-652-E	\$1,369,117							Transportation 2.1
Woodside Street Underdrain Drainage Improvements	Project will construct underdrain and cleanouts along both sides of Woodside Street which will be connected to the existing City system on Line Street. Installs approx. 2200 LF of 6 inch underdrain pipe, repairs pavement and repairs sidewalk.	CIP 2022-505-E		\$500,000				\$625,000		Drainage 1.4
McCoys Creek Remove Bridge - Smith	Removal of existing Smith Street Bridge over McCoys Creek returning hydraulic capacity and better floodplain management to the basin.	CIP Amend 2022-408-E	-\$857,148							Drainage 1.4
McCoys Creek Remove Bridge - LeLand	Removal of existing Leland Street Bridge over McCoys Creek returning hydraulic capacity and better floodplain management to the basin.	CIP Amend 2022-774-E		-\$857,148						Drainage 1.4
McCoys Creek Channel Improvements/ Restoration	Drainage improvement project including channel improvements to McCoys Creek between Hollybrook and Myrtle Avenue	CIP Amend 2022-408-E	\$507,148							Drainage 1.4
		CIP Amend 2022-774-E		\$857,148						

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
McCoy's Creek Greenway -McCoy's Creek Boulevard Closure	Proposed closing of the McCoy's Creek Blvd right-of-way providing for new open space park improvements to include but not limited to pedestrian/bike paths, green space and creek restoration.	CIP Amend 2022-408-E	\$350,000							Recreation and Open Space 2.1
		CIP Amend 2023-136-E	\$684,573							
Monument Rd Pedestrian Crossing	Many pedestrians including children were observed attempting to cross Monument Road at this dangerous location. Monument Road is a high-volume 5-lane roadway that is not safe for pedestrians to cross at uncontrolled locations. Pedestrians walk to the Target Shopping Center north of Atlantic Blvd. This project will install a Pedestrian Hybrid Beacon or a Pedestrian Signal to create a safe pedestrian crossing at the Target at 444 Monument Road.	CIP 2022-681-E		\$500,000						Transportation 2.1
Picketville Turn Widening	Three turns on Picketville Road will be widened to accommodate large trucks. Picketville Road at Robinson Road, Robinson Road West, and Kenney Road. This is not a truck route, however, trucks must use this route as an alternate when the designated truck route is closed for repairs. This project will allow trucks to take the alternate route without damaging signs, drainage structures, other infrastructure, and private property. The design will be done by on-call consultants. This funding is for construction.	CIP 2022-681-E		\$600,000						Transportation 2.1
Lenox at old Middleburg - Intersection Improvements	This project will help to reduce left-turn crashes. It will improve the geometry of the intersection making it easier for drivers to judge the speed of opposing vehicles. It will create a two-stage left turn to help reduce risky driving behavior. It will create an improved pedestrian crossing with a marked crosswalk, and a pedestrian refuge island. The raised concrete islands are likely to reduce speeding.	CIP Amend 2022-681-E		\$200,000						Transportation 2.1
St Johns Bluff at Alumni Way - Traffic Signal	A traffic study shows that a traffic signal is warranted at this location. The signal is needed because of an increase in traffic from a planned development at the nearby Morocco Shrine Property.	CIP Amend 2022-681-E		\$700,000						Transportation 2.1
Myrtle Avenue Stormwater Pump Replacement	The existing stormwater pump station which serves the Myrtle Street underpass has failed. A temporary fix has been made but the 50-year old pump station needs to be rebuilt.	CIP Amend 2022-456-E	\$900,000							Transportation 2.1



Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Beverly Hills East Septic Tank Phase- out	This project will be a complete new gravity sewer system and approximately 200 sewer hookups with septic tank abandonments in the Beverly Hills East area. The new central gravity sewer service system will include laterals to the right-of-way for each parcel and the on-site abandonment of the OSTDS for parcels with owner commitments. The pump station discharge will connect to the existing nearby JEA force main system. The surface restoration includes the typical items required for open cut deep pipeline construction such as pavement repair, removal and replacement of driveways, sidewalks, curb-and-gutter, drainage pipes, fencing, and sodding.	CIP Amend 2022-684-E		\$6,000,000						Transportation 2.1
Silver Street Drainage Improvements	The project proposes to remove and replace the existing storm drainpipe and inlet system on Silver Street beginning near 7th Street and ending at the outlet of Hogan's Creek in Klutho Park.	CIP Amend 2022-866-E		\$750,000						Transportation 2.1
Cahoon Road and Normandy Boulevard to Beaver Street	This project will provide for Phase 1 a three lane urban section with closed drainage system, curb & gutter, bike lanes and sidewalks (Normandy Blvd to Lenox Ave.). Phase 2 calls for a reconstructed two-lane urban section with closed drainage system, curb & gutter, bike lanes and sidewalks from Lenox Ave. to Beaver St. Phase 1 has already been completed. FY 23 funding is for Phase 2.	CIP Amend 2022-416-E		\$4,653,454						Transportation 2.1
Old Middleburg 103rd - Branan Field 01	This project is a planned four-lane urban section with closed drainage system, curb & gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		\$51,847,876						Transportation 2.1
Crystal Springs - Chaffee to Cahoon - Phase 2	This project will provide for construction in 2 phases: Phase 2A - Hammond - Crystal Springs to Ramona - five-lane urban section from Ramona to Rockland and a 4-lane section from Rockland to Crystal Springs with closed drainage, curb & gutter, bike lanes and sidewalks. Phase 2B - Ramona - Hammond to Cahoon which is planned as a three-lane urban section with closed drainage system, curb & gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		-\$2,250,588						Transportation 2.1
Hartley Rd. & St. Augustine to SR 13	Roadway improvements along Hartley Rd. & St. Augustine to SR 13. will include the addition of travel lanes, roadway lighting, bicycle and pedestrian improvements and the associated stormwater and drainage improvements.	CIP Amend 2022-416-E		\$14,748,618						Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Ricker Rd. & Old Middleburg to Morse	This project is planned for a three-lane urban section with closed drainage system, curb and gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		\$28,411,761						Transportation 2.1
Kernan Blvd. Widen-4 Lns Dvd - JTB & McCormick	This project to be completed in phases include: traffic signals installed at Ashley Melisse, Matthew Unger (Waterleaf Elementary School), Hunters Haven and Melrose Apartments (The District), the IEA utility relocation to accommodate future phases between Beach and McCormick, six-lane urban sections from Beach Blvd to Atlantic Blvd and Beach Blvd. to Glen Kernan Road with closed drainage system, curb & gutter, bike lanes and sidewalks. The final phase of this project is from JT Butler to Glen Kernan Parkway N. All other phases have been completed.	CIP Amend 2022-416-E		-\$18,679,416						Transportation 2.1
Shindler 103rd to Argyle Forest	This project provides for two phases which include a four-lane urban section from Argyle Forest Blvd. to Sugarfree and three-lane urban section from Sugarfree to Collins Road as well as a three-lane urban section from Collins Road to 103rd Street. All segments will have closed drainage system, curb and gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		\$28,899,359						Transportation 2.1
Cecil Fd Con & Brannan-Chaffee to Comm Ctr	This project provides for the construction of a 4-lane boulevard, including all necessary right-of-way improvements, from a northern border of Brannan Field Extension Road to the southern boundary of Cecil Commerce Center.	CIP Amend 2022-416-E		\$6,900,000						Transportation 2.1
Collins Rd - Westport to Rampart	This project provides for a three-lane urban section with a closed drainage system, curb and gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		\$9,034,093						Transportation 2.1
Collins Rd. & Shindler to Old Middleburg	This project provides for a three-lane urban section with a closed drainage system, curb and gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		-\$2,315,139						Transportation 2.1
Town Center - Planning District 2	This project provides for a three-lane urban section with a closed drainage system, curb and gutter, bike lanes and sidewalks.	CIP Amend 2022-416-E		-\$25,592						Transportation 2.1
Broward Road Widening	Roadway improvements along Broward Road, starting at the intersection of Interstate Center Drive and Broward Road and running north approximately 1,500 feet, will include the addition of travel lanes, a new bridge, roadway lighting, bicycle and pedestrian improvements and the associated stormwater/drainage improvements.	CIP Amend 2022-416-E		\$5,640,000						Transportation 2.1

Roads, Infrastructure, Transportation										
Project Name	Description	Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	X	Element, Goal, Objective Showing Comp Plan Consistency
Collins Road / Blanding to Pine Verde	roadway improvements along Collins Road, from Blanding Boulevard to Pine Verde Lane, will include the addition of travel lanes, a new bridge, roadway lighting, bicycle and pedestrian improvements, and the associated stormwater/drainage improvements.	CIP Amend 2022-416-E		\$24,150,000						Transportation 2.1
Eastport Road / Pulaski to Zoo Parkway	Roadway improvements along Eastport Road, from Pulaski Road to Zoo Parkway, will include the addition of travel lanes, roadway lighting, bicycle and pedestrian improvements, and the associated stormwater/drainage improvements.	CIP Amend 2022-416-E		\$28,890,000						Transportation 2.1
Flynn Road Drainage Improvements	Drainage improvement project to address the flooding being experienced in the area. The stormwater collection system will be improved to current design standards.	CIP Amend 2023-143-E		\$261,000						Drainage 1.4
Cecil Piping Repair	Repair of approximately 850 LF of double barrel 36" drainage piping (1,700 LF total) that is failing within the Cecil Pines community, between POW-MIA Memorial Parkway and Pine Links Street, at Cecil Commerce Center. Project includes design and installation of pipeline rehabilitation/lining solution.	CIP Amend 2023-211-E		\$500,000						Drainage 1.4
Cecil Wetlands	Reclaiming and filling of previously permitted and future permitted wetlands on the Mega Site at Cecil Commerce Center.	CIP Amend 2023-212-E		\$5,600,000						Drainage 1.4

Environmental / Quality of Life									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
8th Street- I-95 to Blvd Landscaping/ Tree Planting	The project scope is design and construction of Streetscape improvements along 8th Street from I-95 to Jefferson Street. Landscaping, tree planting & hardscape improvements (brick pavers, irrigation, historic lighting, benches, etc.) within the existing 8th Street right-of-way to match the recently completed streetscape improvements on Jefferson Street between 8th Street and 10th Street.	CIP 2022-505-E						\$1,300,000	Transportation 2.1
Confederate Monument Removal, Relocation, Remaining, or renaming Determined by Council	Removal of confederate monuments from public spaces.	CIP 2022-505-E	\$500,000						Capital Improvements 1.1
Corridors of Significance	This funding will be used to renovate the landscaping at medians on the following corridors: Main St, Roosevelt Blvd, Monument Rd and Wonderwood Dr	CIP 2022-505-E						\$1,009,000	Transportation 2.1
Downtown Pocket Parks	Landscaping renovation of 10 Downtown Pocket Parks and medians: Riverside Ave Median (bet Peninsular Pl and Edison Av), Water Street Median (bet Broad St and Pearl St), Water St Pocket Park, Bay and Broad Street Pocket Park, Independent Drive/Main Street Bridge Ramp, Jessie Smith Pocket Park, Main Library Pocket Park, Howard's Island, Sister City Park, State/Union/Liberty median.	CIP 2022-505-E						\$474,000	Transportation 2.1.4

Environmental / Quality of Life									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
JAX Ash Site Pollution Remediation	The ash remediation program is a Superfund Site composed of four areas of the City where municipal solid waste was burned in an incinerator as a method of treatment to render the material inert prior to disposal. The incinerator ash was deposited in areas of Jacksonville in the early to mid 1900's and consists of approximately 3,700+ sites in four areas: Browns Dump, Forest Street, 5th and Cleveland and Lonnie Miller. Due to the inefficient technology of the time, the solid waste materials were not rendered inert and resulted to contain elevated levels of heavy metals and poly nuclear aromatic hydrocarbons above federal regulatory levels. The approved remediation method is to excavate the upper two feet of soil, replace with clean backfill, place institutional and engineering controls on the parcel. The ash is used as daily cover for the Trail Ridge Landfill. The program is overseen by the EPA and administered by the Solid Waste Division.	CIP 2022-505-E	\$2,250,000	\$4,250,000	\$2,000,000	\$2,000,000	\$3,000,000	\$2,000,000	Solid Waste 1.3
Landscape Renovations at Jax Public Library	This funding will be used for landscape renovations at the following libraries: Charles Webb Wesconnett, Bradham Brooks, and the Regency Square library. The landscaping at each of these heavily used libraries is in poor condition caused by overuse and an inadequate budget for maintenance, which now presents a poor visual impression to the public. FY20/21 funding will be used to landscape the Regency Branch Library.	CIP 2022-505-E		\$342,000				\$400,000	Capital Improvements 1.1
Median Beautification	Renovation of landscape an irrigation on various street medians throughout Jacksonville that are in poor condition. Examples of these are Water Street medians (Broad St. to Hogan St.) and Riverside Ave. medians (Gilmore St. to Rossell St.)	CIP 2022-505-E						\$200,000	Capital Improvements 1.1
Environmental Compliance - Countywide	This project focuses on the cleanup of various contaminated sites throughout the city. These dump sites are subject to a Memorandum of Understanding between the City of Jacksonville and the Florida Department of Environmental Protection to assess and remediate unlined dumps and any other contaminated sites the City owns or is designated as the Principal Responsible Party of cleanup. Examples of locations include the Imeson Landfill, Hema Road, Linden Avenue, Burke Street Pond and Confederate Park.	CIP 2022-505-E	\$1,000,000	\$1,000,000	\$2,000,000	\$5,000,000	\$3,100,000	\$5,000,000	Solid Waste 1.3 and 1.4

Environmental / Quality of Life									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Leachate Evaporator - Landfill Gas Fueled Lea	Trail Ridge & North Duval Municipal Landfills generate a significant amount of leachate that requires disposal. Leachate is collected in storage tanks, transported by tanker truck to JEA's Buckman St Wastewater Treatment Plant and is causing permit exceedances where JEA is requiring the City to pay higher disposal fees to compensate for the added work to keep the facility in compliance. Construction of an evaporator unit using the landfill gas generated by the expansion area for leachate disposal will provide an offset to the ever increasing leachate disposal costs.	CIP 2022-505-E	\$ 500,000		\$ 1,000,000			\$ 7,200,000	Solid Waste 1.3 and 1.4
Trail Ridge Landfill Const. and Expansion	Trail Ridge Landfill has only 4 years of air space left for the disposal of solid waste; with 18 months of operational air space. The site has approximately 977 acres of which 400 are occupied by existing landfill footprint and supporting infrastructure. The remaining 577 acres are located to the north of the current disposal hill. The landfill expansion into this 577 acre area will provide landfill capacity to Duval County residents at the current lowest feasible disposal cost for approximately 33 years of capacity. The expansion of the existing hill to the north into the first disposal unit along the north face of the current hill will capture a "valley" and provide \$150 million in new revenue to the City for the first 5-10 years of operations. The hill is approaching the time frame when there will be no space available for the placement of the ash materials the City is required to dispose of per the Consent Decree with US EPA. Loss of the hill as the disposal site due to capacity constraints would result in an increased cost of \$15-\$20,000,000 to the ash program.	CIP 2022-505-E	\$4,650,000	\$550,000			\$3,600,000	\$83,600,000	Solid Waste 1.4

Public Safety										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Fire Station #17 Replacement	Replace old Fire Station #17 located at 710 Huron Street. Replacement will include adding space for a new rescue unit and additional space for fire training, community programming and a voting precinct. The existing area will be cleaned and turned into green space. A new Rescue unit is included in this enhancement.	CIP 2022-505-E		\$450,000						Capital Improvements 1.1
Fire Station #25 Replacement	Replace old Fire Station #25 located at 5423 Manor Drive. An Engine and Rescue unit are currently located at this Station.	CIP 2022-505-E							\$9,700,000	Capital Improvements 1.1
Fire Station #65 (new)	The project is the construction and staffing of a new fire station in the Atlantic Blvd and Arlington Road community. A new Fire Engine and Rescue unit is included in the enhancement.	CIP 2022-505-E		\$300,000						Capital Improvements 1.1
Fire Station #12 Replacement	Replace old Fire Station #12. A Squad is currently located at this Station. The current station will be demolished and the new facility will be built on the existing parcel of land.	CIP 2022-505-E		\$850,000						Capital Improvements 1.1
Fire Station #22 (New Construction)	Current Fire Station 22 was constructed in 1966 as a "volunteer" station. The station is grossly undersized for the number of personnel and apparatus assigned there.	CIP 2022-505-E		\$1,600,000						Capital Improvements 1.1
Fire Station #36	Relocate and replace old Fire Station #36 to the area of New Kings Rd. and Edgewood Avenue. An Engine and Rescue are currently located at this Station.	CIP 2022-505-E				\$7,700,000				Capital Improvements 1.1
Fire Station #41 (Replacement)	Replace undersized Fire Station built in 1964 as a "Volunteer" Fire Station to accommodate emergency response personnel and modern day fire equipment sizes.	CIP 2022-505-E							\$9,700,000	Capital Improvements 1.1
Fire Station #42 (Replacement)	Replace Volunteer Fire Station built in 1960 to accommodate emergency response personnel and modern day equipment sizes.	CIP 2022-505-E							\$9,700,000	Capital Improvements 1.1
Fire Station #45 Relocation	The project is for the construction of a new fire station south of the current location on Sawpit Road. Personnel and equipment for existing engine, rescue unit and tanker would be transferred to the new location. The land on which the existing fire station is located was donated and would revert back to the original donor. An Engine and Rescue are currently located at this Station.	CIP 2022-505-E							\$9,700,000	Capital Improvements 1.1
Fire Station #64 (new)	The project is the construction and staffing of a new fire station in the Bertha and Harts Road community. A new Fire Engine and Rescue unit is included in this enhancement.	CIP 2022-505-E		\$650,000						Capital Improvements 1.1

Public Safety										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Fire Station #66 (new)	The project is the construction and staffing of a new fire station in the Merrill Rd. and Hartsfield community. A new Fire Engine and Rescue unit is included in this enhancement.	CIP 2022-505-E					\$9,700,000			Capital Improvements 1.1
Fire Station #67 (new)	The project is the construction and staffing of a new fire station in the Fredericksburg Ave. and Sibbald Rd. area. A new Fire Engine and Rescue unit is included in this enhancement.	CIP 2022-505-E					\$9,700,000			Capital Improvements 1.1
Fire Station #75 - New Construction	This project is the land purchase, construction and staffing of a new fire station in the I-295 and Wilson Blvd area. The land for the project will need to be purchased. This fire station will include an Advanced Life Support engine and rescue. APP allocation is slated to be \$41,250 for FY20/21	CIP 2022-505-E		\$650,000						Capital Improvements 1.1
Fire Station #76 - New Construction	Construct a fire station in an isolated area of town that currently is waiting 10-15 minutes for the first arriving JFRD apparatus to arrive on scene.	CIP 2022-505-E			\$7,700,000					Capital Improvements 1.1
Fire Station #47 (replace)	Construct a fire station in an isolated area of town that currently is waiting 10-15 minutes for the first arriving JFRD apparatus to arrive on scene.	CIP Amend 2023-141-E		\$1,085,869						Capital Improvements 1.1
Fire Station Capital Maintenance - Misc Improvements	This project will provide miscellaneous repairs to fire stations countywide. These repairs include roof repairs, interior repairs/renovations, HVAC and air quality improvements, repairs related to water intrusion and various other repairs.	CIP 2022-505-E		\$500,000						Capital Improvements 1.1
Marine Fire Station #68 (new)	This project includes determining the proper location and subsequent purchase of a suitable property for the construction of a JFRD Marine Fire Station to be located in southern Duval County	CIP 2022-505-E		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	Capital Improvements 1.1
Met Park Marina Fire Station, Museum & Dock /Design (Replacement)	This project includes the relocation of the Fire Museum by barge to the westernmost parcel of the Shipyards. In addition, the relocation of Fire Station 39, the dock and boathouse and any dredging that may need to be completed for the relocation.	CIP Amend 2022-317-E	\$8,450,000	\$7,000,000	\$3,000,000					Capital Improvements 1.1



Public Safety										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Equestrian Center - Mounted Unit Facility	New facility to house the ISO Mounted Horse Unit	CIP 2022-505-E		\$250,000	\$3,000,000					Capital Improvements 1.1
Acquisition and Demo of a Floodprone Property - Bakersfield Drive	TO ELIMINATE FUTURE FLOOD RISKS, THE CITY WILL acquire ownership, demolish and remove debris, and restore the property located at 6734 Bakersfield Drive, Jacksonville, FL 32210 to green space. The property will be deeded-restricted to prevent new development and future flooding.	CIP Amend 2022-646-E	\$71,076							Capital Improvements 1.1
Health & Wellness Center	Procure and build-out a Health and Wellness Center to provide comprehensive occupational health and wellness services to firefighters.	CIP Amend 2022-651-E	\$5,000,000							Capital Improvements 1.1
Fire Station #4	This project includes an additional bay to be added to the main station for the rescue unit, which will assist with decreased response times along with medication and equipment security. JFRD added a rescue to Station 4 in March of 2017. Currently, the station has two bays attached to the main station. The rescue is currently housed in an outbuilding approximately 100' from the main station.	CIP Amend 2023-141-E		-\$250,000						Capital Improvements 1.1
Fire Station #20	The work includes replacement of all existing suspended acoustical ceiling and insulation, interior partitions, repair of gypsum board ceilings, new suspended gypsum board ceiling system, roofing, flooring, lighting fixtures, emergency/exit lighting, walls, attic access, doors, relocated shelving, re-installation of overhead doors and motors, removal of the generator fuel tank and base, new generator, misc. HVAC, electrical, rewire the Station with new cable to update several low voltage systems meeting current codes and all other work needed for the completion of the items described above.	CIP Amend 2023-141-E		-\$18,663						Capital Improvements 1.1
Fire Station #56	Renovate Fire Station #56 to continue operation. This renovation includes interior only improvements to the current station.	CIP Amend 2023-141-E		-\$170,000						Capital Improvements 1.1
Fire Station #73	Relocate the suppression operations of Fire Station #56 to a suitable location along 103rd and Aviation Blvd. Personnel and equipment would be transferred to the new station location and a new rescue and hazmat unit will be added. Landd is expected to be donated from JAA and construction will be matched by a federal grant from JAA.	CIP Amend 2023-141-E		-\$9,037						Capital Improvements 1.1

Public Safety										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Fire Station #74	The project is the construction and staffing of a new fire station in the E-town Parkway and SR-9B area. The land for this project would be acquired by the City of Jacksonville in FY 20-21 as land process continue to grow and JFRD needs to purchase a parcel while land is still available and affordable. Station would include an engine and rescue.	CIP Amend 2023-141-E		-\$638,169						Capital Improvements 1.1
City of Jacksonville, Port Security Disaster Warehouse, Wind Retrofit	The scope of work is to provide protection to the entire building envelope to meet current code standards and protect openings with impact resistant products including roof openings. Mitigation activities related to replacing the roof are not part of this project. Wind protections shall be provided on any opening such as windows, bay doors, ingress/egress doors, vents, louvers, and exhaust fans. The City of Jacksonville shall procure the services of a qualified and licensed Florida contractor and execute a contract with selected bidder to complete the scope of work as approved by the Division and FEMA.	CIP Amend 2022-212-E	\$249,938							Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Animal Care & Protective Services HVAC Replacement	This project replaces the current HVAC equipment and rooftop units that service the kennels.	CIP 2022-505-E		\$1,950,000						Capital Improvements 1.1
Argyle Branch Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E		\$196,000						Capital Improvements 1.1
Beaches Branch Library Improvements	Replacement of HVAC components to provide efficient and dependable climate control to support Library operations.	CIP 2022-505-E			\$350,000				\$300,000	Capital Improvements 1.1
Bradham Brooks Library HVAC Chiller & Controls Upgrade	This project will replace the existing chiller, HVAC equipment and controls.	CIP 2022-505-E					\$455,000		\$250,000	Capital Improvements 1.1
Brown Eastside Branch Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E							\$118,000	Capital Improvements 1.1
Charles Webb Wesonnett Regional Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$380,000		Capital Improvements 1.1
City Hall Elevator Modernization	This project identifies funds to replace the existing electrical and mechanical equipment for all of the passenger elevators.	CIP 2022-505-E					\$1,500,000			Capital Improvements 1.1
Don Brewer Center-Roof Replacement	Replacement of roof.	CIP 2022-505-E			\$210,000					Capital Improvements 1.1
Duval County Courthouse Waterproofing and Sealant	This project will clean and seal the exterior facade, cast stone and windows to prevent water intrusion and damage.	CIP 2022-505-E					\$500,000			Capital Improvements 1.1
Duval County Health Dept- Elevator Replacement	Elevator modernization and replacement.	CIP 2022-505-E			\$275,000					Capital Improvements 1.1
Ed Ball Alarm Replacement	This project replaces the fire alarm panels, detectors and peripheral devices.	CIP 2022-505-E							\$1,200,000	Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Ed Ball Hearing Room & Restroom Improvements	This project will convert a training room to a hearing room as well as improvements to the restroom facilities in the Ed Ball Building.	CIP 2022-505-E		\$750,000						Capital Improvements 1.1
Ed Ball Parking Garage Maintenance	Funding project will facilitate maintenance and structural repairs to the garage infrastructure, facade and parking areas.	CIP 2022-505-E			\$1,000,000					Capital Improvements 1.1
Elevator Door Monitoring	New Elevator Safety Code A 17.3 2015 requirement for existing elevators to have door lock monitoring installed on all elevators.	CIP 2022-505-E		\$400,000						Capital Improvements 1.1
Equestrian Center Cattle Barn	Add a cattle barn adjacent to the Jacksonville Equestrian Center.	CIP 2022-505-E		\$250,000	\$3,000,000					Capital Improvements 1.1
Facilities Capital Maintenance- Gov't	Capital maintenance and emergency repairs to include hazardous material assessment/abatement, repairs under \$100,000, and downtown core routine maintenance on major equipment.	CIP 2022-505-E		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	Capital Improvements 1.1
Facilities Capital Maintenance Gov't - Facilities	This project will focus on assessing and remediating air quality improvements in building system components in facilities throughout the county.	CIP 2022-505-E		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	Capital Improvements 1.1
Fleet Management- Maintenance and Upgrades	This is an old facility and the materials used to construct the building are increasingly difficult to repair due to the age. The funds will be used to: install a TPO roofing system on the main building and the office to prevent water from entering the facility. Additionally funds will be used to mill, resurface and restripe the existing parking lot.	CIP 2022-505-E							\$1,825,000	Capital Improvements 1.1
Florida Theatre Facility Improvements	Funds for this project will be used for upgrading the stage lighting system, sound system, digital projection system, assistive listening system, theatre seating, repairs and restoration to the plaster and paint in the auditorium, replacing the HVAC system, restoring the marquee and canopy, improvements to the bathrooms, roof replacement, elevator upgrades and flooring repairs. This funding reflects the City's 50% partnership with the Florida Theatre Performing Arts Center, Inc. (FTPAC). FTPAC will be contributing the remaining 50% for a total partnership contribution of \$5M over the 5 year period.	CIP 2022-505-E		\$3,000,000	\$1,000,000	\$500,000	\$500,000	\$500,000		Capital Improvements 1.1
		CIP Amend 2022-317-E	\$2,475,000							

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Highlands Library Roof Replacement	Replacement of roof	CIP 2022-505-E		\$400,000						Capital Improvements 1.1
Inspector General Office Renovation	This project will add new offices and a conference room to an existing open space to accommodate the needs of the division.	CIP 2022-505-E		\$150,000						Capital Improvements 1.1
Jacksonville Fair Grounds Relocation	Relocation of the Jacksonville Fairgrounds to the Equestrian Center site.	CIP 2022-505-E		\$12,200,000						Capital Improvements 1.1
Jax Family Health Roof Replacement	This project will replace the existing roof	CIP 2022-505-E						\$225,000		Capital Improvements 1.1
Jax Re-Entry Center- Roof Replacement	Replacement of Metal Roof.	CIP 2022-505-E			\$400,000					Capital Improvements 1.1
JFRD Fire Station Apron & Driveway Repairs	This project identifies funds for making critical repairs to various fire station aprons and driveways city wide.	CIP 2022-505-E		\$1,700,000						Capital Improvements 1.1
Kennedy Community Center	This project will facilitate plumbing repairs and replace the water and sewer lines for the building.	CIP 2022-505-E						\$150,000		Capital Improvements 1.1
Lot R - Stadium Performance Center	This project will construct as 125,000 square foot facility to be used as the Sports Performance Center Facility. This will include a "football factory", 2 natural grass fields, indoor field house, covered bleachers, restrooms and concession areas, public meeting space, and public art installations.	CIP 2022-505-E		\$24,000,000						Capital Improvements 1.1
Main Library - Capital Maintenance	Maintenance	CIP 2022-505-E		\$200,000						Capital Improvements 1.1
Mandarin Branch Library Improvements	Replacement of HVAC chiller and controls.	CIP 2022-505-E			\$350,000					Capital Improvements 1.1
Mandarin Branch Library Roof Replacement	This project will replace the flat roof section with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$234,000	\$1,300,000	Capital Improvements 1.1
Mary Singleton Senior Center HVAC Improvements	This project makes repairs to the HVAC systems and replaces the air handler units and electric heaters.	CIP 2022-505-E							\$450,000	Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Medical Examiner Facility	The District 4 Medical Examiner's Office building was originally constructed in 1968 as a single story building. There was a one story addition to the original building. Subsequently, in 1994 the City of Jacksonville accomplished a renovation of the existing building together with a secondary story addition and a build of the decomposition autopsy building.	CIP 2022-505-E		\$12,500,000	\$12,500,000	\$10,000,000				Capital Improvements 1.1
		CIP Amend 2023-214-E		\$62,814,968						
Murray Hill Branch Library Roof Replacement	This project will replace the flat roof section with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$138,000		Capital Improvements 1.1
Old St. Andrews Church - Maintenance Upgrades	This project will replace the Lexan protection for the stained glass, refinish the wood flooring and upgrade the sound system, kitchen and restrooms.	CIP 2022-505-E		\$140,000						Capital Improvements 1.1
Pablo Creek Regional Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$390,000		Capital Improvements 1.1
Police Memorial Building- Maintenance and Upgrades	The facility and its infrastructure are over 30 years old. Additionally this facility experiences heavy use on a daily basis, as such the wear and tear tends to be greater than that of a traditional government facility. Major issues which will be addressed with these funds are: phased in replacement of all air handling units, replacement of the backup chiller for the 911 call center, replacement of the HVAC controls with a building automation system, and replacement of the cooling tower used to provide chilled water to the air handlers which air condition the facility.	CIP 2022-505-E		\$275,000	\$275,000	\$275,000	\$275,000	\$550,000	\$550,000	Capital Improvements 1.1
Pretrial Detention Facility - Pretrial Det Fac-Ce	Replace metal cell doors, mechanical equipment and all electronic controllers and components of the cell door system.	CIP 2022-505-E		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	Capital Improvements 1.1
Pretrial Detention Facility Water Line Replacement	This project will replace the hot and cold water riser water lines for all of the dorms in all floors of the facility.	CIP 2022-505-E		\$850,000						Capital Improvements 1.1
Property Warehouse and Impound Facility Ro	This project will replace the existing roof for the property warehouse and impound facility currently being used by Jacksonville Sheriff's Office.	CIP 2022-505-E							\$1,500,000	Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Public Buildings - Roofing	Funds existing roofing contract that allows for roofing repairs and maintenance to all COJ roofs experiencing leaks.	CIP 2022-505-E		\$400,000	\$600,000	\$600,000	\$600,000	\$1,000,000	\$1,000,000	Capital Improvements 1.1
Public Works COOP	This project will modify the currently vacant property to be used as a back-up center for public works. The building would require some renovations and upgrades to include electrical, HVAC, fire protection, ADA and emergency back-up power to facilitate a fully functioning back-up center for the public works department.	CIP 2022-505-E					\$450,000			Capital Improvements 1.1
Regency Square Library Roof Replacement	This project will replace the flat roof with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$330,000		Capital Improvements 1.1
San Marco Branch Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$252,000		Capital Improvements 1.1
San Marco Library HVAC Improvements	This project makes repairs to the HVAC systems and replaces the HVAC split systems.	CIP 2022-505-E							\$200,000	Capital Improvements 1.1
Schell Sweet Community Resource Center Roof Replacement	This project will replace the flat roof sections with an upgraded TPO system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E		\$300,000						Capital Improvements 1.1
South Mandarin Branch Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$237,000		Capital Improvements 1.1
Southeast Regional Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$448,000		Capital Improvements 1.1
Traffic Engineering - Warehouse PH III	This project is to complete the build out of the new warehouse for Traffic Engineering.	CIP 2022-505-E							\$500,000	Capital Improvements 1.1
UF Health Capital Improvements	Capital maintenance and capital improvements on city owned facilities.	CIP 2022-505-E		\$20,000,000	\$25,000,000					Capital Improvements 1.1
University Park Branch Library Roof Replacement	This project will replace the flat roof sections with an upgraded single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$600,000		Capital Improvements 1.1
Water Street Garage Elevator Modernization	This project identifies funds to replace the existing electrical and mechanical equipment for the elevators at the Water St. Parking Garage.	CIP 2022-505-E					\$465,000			Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Water Street Parking Garage Renovation	This project consists of two phases: Phase I was considered capital maintenance and improved the facility's security lighting, stairways and drainage. The "Enhancements" component was funded by the FY 12-13 \$1.4 million allocation. The future allocation (\$1.4 million) addresses improvements to: pedestrian access, security monitoring, upper deck water proofing/expansion joints, improved office space, improved signage, exterior lighting & long-term structural needs.	CIP 2022-505-E							\$1,400,000	Capital Improvements 1.1
Webb Wesconnett Library Improvements-AHU's	Replacement of HVAC chiller and controls.	CIP 2022-505-E			\$275,000				\$225,000	Capital Improvements 1.1
West Branch Library Roof Replacement	This project will replace the flat roof sections with an upgraded singly-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$336,000		Capital Improvements 1.1
Willow Branch Library Roof Replacement	This project will replace the flat and shingled roof sections with an upgraded architectural and single-ply system that will protect the facility from leaks and water intrusion.	CIP 2022-505-E						\$107,000		Capital Improvements 1.1
Yates Parking Garage Maintenance Repairs	This project facilitates maintenance and structural repairs to the garage infrastructure, facade and parking areas.	CIP 2022-505-E		\$1,200,000						Capital Improvements 1.1
Bill Brinton Murray Hill Branch Replacement	Replace the Bill Brinton Murray Hill Branch Library with a new 20,000 square foot library in the same area. The new library would focus on serving children and teens as well as adult learners, and provide career services. For children and teens, the space would be literacy and reading focused. Programs offered free by the library teach people how to read, how to apply for work, provide employment resources, teach computer skills and resume writing, and support student learning.	CIP 2022-505-E							\$8,188,976	Capital Improvements 1.1



Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Brentwood Branch Replacement	To replace the Brentwood Branch Library with a new 20,000 SF library in the same area. The new library would focus on serving children and teens as well as adult learners, and provide career services. The building would be sustainably constructed for energy savings. For adults an e-classroom would be a pivotal area of the building providing free training and classes. For children and teens, the space would be STEAM focused. Programs offered free by the library teach people how to apply for work, provide employment resources, teach computer skills and resume writing, and support student learning.	CIP 2022-505-E		\$8,188,976						Capital Improvements 1.1
Brown Eastside Branch Replacement	Replace the Brown Eastside Branch Library with a new 20,000 square foot library in the same area. The new library would focus on serving children and teen's as well as adult learners. For children and teens, the space would be literacy and reading focused. Programs offered free by the library teach people how to read, how to apply for work, provide employment resources, teach computer skills and resume writing, and support student learning.	CIP 2022-505-E						\$8,188,976		Capital Improvements 1.1
Dallas Graham Branch Replacement	Replace the Dallas Graham Branch Library with a new 25,000 square foot library in the same area. The new library would focus on serving children and teen's as well as adult learners. For children and teens, the space would be literacy and reading focused. Programs offered free by the library teach people how to read, how to apply for work, provide employment resources, teach computer skills and resume writing, and support student learning.	CIP 2022-505-E						\$900,000	\$9,336,431	Capital Improvements 1.1
Oceanway Center - Oceanway Library Replacement	Construct a 30,000sf library complete with library materials, computers, children's area, teen area, community meeting rooms, study rooms, computer labs, wireless internet, and drive up book drop. The Oceanway area is as an underserved area for JPL. The projected usage of this location would be 300,000 visits per year. Other than the lockers at the Oceanway Community Center, the closest library (Highlands Branch) to this area is over 10 miles away. The initial cost is for the purchase of the land in this area while good locations for a library remain available.	CIP 2022-505-E		\$3,750,000						Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Renovation of Beaches Branch Library	Libraries of today are changing from places where people consume information and obtain knowledge to places where they create information and put knowledge to work. The renovation of the 24,606sf library includes: children's area, teens area, additional study/conference spaces, security cameras, new furnishings, and associated electrical upgrades. Due to older outdated systems this library is not operating efficiently, both in its physical systems and in its set up for children, teens, entrepreneurs, and seniors. There are persistent issues in the functionality of the building that would be corrected in the renovation.	CIP 2022-505-E			\$592,310	\$596,894	\$1,196,972			Capital Improvements 1.1
Westbrook Branch Replacement	Replace the Westbrook Branch Library with a new 20,000 square foot library in the same area. The new library would focus on serving children and teens as well as adult learners, and provide career services. For children and teens, the space would be literacy and reading focused. Programs offered free by the library teach people how to read, how to apply for work, provide employment resources, teach computer skills and resume writing, and support student learning.	CIP 2022-505-E							\$8,188,976	Capital Improvements 1.1
3,000 Bed Pretrial Detention Facility (replace existing facilities)	A 3,000 bed detention facility with the primary purpose of holding offenders who stay incarcerated past their initial court date, county sentenced or awaiting transfer to the state or other systems. This facility would house pretrial and post sentence offenders, and would take the place of the current Pretrial Detention Facility.	CIP 2022-505-E							\$244,598,764	Capital Improvements 1.1
500 Bed Detention Facility/Short Term Holding	A 500 bed detention facility with the primary purpose of receiving, processing and housing short term offenders. This facility would house those inmates awaiting first appearance and the medically challenging inmates.	CIP 2022-505-E							\$40,766,460	Capital Improvements 1.1
Police Memorial Building	Develop a plan for the creation and construction of a new Police Memorial Building. The need for 365,353 square feet of space that will enable growth of the Sheriff's Office building which houses administrative staff for all departments along with the Department of Police Services, Department of Personnel and Professional Standards, Investigations Division, Community Affairs & Special Events Division and Compliance Section. This request is for new construction, but consideration should be given to purchasing or leasing a property as well – based upon the needs of the Sheriff's Office and City officials' preference.	CIP 2022-505-E							\$96,261,382	Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Purchase Load King Warehouse	Purchase the Load King property located at 1251 West Church Street. The 100,000 square foot warehouse and adjoining land on Beaver St. Frontage and frontage on Myrtle St. plus the 4 lots on the East side of Minnie St. to be occupied by JSO special teams and the Property & Evidence unit.	CIP 2022-505-E							\$6,500,000	Capital Improvements 1.1
Baseball Grounds - MLB Requirements	Improvements to the Baseball Grounds of Jacksonville required by MLB.	CIP 2022-505-E		\$10,000,000	\$7,500,000	\$7,300,000				Capital Improvements 1.1
Building Systems- Prime Osborn Convention Center	Building wide projects, repairs and replacements such as Building Automation, boilers, chillers, building signage & graphics, concrete repairs, cooling towers, data infrastructure, digital signage, door replacements, electrical equipment, elevator and escalator modernization, exposed structural steel, food service development, food service equipment replacements, glass, lighting retrofits, misc. mechanical equipment replacements, parking lot resealing, plumbing equipment replacements, pumps, motors, roof replacements, exterior video signage, VFD's and water heaters.	CIP 2022-505-E		\$3,200,000	\$2,250,000	\$150,000	\$150,000	\$150,000	\$500,000	Capital Improvements 1.1
Interior Finishes- Prime Osborn Convention Center	Replace finishes such as flooring, walls, ceilings, toilet partitions, upholstery and fixtures in main concourses, meeting rooms, ballrooms, public restrooms and general spaces throughout.	CIP 2022-505-E		\$550,000	\$500,000	\$500,000	\$500,000	\$350,000	\$350,000	Capital Improvements 1.1
Ritz Theatre Improvements - Building Systems	Building wide projects, repairs and replacements such as Building Automation, concrete repairs, Digital signage, door replacements, electrical equipment, exposed structural steel, food service equipment replacements, interior finishes, lighting retrofits, misc. mechanical equipment replacements, parking lot resealing, plumbing equipment replacements, pumps, motors, roof replacements, exterior video signage, stage finishes, stage sound and lights, water heaters and waterproofing.	CIP 2022-505-E		\$980,000	\$750,000		\$550,000	\$200,000	\$240,000	Capital Improvements 1.1
Ritz Theatre Improvements - Security	Security improvements to include screening areas for guests entering, magnetometers, upgrades to access control and security surveillance. Fire alarm control panel and device upgrades.	CIP 2022-505-E					\$50,000	\$50,000	\$50,000	Capital Improvements 1.1
Security Improvements- Prime Osborn Convention Center	Security improvements to include screening areas for guests entering, magnetometers, upgrades to access control, security surveillance and keying systems.	CIP 2022-505-E					\$350,000	\$150,000	\$150,000	Capital Improvements 1.1

Public Facilities										
Project Name	Description	Source	FY 21-22 Amendments	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Waterproofing/ Roof Replacement- Prime Osborn Convention Center	Waterproofing repairs to roofing, sealants, glass glazing and penetrations throughout. Overall roof replacements.	CIP 2022-505-E			\$850,000		\$100,000	\$200,000	\$200,000	Capital Improvements 1.1
Haines Street Property Facility - Firearms Laboratory Renovation	Expand the Firearms Laboratory which provides ballistic testing to support JSO investigations.	CIP Amend 2022-818-E		\$250,000						Capital Improvements 1.1
Ed Ball Building Maintenance and Upgrades	The facility an its infrastructure experience a high amount of wear and tear on a daily basis due to the high number of employees working in the building and the number of citizens and customers we serve in person. These funds will be used for the following: replacement of all sanitary sewer lines throughout the facility, rear and upgrade of interior and garage elevators, phased in rebuild/replacement of air handling units, and replacement of the cooling towers used to provide chilled water to the air conditioning units, replacement of customer doors with automatic opening doors for building permit and zoning counter area, replacement of flooring building permit nd zoning counter 2nd floor.	CIP Amend 2022-833-E		\$962,212						Capital Improvements 1.1

Parks, Preservation Lands, Wetlands									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Metropolitan Park	This project will provide funding to design and construct a new greenscape and hardscape at Metropolitan Park.	CIP 2022-505-E	\$2,000,000	\$13,000,000					Recreation & Open Space 2.1
Shipyards West Park	This project will provide funding to design and construct a new park at the Shipyards West site adjacent to Bay Street.	CIP 2022-505-E	\$5,000,000	\$10,000,000					Recreation & Open Space 2.1
Alamacani Park Boat Ramp	Design and construct bulkhead to stabilize erosion. Redesign and construct the boat ramp. Temporary Rip-Rap Placement project will occur prior to bulkhead design and construction. Entrance improvements and a station for lifeguards patrolling the boat ramp and Huguenot Park will be done.	CIP 2022-505-E			\$2,000,000				Recreation & Open Space 2.1 and 4.1
Alejandro Garcia Camp Tomahawk	The project will replace the restroom facilities.	CIP 2022-505-E						\$250,000	Recreation & Open Space 2.1
Archie Dickinson Park	Archie Dickinson Park – create ADA compliant park facilities to include projects and infrastructure according to Master Plan, which is complete, design is at 60%.	CIP 2022-505-E	\$2,500,000	\$2,500,000					Recreation & Open Space 2.1
Argyle Forest Park	The project will replace the field lighting and install light locker at Argyle Forest Park.	CIP 2022-505-E				\$600,000			Recreation & Open Space 2.1
Artist Walk	The project will provide an artist walk for one block from Park Street to College Street in the Riverside area.	CIP 2022-505-E				\$3,500,000			Recreation & Open Space 2.1
Atlantic Coast High School Pool	Design and construction of a recreation pool to include a restroom facility.	CIP 2022-505-E	\$8,000,000						Recreation & Open Space 2.1
Baldwin Rail Trail Buffer	This project will repave second half of Rail Trail.	CIP 2022-505-E						\$2,000,000	Recreation & Open Space 1.3 and 2.1
Beach & Peach - Trail and Parking	This project will provide funding for the trails located at this park as well as parking improvements.	CIP 2022-505-E						\$800,000	Recreation & Open Space 1.3 and 2.1
Beach Boulevard Boat Ramp/ Pottsburg Creek Improvements	Design, permitting and construction of new bulkhead ramp and parking lot.	CIP 2022-505-E	\$660,000					\$2,000,000	Recreation & Open Space 4.1 and 4.2
Beachwood Park	The project will provide park improvements and upgrades.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1
Betz Tiger Point	The project consists of the next development phase to include youth camp, meeting/event building, cabins and a bathroom.	CIP 2022-505-E				\$5,000,000			Recreation & Open Space 2.1
Black Hammock Island Park	The project consists of renovations to the center and the restroom facilities as well as provide demolition of the basketball court.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1

Parks, Preservation Lands, Wetlands										
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency	
Blue Cypress Park	This project will provide artificial field at Blue Cypress Park.	CIP 2022-505-E						\$2,000,000	Recreation & Open Space 2.1	
Boone Park N - Tennis Courts	The project consists of upgrades to the electrical service to include the electrical panels and boxes.	CIP 2022-505-E	\$450,000						Recreation & Open Space 2.1	
Brandy Branch Trailhead	This project would provide funding to rebuild the trailhead.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1	
Brookview Elementary Park	The project proposes to replace restroom facilities and the concession building.	CIP 2022-505-E						\$1,000,000	Recreation & Open Space 2.1	
Bruce Bark Pavilion - Restroom Upgrades	This project consists of new courts, restroom facility upgrades, playscape, scoreboard and parking lot improvements.	CIP 2022-505-E						\$174,050	Recreation & Open Space 2.1	
Cecil Aquatic Center	The project will provide upgrades to the lighting at Cecil Aquatic Center to LED lighting.	CIP 2022-505-E	\$1,000,000						Recreation & Open Space 2.1	
Cecil Consvr Corridor- D/B Trail Ext Pope Duval Park	Cecil Conservation Corridor – Design/build the extension of the Cecil multi-use trail to Pope Duval Park	CIP 2022-505-E	\$3,600,000						Recreation & Open Space 1.3	
Cecil Field Master Plan - Phase II	Phase II would be initially for the design and engineering of the spine and secondary roads servicing twenty-eight new ballfields, associated parking, restrooms and concession buildings. The FY 21-22 Special Committee funding will be used to develop a new regional ballfield complex.	CIP 2022-505-E	\$500,000		\$9,500,000				Recreation & Open Space 2.1	
Cecil Recreational Trail Extension	This project will make the connection North, to Jay/Baldwin Trail, over Beaver Street.	CIP 2022-505-E						\$3,000,000	Recreation & Open Space 1.3 and 2.1	
Cedar Point	Development of an access road.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1	
Cianzel T. Brown Park	The FY 21/22 Special Committee funding will be used to develop outdoor covered multi-use court/event space. Future year funding in the amount of \$1,000,000 will be used to fund basketball, concession and walkway improvements.	CIP 2022-505-E	\$300,000					\$300,000	Recreation & Open Space 2.1	
Corkscrew Park Sport Courts	Design, stormwater permitting and construction of stormwater storage tanks under sports courts.	CIP 2022-505-E						\$800,000	Recreation & Open Space 2.1	

Parks, Preservation Lands, Wetlands										
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency	
Countywide Parks - Pool Maintenance & Upgrades	This project will provide funding to do maintenance and upgrades to the city managed pool facilities throughout the county.	CIP 2022-505-E	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	Recreation & Open Space 2.1	
Countywide Parks & Recreation Projects	Annual Countywide Maintenance Projects	CIP 2022-505-E	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	Recreation & Open Space 2.1	
Criswell Park	The project consists of renovations to the restroom facilities, electrical upgrades, new batting cages and drainage improvements on the fields.	CIP 2022-505-E						\$350,000	Recreation & Open Space 2.1	
Cuba Hunter Park - Skateboard	The project will renovate the existing skate park.	CIP 2022-505-E	\$500,000					\$450,000	Recreation & Open Space 2.1	
Earl Johnson Park	The scope of this project is to master plan the park to add additional parking, a dog park, a loop trail and playground equipment.	CIP 2022-505-E				\$2,000,000			Recreation & Open Space 2.1	
Ed Austin Regional Park Lighting	Design, permit and construction of additional sports lighting for softball fields.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1	
Enterprise Park	The scope of this project is to provide funding for the development of this park.	CIP 2022-505-E				\$5,000,000			Recreation & Open Space 2.1	
Exchange Club Island Development Design	A master plan has been developed for Exchange Club Island Park. This project will involve the next phase of development including picnic shelters and trail extension with potential boardwalk/overlook, construct a picnic shelter, trails, primitive campsites and restroom facilities. A portion of this project is being funded by a FIND grant.	CIP 2022-505-E	\$300,000						Restoration & Open Space 2.1 and 4.1	
Find Projects - Jacksonville Zoo Dock Design	This project will design, engineer and construct a new dock at the Jacksonville Zoo.	CIP 2022-505-E						\$2,000,000	Recreation & Open Space 2.1 and 4.1	
First Coast High School Pool	Design and construction of a recreation pool to include a restroom facility.	CIP 2022-505-E		\$4,449,089					Recreation & Open Space 2.1	
Fishweir Park	This project will provide renovated locker/restroom facility building and upgrade the existing basketball courts.	CIP 2022-505-E						\$350,000	Recreation & Open Space 2.1	
Fort Caroline Connector Trail	This project proposes to leverage state funding in order to provide design and construction of a trail to connect with the East Coast Greenway.	CIP 2022-505-E						\$3,000,000	Recreation & Open Space 1.3 and 2.1	
Fort Family Synthetic Turf	Construction of a synthetic turf field.	CIP 2022-505-E						\$1,500,000	Recreation & Open Space 1.3 and 2.1	

Parks, Preservation Lands, Wetlands										
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency	
Fuller Warren Bridge Node	This provided will provide park and sensory playground development.	CIP 2022-505-E					\$2,000,000		Recreation & Open Space 2.1	
Fuller Warren Pedestrian Bridge	Development of park space between Baptist Medical Center and Nemours Childrens' Hospital.	CIP 2022-505-E						\$8,000,000	Recreation & Open Space 2.1	
Genovar Park	The project consists of park improvements which include new backstop, resodding of the fields and repairs/improvements to the dugouts.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1	
Hanna Park- Parking Lot 11	Parking Lot 11 (shelters/restroom) & remaining campground bathroom renovation.	CIP 2022-505-E	\$240,000			\$760,000			Recreation & Open Space 2.1	
Hanna Park Beach Access	Boardwalk 1 & 8 as well as ADA beach access.	CIP 2022-505-E						\$800,000	Recreation & Open Space 2.1	
Hogan's Creek Greenway	The Hogan's Creek Greenway is vital in linking the Springfield / Eastside neighborhoods to downtown via a bike/pedestrian walkway. Site furnishings and landscape that reflect the historic neighborhood will be added to the existing Hogan's Creek Phase I and II Greenway. Street crossings and connections will be enhanced with this project. This project is expected to tie into the Emerald Necklace.	CIP 2022-505-E		\$250,000	\$1,750,000				Recreation & Open Space 3.1	
Huguenot Park - Campsite	Design, permitting and construction of water and septic hook up for campsites.	CIP 2022-505-E						\$1,000,000	Recreation & Open Space 2.1	
Ivey Road Park - Design and Develop per the Master Plan	Ivey Road Park --Design & Develop per the Master Plan	CIP 2022-505-E	\$6,000,000						Recreation & Open Space 2.1	
Jacksonville Heights Elementary	This project will renovate restroom/concession building, football fields, bleachers and the scoreboard.	CIP 2022-505-E						\$325,000	Recreation & Open Space 2.1	
Jacksonville Zoo Improvements	Capital improvements on city owned facilities. This funding will be used to match (dollar for dollar) privately raised funds.	CIP 2022-505-E	\$5,000,000						Capital Improvements 1.1	
James P. Small Park	The project will provide new lighting, field turf, restrooms, Museum upgrades and design for a waterpark.	CIP 2022-505-E						\$600,000	Recreation & Open Space 2.1	
James Weldon Johnson Park	This project will provide a redesign of the park.	CIP 2022-505-E CIP Amend 2022-876-E	\$250,000 \$1,000,000				\$5,000,000	\$1,000,000	Recreation & Open Space 2.1	



Parks, Preservation Lands, Wetlands										
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency	
Julington-Durbin Creek Amenities	Design, permitting and installation of a short, interpretive trail and picnic areas. Additional kayak landing and stabilization for people to access the park via waterways.	CIP 2022-505-E				\$1,000,000		\$1,300,000	Recreation & Open Space 2.1	
Kennedy Fitness Center	The project includes enclosing the stage area to create dedicated space for fitness because the stage is no longer being used.	CIP 2022-505-E						\$400,000	Recreation & Open Space 2.1	
LaVilla Waiting Room (Link to Emerald Trail)	Design and renovation to a historic space within the LaVilla Historic District.	CIP 2022-505-E		\$400,000	\$2,000,000				Recreation & Open Space 2.1	
Liberty Street Marina	This funding will provide construction of a Marina.	CIP 2022-505-E	\$990,000	\$12,000,000					Recreation & Open Space 2.1	
Liberty Street Yard Relocation	Relocation of the maintenance building.	CIP 2022-505-E						\$1,200,000	Recreation & Open Space 2.1	
Lonnie Miller Regional Park- Phase 2 Master Plan	The project is expected to provide track/field, baseball quad, flex fields, parking, a tennis center and walkways connecting all the amenities.	CIP 2022-505-E				\$10,000,000		\$10,000,000	Recreation & Open Space 2.1	
Losco Park - Synthetic Turf	Construction of synthetic turf field.	CIP 2022-505-E					\$1,200,000		Recreation & Open Space 2.1	
MaiVai Washington Tennis	This project will provide funding to rebuild the tennis courts at this facility.	CIP 2022-505-E						\$1,500,000	Recreation & Open Space 2.1	
Mandarin Dog Park	This project will include the development of the park property into a dog park.	CIP 2022-505-E						\$1,500,000	Recreation & Open Space 2.1	
Maxville Park Football	This project will provide stands, an irrigation system and restroom facility.	CIP 2022-505-E						\$2,000,000	Recreation & Open Space 2.1	
Maxville Park RC Fields	This project is expected to develop RC fields.	CIP 2022-505-E						\$2,000,000	Recreation & Open Space 2.1	
Mayport Road Park	This park fronts Mayport Road. The initial project would be for design and engineering of the property which currently houses abandoned maintenance buildings for Hanna Park. The park would include open play fields, playground, parking and a trail.	CIP 2022-505-E	\$250,000	\$1,750,000					Recreation & Open Space 2.1	
McCoys Creek Greenway	Design and construction for a linear biking / pedestrian trail along the McCoys Creek from Hollybrook Park to the Outfall. This project is expected to tie into the Emerald Necklace.	CIP 2022-505-E	\$6,000,000	\$6,800,000					Recreation & Open Space 2.1	
McCue Boat Ramp Bulkhead	Design, permitting and construction of bulkhead at the boat ramp.	CIP 2022-505-E	\$440,000					\$500,000	Recreation & Open Space 4.1 and 4.2	

Parks, Preservation Lands, Wetlands									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Memorial Park	The project consists of upgrades and improvements to Memorial Park.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1
Monticello A	This project will fund the development of the trailhead and trails	CIP 2022-505-E						\$250,000	Recreation & Open Space 2.1
Norman Studios	The project will provide restoration of ancillary studio complex buildings. The FY 22/23 funding is for acquisition of two parcels that total 0.81-acres (RE 141476-0000 7 141476-0010) owned by Circle of Faith Ministries, Inc. which is adjacent to and was once part of historic Norman Studios complex and still contains the historic stage building. Amount includes purchase price plus closing costs. Outyear funding will provide restoration of ancillary studio complex building.	CIP 2022-505-E				\$1,000,000		\$1,000,000	Capital Improvements 1.1
		CIP Amend 2022-687-E	\$395,000					\$1,000,000	
Normandy Park	This project will provide replaced field lighting and will install a light locker.	CIP 2022-505-E						\$800,000	Recreation & Open Space 2.1
Northbank Riverwalk Extension (Catherine St. to Metro Park)	Riverwalk design and construction along the river between Catherine St and Metro Park.	CIP 2022-505-E	\$5,000,000	\$10,000,000					Recreation & Open Space 4.1
Northside Rowing Facility	Design, permitting and construction of floating docks and fenced storage area for rowing. This facility will primarily serve the Gullah Geechee youth.	CIP 2022-505-E						\$500,000	Recreation & Open Space 4.1 and 4.2
Oak Harbor Boat Ramp Bulkhead	Design, permitting and construction of bulkhead at the boat ramp	CIP 2022-505-E	\$385,000					\$600,000	Recreation & Open Space 4.1 and 4.2
Oceanway Pool	The scope of this project is to provide marcite, tiles, drain, guard stands and diving boards.	CIP 2022-505-E				\$325,000			Recreation & Open Space 2.1
Otis Road/Block Property	Development of trail and parking adjacent to Rail Trail.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1
Palmetto Leaves Boardwalk/Bridge	Design, permitting and construction of new bridge and boardwalk through wetland areas to connect the north and south sides of Palmetto Leaves Regional Park.	CIP 2022-505-E					\$1,500,000		Recreation & Open Space 2.1

Parks, Preservation Lands, Wetlands									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Patton Park Youth Turf Soccer Field	Artificial turf for youth soccer fields at Patton Park.	CIP 2022-505-E	\$1,200,000						Recreation & Open Space 2.1
Pine Forest Elementary Park	Additional park improvements in Pine Forest Elementary Park.	CIP 2022-505-E	\$1,000,000						Recreation & Open Space 2.1
Pope Duval Amenities	Design and construction of main road, grading and drainage, creation of parking lots, installation of pavilions.	CIP 2022-505-E					\$3,000,000		Recreation & Open Space 2.1
Reddie Point Restrooms	This project will provide restroom facilities. Redevelopment of this recreational area.	CIP 2022-505-E						\$500,000	Recreation & Open Space 2.1
Ritz Pocket Park	Improvements would be based on Hood plan which includes sculpture through the Chartran Family donation.	CIP 2022-505-E	\$1,300,000						Recreation & Open Space 2.1
Riverside Park – Duckpond	The duck pond needs to be refurbished to function so water systems can function and algal blooms would be limited. The duck and geese populations create an unsafe and odiferous environment for park users. This project would include the design and construction of redesign.	CIP 2022-505-E	\$1,000,000	\$1,000,000					Recreation & Open Space 2.1
Riverview Park Boat Ramp	Construct a new boat ramp with associated boat trailer parking at Riverview Park.	CIP 2022-505-E	\$1,210,000						Recreation & Open Space 4.1 and 4.2
Seaton Creek Historic Preserve	Phase 2 development: Road extension w/bridge, day-use area with picnic facilities, fishing structure and kayak launch, and trail extension w/boardwalk	CIP 2022-505-E						\$3,000,000	Recreation & Open Space 2.1
Southbank Riverwalk	This project will provide the design and construction of 2 new docks that are shown on the Haskell Company plans between Charthouse and Duval County Public School Building. In addition, the completion of the extension to Baptist Medical Center.	CIP 2022-505-E		\$15,000,000					Recreation & Open Space 2.1 and 4.1
Southbank, Broadstone Plaza, Riverplace Tower & Fuller Warren	The project will develop and complete the Riverwalk nodes.	CIP 2022-505-E						\$2,500,000	Recreation & Open Space 2.1 and 4.1
Southside Tennis	This project will provide funding to rebuild the tennis courts.	CIP 2022-505-E						\$900,000	Recreation & Open Space 2.1
Special Committee on Parks and Quality of Life	Recreational and learning facility improvements countywide.	CIP 2022-505-E	\$50,000,000						Recreation & Open Space 2.1
Sunny Acres Park and Center	The project will consist of the remodeling of the existing building and renovations to the Pool.	CIP 2022-505-E				\$2,000,000			Recreation & Open Space 2.1

Parks, Preservation Lands, Wetlands									
Project Name	Description	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Thomas Creek Fish Camp Kayak Launch	Thomas Creek fish camp kayak launch	CIP 2022-505-E	\$110,000						Recreation & Open Space 2.1
Thomas Creek Trailhead	Development of trailhead at this location.	CIP 2022-505-E						\$300,000	Recreation & Open Space 2.1
Thomas Jefferson Park Master Plan	This project will enhance the parking area and make improvements to the fields.	CIP 2022-505-E						\$3,000,000	Recreation & Open Space 2.1
Tillie Fowler Park	The project will replace the existing boardwalk and provide a tower.	CIP 2022-505-E				\$600,000			Recreation & Open Space 2.1
Timucuan Trail Extension	Design and construction of the extension of the Timucuan Trail/East Coast Greenway south of the St. Johns River Ferry to Hanna Park and Fort Caroline.	CIP 2022-505-E			\$5,000,000				Recreation & Open Space 3.1
TK Stokes Boat Ramp Bulkhead	Design, permitting and construction of bulkhead at the boat ramp.	CIP 2022-505-E						\$200,000	Recreation & Open Space 4.1 and 4.2
Walter Anderson Memorial Park	This project consists of new restroom facilities and ADA walkways.	CIP 2022-505-E						\$250,000	Recreation & Open Space 2.1
Wayne B Stevens Boat Ramp	Design and construct lighting for parking lot, roadway repairs and tree trimming. Replacement of [3] floating docks was completed in 2016.	CIP 2022-505-E	\$250,000						Recreation & Open Space 4.1 and 4.2
Westside Park	This project will provide resurfacing, shade structures, fitness and playground.	CIP 2022-505-E						\$300,000	Recreation & Open Space 2.1
Yancey Park	This project will design/renovate concession building, repair tennis courts, walkways and the parking area.	CIP 2022-505-E						\$400,000	Recreation & Open Space 2.1
Betz Tiger Point Phase 1 Master Plan	Construct new restroom with depthic system at recently completed park development area to support picnicking, fishing, kayaking and trail use.	CIP Amend 2022-687-E	\$250,000						Recreation & Open Space 2.1
Julington Durbin Preserve Park	Construct new restroom and parking improvements at trailhead with sewer and water connections to Bartram Park Blvd.	CIP Amend 2022-687-E	\$500,000						Recreation & Open Space 2.1
Ferngully Preserve Park	Acquisition of 4.85-acre Hawkins parcel (RE 105682-0000) to enlarge and protect the Preserve. Funding to be supplemented with \$62,500 in contributions from NFLT, Audubon, and private donations paid directly to the seller to reach appraisal price of \$125,000 plus closing costs.	CIP Amend 2022-687-E	\$70,000						Recreation & Open Space 2.1

Drainage		Source	FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th	Element, Goal, Objective Showing Comp Plan Consistency
Project Name	Description									
Arlington/Pottsburg (Beach & Southside) Pond	The intent of this project is to improve water quality by improving approximately 1,000 ft. of channel conveyance in Pottsburg Creek and installing a 7.5 acre wet detention facility for water quality treatment. This project will contribute to the pollutant load reduction required by the Lower St. Johns River (LSJR) Basin management Action Plan (BMAP) and NPDES permit requirements. (Project PC-5A in MSMP)	CIP 2022-505-E		\$4,591,155	\$793,493					Drainage 1.4
Arlington/Pottsburg (Bowden & Belfort) Pond	The intent of this project is to improve water quality by retrofitting and assuming responsibility for an existing 10 acre offline wet detention facility at the intersection of Belfort Road and Bowden Road. This project will contribute to the pollutant load reduction required by the Lower St. Johns River (LSJR) Basin management Action Plan (BMAP) and NPDES permit requirements. (Project PC-6A in MSMP)	CIP 2022-505-E			\$1,930,850					Drainage 1.4
Drainage System Rehabilitation	This allocation funds countywide improvements to the City's stormwater drainage system. The improvements are focused on system restoration to ensure that all components function in accordance with their intended purpose. Components such as failed drainage lines and structures make up the majority of these improvements. The funding is projected to be used for continuing maintenance contract services.	CIP 2022-505-E		\$5,585,229	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	Drainage 1.4
Drainage System Rehabilitation -Capital Improvements	This project helps fund design and major fixes, under \$100,000, to the City's drainage system. Once designs are complete, funds in this project may also be used to fund specific drainage projects which exceed \$100,000.	CIP Amend 2022-456-E	-\$900,000							Transportation 2.1
Duval Road (Wet Detention Pond)	This project addresses water quality and flood control within the Cedar Creek sub-basin. It includes construction of a 25-acre wet-detention facility. The RSF was designed as an off-line pond southwest of The I-295 Duval Road Exit Ramp with a retention period of 13 days, a maximum depth of 10 feet, a permanent pool volume of 274 ac-ft, and a total surface area (including maintenance buffer) of approximately 25 acres.	CIP 2022-505-E			\$875,657	\$3,600,000	\$3,600,000	\$1,454,343		Drainage 1.4



Drainage		Element, Goal, Objective Showing Comp Plan Consistency						
Project Name	Description	Source						
Drainage System Rehabilitation - DSR General	This allocation funds countywide improvements to the City's stormwater drainage system. The improvements are focused on system restoration to ensure that all components function in accordance with their intended purpose. Components such as failed drainage lines and structures make up the majority of these improvements. The funding is projected to be used for continuing maintenance contract services.	CIP 2022-505-E						
		CIP Amend 2022-866-E						
		CIP Amend 2023-143-E						
		FY 21-22 Amendments to the CIP	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Beyond 5th
			\$5,604,771	\$6,000,000				
			-\$750,000					
			-\$261,000					

JTA Projects Identified in the Transportation Improvement Plan (TIP)									
JTA Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
Duval County Fed Section 5311 Rural Transit Funding	Operating/Admin. Assistance	JTA	TIP Adopted June 9, 2022	\$331,586	\$341,534	\$351,780	\$362,334	\$373,204	Transportation 2.1 and 4.1
Jacksonville JTA Section 5307 Formula Grant Capital Purchases	Capital for Fixed Route	JTA	TIP Adopted June 9, 2022	\$4,629,488	\$4,629,488	\$4,629,488	\$4,629,488	\$4,629,488	Transportation 2.1, 4.1, and 6
Jacksonville JTA Section 5307 Formula Grant Capital Purchases	Capital for Fixed Route	JTA	TIP Adopted June 9, 2022	\$13,769,294	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	Transportation 2.1 and 4.1
Jacksonville JTA Section 5307 Formula Grant Capital Purchases	Capital for Fixed Route	JTA	TIP Adopted June 9, 2022	\$3,130,091	\$3,130,091	\$3,130,091	\$3,130,091	\$3,130,091	Transportation 2.1 and 4.1
Jacksonville JTA Section 5307 Formula Grant Transit Planning Tasks	Capital for Fixed Route	JTA	TIP Adopted June 9, 2022	\$1,842,634	\$1,842,634	\$1,842,634	\$1,842,634	\$1,842,634	Transportation 2.1 and 4.1
Jacksonville JTA State Block Grant Operating Funds	Operating for Fixed Route	JTA	TIP Adopted June 9, 2022	\$10,530,958	\$10,846,886	\$11,172,292	\$11,507,462	\$11,852,686	Transportation 2.1 and 4.1
JTA / STP Funds Duval County Purchase Buses / Equipment	Purchase Vehicles/Equipment	JTA	TIP Adopted June 9, 2022	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	Transportation 2.1, 4.1, and 6
JTA Blue Line Flex Route - Operations	Urban Corridor Improvements	JTA	TIP Adopted June 9, 2022	\$182,000	\$186,000	\$190,000	\$194,000	\$194,000	Transportation 2.1, 4.1, and 6
JTA Bus and Bus Facilities	Transit Improvement	JTA	TIP Adopted June 9, 2022	\$2,259,530	\$2,259,530	\$2,259,530	\$2,259,530	\$2,259,530	Transportation 2.1, 4.1, and 6
JTA Clay Express Select Route - Operations	Urban Corridor Improvements	JTA	TIP Adopted June 9, 2022	\$262,500					Transportation 2.1, 4.1, and 6
JTA Red Line Flex Route - Operations	Urban Corridor Improvements	JTA	TIP Adopted June 9, 2022	\$113,000	\$115,000	\$117,000	\$120,000		Transportation 2.1, 4.1, and 6
JTA St Johns County Express Route - Operations	Urban Corridor Improvements	JTA	TIP Adopted June 9, 2022	\$245,000					Transportation 2.1, 4.1, and 6
Section 5337 JTA State of Good Repair	Transit Improvement	JTA	TIP Adopted June 9, 2022	\$901,147	\$901,147	\$901,147	\$911,147	\$911,147	Transportation 2.1, 4.1, and 6
St. Johns River Ferry	Const & Rehab of Dock/Ramp	JTA	TIP Adopted June 9, 2022	\$368,000					Transportation 4.1 and 4.2



## FDOT Projects identified in the Transportation Improvement Plan (TIP)

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
103rd St (SR 134) from Samaritan Way to Shindler Drive	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$777,475		\$7,654,438			Transportation 2.1
103rd St./Timuquana Rd. (SR 134) from Shindler Dr. to Firestone Dr.	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$8,207,558					Transportation 2.1
Arlington Expressway (SR 115) from Atlantic Blvd. To ML King Parkway	ITS Communication System	FDOT	TIP Adopted June 9, 2022		\$634,937	\$50,000			Transportation 2.1
Atlantic Blvd (SR 10) from Kernan Overpass to Mayport Road	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$12,635,490				Transportation 2.1
Atlantic Blvd. (SR 10) East of Laurina St. to Silversmith Creek Bridge	Sidewalk	FDOT	TIP Adopted June 9, 2022		\$498,069		\$909,525		Transportation 2.1
Atlantic Blvd (SR 10) from San Mateo Ave. to University Blvd.	Landscaping	FDOT	TIP Adopted June 9, 2022	\$1,988,391					Transportation 2.1
Baymeadows Rd. (SR 152) from Bayberry Rd. to Southside Blvd. (SR 115)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$82,056	\$6,608,051				Transportation 2.1
Beach Blvd. (US 90/SR 212) from Cedar Swamp Creek to Brougham Ave.	Drainage/Retention	FDOT	TIP Adopted June 9, 2022	\$5,891,329					Transportation 2.1
Beach Blvd. (US 90/SR 212) from St. Johns Bluff to Gerona Drive	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$1,052,104		\$15,998,598			Transportation 2.1
Beach Blvd. (US 90/SR 212) from Linden Ave. to Marion Rd.	Traffic Signal Update	FDOT	TIP Adopted June 9, 2022				\$4,820,439		Transportation 2.1
Beach Blvd. (US 90/SR 212) at Hodges Blvd	Intersection (Modify)	FDOT	TIP Adopted June 9, 2022	\$990,128					Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
Beach Blvd. (US 90 / SR 212) from 12th Street to SR A1A	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$2,210,865					Transportation 2.1
Beach Blvd. (US 90/SR 212) from Beach Plaza to 3rd St. (SR A1A)	Intersection (Modify)	FDOT	TIP Adopted June 9, 2022	\$779,177					Transportation 2.1
Beaver St. (US 90 / SR 10) from McCargo Street to Edgewood Ave.	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$300,056	\$9,981,643				Transportation 2.1
Beaver St. (US 90/SR 10) at Chaffee Rd.	Traffic Signals	FDOT	TIP Adopted June 9, 2022	\$869,200	\$181,774	\$100,000	\$3,451,964		Transportation 2.1
Blanding Blvd. (SR 21) from Wilson Blvd. to Roosevelt Blvd.	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$7,230,266				Transportation 2.1
Cassat Ave. (SR 111) from Blanding Blvd. to I-10 EB Ramp	Traffic Signal Update	FDOT	TIP Adopted June 9, 2022	\$112,500	\$54,207				Transportation 2.1
D-2 Duval County Traffic Signal Maintenance Agreement	Traffic Control Devices/System	FDOT	TIP Adopted June 9, 2022	\$3,300,567	\$3,396,786	\$3,499,257	\$3,608,014	\$3,723,690	Transportation 2.1
Duval County Routine Maintenance	Routine Maintenance	FDOT	TIP Adopted June 9, 2022	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	Transportation 2.1
Duval County Routine Maintenance - Interstate	Routine Maintenance	FDOT	TIP Adopted June 9, 2022	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	Transportation 2.1
Edgewood Ave. (SR 111) from Beaver St W to I-95	Lighting	FDOT	TIP Adopted June 9, 2022	\$4,272,778					Transportation 2.1
Edgewood Ave. (SR 111) from Beaver Street (US 90) to Old Kings Road	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$70,056	\$6,727,110				Transportation 2.1
Edgewood Ave. (SR 111) near Beaver St. Crossing 621275X RRRMP	Railroad Crossing	FDOT	TIP Adopted June 9, 2022	\$877,000					Transportation 2.1
Edgewood Ave. South from Roosevelt Blvd (US 17/SR 15) to Cassat Ave (SR 111)	Bike Lane / Sidewalk	FDOT	TIP Adopted June 9, 2022	\$5,901,353					Transportation 2.1
Emerson St. (SR 126) from US 1 to Spring Park Rd.	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$2,469,534					Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
Emerson St. Expressway (SR 228A) and Emerson St. Ext (SR 126)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$7,225,791					Transportation 2.1
Flagler Center Blvd. in Duval County, Crossing 2730573	Rail Safety Project	FDOT	TIP Adopted June 9, 2022	\$793,024					Transportation 2.1
Golfair Blvd. (SR 122) from West of Walgreen Rd./Stuart St. to East of Davis St.	Pedestrian Safety Improvement	FDOT	TIP Adopted June 9, 2022	\$903,241					Transportation 4.1
Hart Expressway (SR 228) from Hart Bridge to Beach Blvd.	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$1,476,137			\$23,695,607		Transportation 2.1
Heckscher Dr. (SR 105) from Brown's Creek BR to Clapboard Creek BR	Drainage Improvements	FDOT	TIP Adopted June 9, 2022	\$251,001					Drainage 1.4
Heckscher Dr. (SR 105) @ I-295 (SR 9A) Turn Lane	Add Right Turn Lane(s)	FDOT	TIP Adopted June 9, 2022	\$4,625,585					Transportation 2.1
Heckscher Dr. (SR 105) from Broward River to Blount Island Drive	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$10,896,943			\$74,770,877	Transportation 2.1
Heckscher Dr. (SR 105) over Browns Creek Bridge #720059	Bridge Replacement	FDOT	TIP Adopted June 9, 2022	\$4,786,631				\$30,314,990	Transportation 2.1
Hendricks Ave (SR 13) at San Marco Blvd	Intersection (Modify)	FDOT	TIP Adopted June 9, 2022	\$411,730					Transportation 2.1
I-10 (SR 8) & US 301 (SR 200) Interchange On & Off Ramps	Landscaping	FDOT	TIP Adopted June 9, 2022	\$1,896,630					Transportation 2.1
I-10 (SR 8) from Chaffee Road to I-295 (SR 9A)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$20,720,350					Transportation 2.1
I-10 (SR 8) from Nassau County Line to First Coast Expressway (SR 23)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$15,678,598					Transportation 2.1
I-10 (SR 8) from SR 23 to I-295	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022					\$1,015,000	Transportation 2.1
I-10 from I-295 to I-95	Landscaping	FDOT	TIP Adopted June 9, 2022	\$520,556	\$105,112	\$2,731,894			Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
I-295 (SR 9A) from Southside Connector (SR 113) to JTB Blvd. (SR 202) (Manage Lanes)	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$17,429,501	\$4,270,085				Transportation 2.1
I-295 (SR 9A) from Buckman Bridge to I-95 (Manage Lanes)	Add Lanes and Reconstruct	FDOT	TIP Adopted June 9, 2022	\$415,295	\$415,295	\$590,295	\$380,295	\$460,119	Transportation 2.1
I-295 (SR 9A) from St. Johns Bluff Rd. to Beach Blvd.	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$8,822,150					Transportation 2.1
I-295 (SR 9A) from J. Turner Butler (SR 202) to SR 9B	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$569,845	\$569,845	\$519,845	\$484,845	\$490,434	Transportation 2.1
I-295 (SR 9A) from South of Heckscher Dr. (SR 105) to North of Pulaski Rd.	Add Lanes & Rehabilitate Pvmnt	FDOT	TIP Adopted June 9, 2022	\$4,744,157					Transportation 2.1
I-295 (SR 9A) from Beach Blvd. (SR 212) to J Turner Butler Blvd (SR 202)	Add Lanes and Reconstruct	FDOT	TIP Adopted June 9, 2022	\$19,506,566					Transportation 2.1
I-295 (SR 9A) @ US 17 (SR 15) Interchange	Landscaping	FDOT	TIP Adopted June 9, 2022					\$355,000	Transportation 2.1
I-295 (SR 9A) at Normandy Blvd. (SR 228) Operational Improvements	Interchange - Add Lanes	FDOT	TIP Adopted June 9, 2022	\$4,826,906					Transportation 2.1
I-295 (SR 9A) Buckman Bridge (Over St Johns River) #720249 and #720343	Bridge-Repair/Rehabilitation	FDOT	TIP Adopted June 9, 2022	\$587,468	\$3,773,898				Transportation 2.1
I-295 (SR 9A) Express Lanes Buckman Bridge to I-95 Toll Operations	Toll Collection	FDOT	TIP Adopted June 9, 2022	\$303,000	\$220,000	\$220,000	\$220,000	\$220,000	Transportation 2.10
I-295 (SR 9A) Express Toll Operations J. Turner Butler Blvd. (SR 202) to SR 9B	Toll Collection	FDOT	TIP Adopted June 9, 2022	\$27,000	\$575,000	\$575,000	\$575,000	\$575,000	Transportation 2.1
I-295 (SR 9A) from Dames Point Bridge to Monument Rd.	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$6,341,799					Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
I-295 (SR 9A) from Morse Ave. to Beaver St. (US 90)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$25,402,131					Transportation 2.1
I-295 (SR 9A) from Pulaski Rd. to New Berlin Rd.	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$7,570,220				Transportation 2.1
I-295 (SR 9A) from UNF Interchange to SR 9B	Landscaping	FDOT	TIP Adopted June 9, 2022	\$4,707,540	\$119,856				Transportation 2.1
I-295 from North of Commonwealth to North of New Kings Rd.	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$1,000,000					Transportation 2.1
I-295 from North of New Kings Rd. to South of I-95 North Interchange	Add Lanes and Reconstruct	FDOT	TIP Adopted June 9, 2022	\$1,000,000					Transportation 2.1
I-295 from South of US 17 to Blanding Blvd. (SR 21)	Add Lanes and Reconstruct	FDOT	TIP Adopted June 9, 2022			\$3,827,463	\$1,073,000	\$1,759,863	Transportation 2.1
I-95 (SR 9) From St. Johns C/L to I-295 (SR 9A)	Add Lanes and Reconstruct	FDOT	TIP Adopted June 9, 2022	\$239,831	\$250,056	\$148,153,036	\$2,004,006		Transportation 2.1
I-95 (SR 9) from Baymeadows Road to South of J. Turner Butler (SR 202)	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$39,031,352					Transportation 2.1
I-95 (SR 9) from South of J.T. Butler (SR 202) to Atlantic Blvd.	Add Lanes and Reconstruct	FDOT	TIP Adopted June 9, 2022	\$361,747,192			\$5,103,414		Transportation 2.1
I-95 (SR 9) at SR 115 (US 1) ML King/20th St.	Interchange - Add Lanes	FDOT	TIP Adopted June 9, 2022	\$54,365,911	\$696,971				Transportation 2.1
I-95 (SR 9) at North I-295 Interchange	Landscaping	FDOT	TIP Adopted June 9, 2022		\$3,589,036				Transportation 2.1
I-95 (SR 9) from Airport Road to Owens Road	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$8,979,190				Transportation 2.1
I-95 (SR 9) from Cole Road to Airport Road	Landscaping	FDOT	TIP Adopted June 9, 2022			\$1,972,176			Transportation 2.1
I-95 (SR 9) from Forest Street Bridge to Railroad Bridge	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$5,522,772				Transportation 2.1
I-95 (SR 9) from I-295 (SR 9A) to Baymeadows Road (SR 152)	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$1,854,851		\$123,694,250			Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
I-95 (SR 9) over Myrtle Avenue Ramp Br no. 720163 from I-10 to Beaver St	Bridge-Repair/Rehabilitation	FDOT	TIP Adopted June 9, 2022		\$1,678,900	\$550,000	\$168,721,431		Transportation 2.1
ITS project/SU Funds Countywide	Adv. Traveler information System	FDOT	TIP Adopted June 9, 2022			\$1,000,000	\$1,000,000	\$1,000,000	Transportation 2.1
ITS System Manager Consultant	Traffic Control Devices/System	FDOT	TIP Adopted June 9, 2022	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	Transportation 2.1
J Turner Butler (SR 202) from Intracoastal Waterway Bridge to SR A1A	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$7,420,567				Transportation 2.1
J Turner Butler (SR 202) from East of I-95 to US 1 & US 1 from S of JTB to N of Mustang Rd.	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022				\$30,114,883		Transportation 2.1
J Turner Butler (SR 202)/Intracoastal Waterway Bridge No. 720442 and 720509	Bridge Repair/Rehabilitation	FDOT	TIP Adopted June 9, 2022	\$3,149,207					Transportation 2.1
Jacksonville Bridge Facility Construct Canopy	Fixed Capital Outlay	FDOT	TIP Adopted June 9, 2022		\$85,000				Transportation 2.1
Jacksonville Bridge Facility Security Perimeter Fence Replacement	Fixed Capital Outlay	FDOT	TIP Adopted June 9, 2022	\$45,000					Transportation 2.1
Jacksonville Trout River Materials Lab - Security System Design	Fixed Capital Outlay	FDOT	TIP Adopted June 9, 2022	\$25,500					Transportation 2.1
Jacksonville Urban Office - Asbestos Abatement	Fixed Capital Outlay	FDOT	TIP Adopted June 9, 2022				\$20,000		Transportation 2.1
Jacksonville Urban Office - Carpet Replacement	Fixed Capital Outlay	FDOT	TIP Adopted June 9, 2022				\$325,000		Transportation 2.1
Jacksonville Urban Office - Renovations	Fixed Capital Outlay	FDOT	TIP Adopted June 9, 2022				\$100,000		Transportation 2.1
Lem Turner Road (SR 115) from Soutel Drive to Nassau County Line	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$16,088,223					Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
Lem Turner Road (SR 115) from I-95 (SR 9) to Edgewood (SR 111)	Lighting	FDOT	TIP Adopted June 9, 2022	\$1,277,091					Transportation 2.1
Lem Turner Road (SR 115) at Trout River Bridge #720033	Bridge Replacement	FDOT	TIP Adopted June 9, 2022	\$10,155,786	\$4,815,633	\$65,425,722			Transportation 2.1
Main St. (SR 5/US 1) at St. Johns River Br 720022	Bridge- Repair/ Rehabilitation	FDOT	TIP Adopted June 9, 2022			\$3,521,698			Transportation 2.1
Main St. (US 1) (SR 5) from East 15th St. to West 17th St.	Traffic Control Devices/System	FDOT	TIP Adopted June 9, 2022	\$507,252					Transportation 2.1
Main St. (US 17/SR 5) at South of New Berlin Rd. Intersection to Oceanway	Add Right Turn Lane(s)	FDOT	TIP Adopted June 9, 2022	\$312,612	\$1,466,986				Transportation 2.1
Main St. (US 17/SR 5) at New Berlin Rd.	Traffic Signal Update	FDOT	TIP Adopted June 9, 2022	\$450,000	\$855,118				Transportation 2.1
Main St. (US 17/SR 5) From Katherine Rd to Max Leggett Pkwy	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$2,438,002					Transportation 2.1
Main St. (US 17/SR 5) From New Berlin Rd to Katherine Rd	Add Lanes & Reconstruct	FDOT	TIP Adopted June 9, 2022	\$2,810,931					Transportation 2.1
Main St. (US 17/SR 5) From State St. to Trout River	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$16,307,507					Transportation 2.1
Main St. (US 17/SR 5) From Trout River to N of Dunn Ave / Busch Dr (SR 104)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$1,082,982		\$9,516,936			Transportation 2.1
Main St. (US 17) Replacement Crossing Surface Crossing No. 620878 S	Railroad Crossing	FDOT	TIP Adopted June 9, 2022			\$750,000			Transportation 2.1
MLK Parkway (US 1 / SR 115) From Boulevard Street to Beach Blvd	ITS Communication System	FDOT	TIP Adopted June 9, 2022	\$4,007,728					Transportation 2.1
Mayport Rd. (SR 101) from Atlantic Blvd. to 7th Street	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$901,928		\$1,499,849			Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
Nathan Drive, Renee Terrace and Ryar Road	Sidewalk	FDOT	TIP Adopted June 9, 2022			\$153,101			Transportation 2.1
Normandy Blvd. (SR 228) from NE of Lamplighter to SW of I-295 (SR 9A)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$4,992,934					Transportation 2.1
Normandy Blvd. (SR 228) from New World Ave. to Cassat Ave. (SR 111)	Traffic Control Devices/System	FDOT	TIP Adopted June 9, 2022			\$5,056			Transportation 2.1
Normandy Blvd. (SR 228) from West of Lane Avenue to Cassat Avenue	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$713,415		\$4,242,624			Transportation 2.1
Normandy Blvd. (SR 228) from Yellow Water Rd. to North of Solomon Rd.	Add Left Turn Lane(s)	FDOT	TIP Adopted June 9, 2022	\$1,807,568					Transportation 2.1
Phillips Hwy (US 1 / SR 5) at J Turner Butler Blvd. Intersection	Right of Way Activities	FDOT	TIP Adopted June 9, 2022				\$832,000		Transportation 2.1
Post St. (SR 228) from Cassat Avenue to Old Roosevelt	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$770,026		\$3,435,081			Transportation 2.1
Rehabilitate Various Pedestrian Overpasses at Within Duval Co. (North I-95)	Bridge-Repair/Rehabilitation	FDOT	TIP Adopted June 9, 2022		\$5,340,059				Transportation 2.1
Roosevelt Blvd. (US 17 / SR 15) From Collins Road to San Juan Ave (SR 128)	Landscaping	FDOT	TIP Adopted June 9, 2022	\$469,061		\$3,256,252			Transportation 2.1
San Jose Blvd. (SR 13) @ New Rose Creek Bridge #720029	Bridge Replacement	FDOT	TIP Adopted June 9, 2022	\$518,032		\$1,113,981		\$3,622,435	Transportation 2.1



FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
San Jose Blvd. (SR 13) from I-295 to Sunbeam Road	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$9,592,106					Transportation 2.1
San Jose Blvd. (SR 13) from Julington Creek Rd. to I-295	Landscaping	FDOT	TIP Adopted June 9, 2022	\$2,673,242					Transportation 2.1
San Jose Blvd. (SR 13) South of Oak Bluff Lane	Safety Project	FDOT	TIP Adopted June 9, 2022	\$278,227					Transportation 2.1
Service Patrol Duval County Road Ranger	ITS Freeway Management	FDOT	TIP Adopted June 9, 2022	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	Transportation 2.1
Southside Blvd. (SR 115) at Atlantic Blvd. (US 90 / SR 10)	Intersection (Modify)	FDOT	TIP Adopted June 9, 2022	\$25,000	\$950,327				Transportation 2.1
Southside Blvd. (SR 115) at Deerwood Park	Intersection (Modify)	FDOT	TIP Adopted June 9, 2022	\$13,838,151					Transportation 2.1
Southside Blvd. (SR 115) from US-1 to Butler Blvd. (SR 202)	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$17,992,389					Transportation 2.1
SR 9B from I-295 to I-95	Landscaping	FDOT	TIP Adopted June 9, 2022	\$31,369					Transportation 2.1
SR A1A (SR 105) From Shad Creek to little Talbot Island	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$564,675		\$4,749,875			Transportation 2.1
SR A1A / Heckscher Dr. from Huguenot Park to George River Bridge	Bike Path / Trail	FDOT	TIP Adopted June 9, 2022				\$5,209,192		Transportation 4.1
St. Johns Ave. (SR 211) from San Juan Ave. to I-295	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$352,656	\$11,738,770				Transportation 2.1
Traffic Management Center Operations	Traffic Management Centers	FDOT	TIP Adopted June 9, 2022	\$300,000	\$420,000				Transportation 2.1
University Blvd. (SR 109) from Cruz Road to Wateredge Lane	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$5,841,347				Transportation 2.1

FDOT Projects in the TIP Project Name	Description	Funding	Source	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Element, Goal, Objective Showing Comp Plan Consistency
University Blvd. (SR 109) from San Jose Blvd. (SR 13) to I-95	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$200,056	\$6,673,173				Transportation 2.1
University Blvd. (SR 109) From Tanglewood to Merrill Road	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$6,600,000				Transportation 2.1
US 17 (SR 15) From North of Broward River to the Nassau County Line	Resurfacing	FDOT	TIP Adopted June 9, 2022	\$1,491,802		\$20,549,179			Transportation 2.1
US 301 (SR 200) @ I-10 Improvements	Interchange Ramp (New)	FDOT	TIP Adopted June 9, 2022			\$4,855,132			Transportation 2.1
US 301 Urban Area Rail Diversion Plan	Other ITS	FDOT	TIP Adopted June 9, 2022			\$633,671			Transportation 2.1
Various Streets near Andrew Robinson Elementary	Sidewalk	FDOT	TIP Adopted June 9, 2022		\$951,607				Transportation 2.1
Wilson Blvd. (SR 208) from Debra Drive to Lane Ave.	Resurfacing	FDOT	TIP Adopted June 9, 2022		\$2,363,806				Transportation 2.1

# TPO's 2022 List of Priority Projects - Potential Projects for Planning

TPO's List of Priority Projects	Limits and Description	Funding	Source	Status/ Justification	FY 28/29 (x1000)	FY 29/30 (x1000)	FY 30/31 (x1000)	Element, Goal, Objective Showing Comp Plan Consistency
SR 202 J. Turner Butler Blvd.	@ San Pablo Rd. - Modify interchange	FDOT	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	Under Construction				Transportation 2.1
SR 111 Edgewood Ave.	US 17 Main Street to Cassat Ave. - Context sensitive solutions	FDOT	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	Construction FY 19/20				Transportation 2.1
SR 202 J. Turner Butler Blvd.	@ Kernan Blvd. - Interchange improvements	FDOT	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	Construction FY 2020 \$1M SU 22/23; \$1.5 CMAQ 22/23				Transportation 2.1
SR 10 Atlantic Blvd.	Silversmith Creek Bridge - milling, resurfacing, railing, and sidewalk construction/*Moderate-Low Vulnerability	FDOT	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	Construction FY 2026				Transportation 2.1 and 4.1
US 17 Main Street	Nw Berlin Rd to Pecan Park Rd - Widen to 5-lanes with multi-use trail *Moderate-Low Vulnerability	FDOT	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	\$2.8 M PE 2023 (New Berlin to Katherine) \$2.4 M PE 2023 (Katherine to Max Leggett)				Transportation 2.1
SR A1A Mayport Rd.	SR 10 Atlantic Blvd. to Dutton Island Rd. - Context sensitive improvements	FDOT	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	\$1M SU 21/22; \$5.4M SU 25/26 PE 2022				Transportation 2.1
SR 228 Normandy Blvd.	Equestrian Center to US 301 - widen to 4-lanes with bike lanes and sidewalks	Unfunded	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	N/A				Transportation 2.1 and 4.1
SR 212 Beach Boulevard	Parental Home Road to I-295 - bicycle, pedestrian and intersection improvements. High Crash Corridor	Unfunded	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	N/A				Transportation 2.1 and 4.1
SR 115 Lem Turner Road	I-295 to US 301 - widen to 4-lanes with multi-use trail/intersection improvements	Unfunded	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	N/A				Transportation 2.1 and 4.1
SR 104 Dunn Avenue	New Kings Road to I-295 - widen/ intersection improvements	Unfunded	TPO's 2022 List of Priority Projects – Part of Region-Wide Priority List	N/A				Transportation 2.1

TPO's List of Priority Projects	Limits and Description	Funding	Source	Status/Justification	FY 28/29 (x1000)	FY 29/30 (x1000)	FY 30/31 (x1000)	Element, Goal, Objective Showing Comp Plan Consistency
US 1	@ Racetrack Road - Intersection improvements	Unfunded	TPO's 2022 List of Priority Projects - Part of Region-Wide Priority List	N/A				Transportation 2.1
I-295	@ SR 13 - Interchange improvements	Unfunded	TPO's 2022 List of Priority Projects - Part of Region-Wide Priority List	N/A				Transportation 2.1
Atlantic Blvd/Third Street (SR A1A)	Mayport Rd (SR A1A) to St. Johns County Line - Context sensitive improvements: Bicycle, Pedestrian and intersection upgrades	Unfunded	TPO's 2022 List of Priority Projects - Part of Region-Wide Priority List	N/A				Transportation 2.1
SR 21 Blanding Blvd. (Clay/Duval Counties)	CR 220 to Collins Road- Intersection Improvements. High Crash Corridor	Unfunded	TPO's 2022 List of Priority Projects - Part of Region-Wide Priority List	N/A				Transportation 2.1
Southside Blvd	Old Baymeadows Rd to Baymeadows Rd. Intersection Redesign	Unfunded	TPO's 2022 List of Priority Projects - Part of Region-Wide Priority List	N/A				Transportation 2.1
Vehicle Acquisition	Annual SU funding with \$2.5 toll credit matching- replace new buses/rolling stock with CNG buses plus related equipment	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Replace new buses/rolling stock with CNG buses plus related equipment				Transportation 6.4 and 6.5
Para-Transit (CTC)	Purchase of Para-Transit equipment	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Required for ADA Compliance				Transportation 2.1
U2C Agile Program	Various U2C routes throughout the Jacksonville Area	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Autonomous transit routes at various locations around Jacksonville				Transportation 2.1
U2C Extension 4	The Third Phase of the U2C Program	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	The Fourth At-Grade extension of the U2C Program				Transportation 2.1
Ferry	Additional Ferry Boat	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	An additional boat is needed to increase capacity at the Mayport Ferry crossing				Transportation 2.1 and 4.1
Commuter Rail Project Development	Promote transit-oriented development, station area planning, and funding for commuter rail service on the Southeast Corridor	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Project Development and Engineering (PD&E) is funded through the LOGT, but there is no funding included for design.				Transportation 2.1

TPO's List of Priority Projects	Limits and Description	Funding	Source	Status/Justification	FY 28/29 (x1000)	FY 29/30 (x1000)	FY 30/31 (x1000)	Element, Goal, Objective Showing Comp Plan Consistency
ITS/Corridor Development/Service Enhancement	Develop/implement a regional plan focused on transit and implement communications based elements	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Capacity constraints on major corridors suggest implementation of ITS to enhance mobility.				Transportation 2.1 and 4.1
JRTC Amtrak Station Relocation	Relocate Amtrak Station from Clifford Ln. to Prime Osborn Convention Center site	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Immediate opportunity to restore intercity passenger service to Downtown Jacksonville				Transportation 2.1 and 4.1
Regional Passenger and Operations Enhancements	Plan, design and construct new passenger and operations facilities	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Provide new facilities to enhance passenger experience and increase efficiency of operations.				Transportation 2.1 and 4.1
My JTA Mobility Application	Mobile application that will enable multi-modal trip planning and ticketing, real time arrival/departure information, vehicle crowding information, and customer notifications of detours and trip interruptions.	JTA	TPO's 2022 List of Priority Projects - Part of Mass Transit Priority List	Provides a single Mobility as a Service mobile application to meet both Fixed Route and On-Demand regional transportation needs for Northeast Florida's residents.				Transportation 2.1 and 4.1
East Coast Greenway / Core to Coast Trail	SR A1A and Wonderwood Drive to Fort Caroline National Monument	Unfunded	TPO's 2022 List of Priority Projects - Part of TAP Priorities Priority List	Estimate Needed				Transportation 2.1 and 4.1
San Jose Elementary School	Construct new sidewalk to fill gaps	Unfunded	TPO's 2022 List of Priority Projects - Part of TAP School Safety Sidewalks Priority List	Estimate Needed				Transportation 4.1
Timucuan Trail	Fort George River to Hanna Park	Sun Trails Projects (Established by the Florida Greenways and Trails Act)	TPO's 2022 List of Priority Projects - Part of Sun Trails Priority List	Estimate Needed				Transportation 4.1
SR 228 Normandy Blvd.	Equestrian Center to US 301	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Widen to 4-lanes with bike lanes and sidewalks				Transportation 2.1

TPO's List of Priority Projects	Limits and Description	Funding	Source	Status/Justification	FY 28/29 (x1000)	FY 29/30 (x1000)	FY 30/31 (x1000)	Element, Goal, Objective Showing Comp Plan Consistency
SR 212 Beach Boulevard	Parental Home Road to I-295	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Bicycle, pedestrian, and intersection improvements				Transportation 2.1
SR 115 Lem Turner Road	I-295 to US 301	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Widen to 4-lanes with multi-use trail/intersection improvements				Transportation 2.1
SR 104 Dunn Avenue	New Kings Road to I-295	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Widen/ intersection improvements				Transportation 2.1
US 1	At Racetrack Rd	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Intersection improvements				Transportation 2.1
I-295	AT SR 13	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Interchange improvements				Transportation 2.1
Atlantic Blvd/Third Street (SR A1A)	Mayport Rd (SR A1A) to St. Johns County Line	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Context sensitive improvements: bicycle, Pedestrian and intersection upgrades.				Transportation 2.1
SR 21 Blanding Blvd	CR 220 to Collins Road	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Intersection improvements				Transportation 2.1
Southside Blvd	Old Baymeadows Rd to Baymeadows Rd.	Transportation Regional Incentive Program (TRIP)	TPO's 2022 List of Priority Projects - Part of TRIP Priority List	Intersection Redesign				Transportation 2.1

**2045 Mobility System Projects**  
**(Ordinance 2020-86-E)**

All projects listed on the following pages show consistency with the Transportation Element of the Comprehensive Plan.

Mobility Zone 1 Projects  
11/10/2020

Corridor Projects																																																																																													
Project ID	Facility Name	From	To	Improvement	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)																																																																																			
1001	Old St Augustine Road	I-95	Philips Highway	Add Protected bike lane by moving curb line. Intersection upgrades and capacity changes through improved detection and signal phasing.	CITY	1.41	5	79	\$ 11,008,935	Yes																																																																																			
1002	Old St Augustine Road	I-95	Loreto Road	Access Management on 6 lane rd. Add a raised median in parts of the TWLTL for turning capacity, efficiency, and safety.	CITY	0.62	22	255	\$ 1,072,071	Yes																																																																																			
1003	Loreto Road	Aladdin Road	Old Augustine Road	Signalize ped crossing at school (eastern end). Urban side shared use path with protected bike lanes. Shared use path with protected bike lanes. Signalized ped crossings all legs at Aladdin Rd signal.	CITY	0.92	24	271	\$ 3,466,800	Yes																																																																																			
1004	Loreto Road	Mandarin Road	San Jose Blvd	Upgrade and improve intersection of Mandarin Rd and Loreto Road. Roundabout.	CITY	0.96	12	175	\$ 6,982,106	Yes																																																																																			
1005	Hood Road	Old Augustine Road	Shad Road	Convert rural 2-lane cross section into urban 3-lane with bike lanes, no parking. Northside shared use path could be stand alone. Intersection upgrades at the Hornets Nest Road int. Add pedestrian crossing on all legs of int. School intersection.	CITY	1.68	23	261	\$ 264,000	Yes																																																																																			
1006	Haley Road	San Jose Blvd	Old Augustine Road	Rural crosswalk on one side. Create an urban 3-lane cross section with bike lanes.	CITY	1.42	29	347	\$ 9,077,847	Yes																																																																																			
1007	Losco Road	Old Augustine Road	Hed Road South	Urban rd to be consistent with Hood Road to the east. Widened to provide access bike facilities.	CITY	2.13	32	370	\$ 11,570,120	Yes																																																																																			
1008	Hood Road South	Shad Road	Losco Road	Shared use path on one side. look for ped crossings or any small improvements.	CITY	1.68	48	506	\$ 1,966,600	Yes																																																																																			
1009	Hood Landing Road	Old St. Augustine Rd to Julington Creek Rd.	Julington Creek Rd.	Upgrade 2-lane rural section to urban with bike lanes and sidewalks. Roundabout at Julington Creek rd.	CITY	1.54	37	421	\$ 8,869,498	Yes																																																																																			
1010	Shad Road	Hood Rd.	Philips Highway	Urban Truck Route section. Landscape median, buffered bike lanes, or shared use path.	CITY	0.80	34	378	\$ 4,698,523	Yes																																																																																			
1011	Shad Road / Hood Road intersection	San Jose Blvd	Hood Landing Rd	Urban Intersection and improve bike lanes and raised median islands. Or explore multilane roundabout.	CITY	-	-	-	\$ 420,000	Yes																																																																																			
1012	Julington Creek Rd	Old St. Augustine Rd	Philips Highway	road redesign. Intersections, access management, re-surfacing with new lines. No curb work.	CITY	2.44	57	562	\$ 13,051,095	Yes																																																																																			
1013	Greenland Rd	Hood Landing Rd	Philips Highway	Urban cross section. Bike lanes, curb gutter, etc.	CITY	3.75	45	465	\$ 6,318,628	Yes																																																																																			
1014	Julington Creek Rd	Loreto Rd	Julington Creek Rd	Rural to urban cross section. Bike lanes.	CITY	2.55	56	559	\$ 13,251,688	Yes																																																																																			
1015	Aladdin Rd	Greenland Rd	Baymeadows Road	Intersection redesigns.	CITY	1.80	53	539	\$ 8,157,815	Yes																																																																																			
1016	Southside Blvd.	Greenland Road	Southside Blvd.	Add sidewalks, bike lanes and add 3rd lane, Northbound	FOOT	-	-	-	\$ 2,200,000	Yes																																																																																			
1017	Philips Highway (US 1)	Greenland Road	Southside Blvd.		FOOT	1.20	63	634	\$ 600,000	Yes																																																																																			
Stand-Alone Bicycle Projects																																																																																													
Project ID	Project Street(s)	From	To	Improvement	Owner Agency	Total Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)																																																																																			
186	Old St Augustine Rd	Losco Rd	San Jose Blvd	Bike Lanes	-	3.64	3	-	\$ 3,639,726	Yes																																																																																			
188	Old St Augustine Rd	Losco Rd	Baymeadows Road	Bike Lanes; Paved Shoulder	-	3.84	3	-	\$ 2,243,759	Yes																																																																																			
200	Beaucare Road; Scott Mill Road	San Jose Boulevard	I-295	Paved Shoulder	-	2.82	4	-	\$ 2,243,759	Yes																																																																																			
214	Greenland Rd	Old St. Augustine Rd	Palmetto Leaves Park	Shared Use Path/Widened sidewalk	-	2.51	5	-	\$ 1,046,780	Yes																																																																																			
215	Brady Rd/Flynn Rd/Orange Picker Rd	Mandarin Rd	Old St. Augustine Rd	Bicycle Boulevard	-	7.83	6	-	\$ 418,014	Yes																																																																																			
216	Greenland Rd	Palmetto Leaves Park	Philips Hwy	Buffered Bike Lanes	-	1.21	7	-	\$ 240,865	Yes																																																																																			
Stand-Alone Pedestrian Projects																																																																																													
Project ID	Project Corridor	From	To	Project Type/Extent	Owner Agency	Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)																																																																																			
1	Old St. Augustine Rd between San Jose Blvd & Losco Rd	San Jose Blvd	Losco Road	Thoroughfare	-	-	2.22	1	261	\$ 416,250																																																																																			
78	Loreto Rd	Mandarin Rd	San Jose Blvd	shared use path - northside	-	-	0.96	2	171	\$ 550,000																																																																																			
81	Loreto Rd	San Jose Blvd	Old St. Augustine Road	shared use path - northside	-	-	2.00	3	-	\$ 1,150,000																																																																																			
<table border="0"> <tr> <td colspan="2">Corridor Projects</td> <td colspan="2">2020 Cost</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td>Bike</td> <td></td> <td>\$105,077,228</td> <td></td> <td>91%</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped</td> <td></td> <td>\$7,996,145</td> <td></td> <td>7%</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>\$2,110,250</td> <td></td> <td>2%</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Cost of Projects</td> <td colspan="2">\$115,183,623</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">VMT (2015-2045)</td> <td colspan="2">1,656,569</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">Fee perVMT</td> <td colspan="2">\$69.54</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> </table>										Corridor Projects		2020 Cost										Bike		\$105,077,228		91%								Ped		\$7,996,145		7%										\$2,110,250		2%								Cost of Projects		\$115,183,623										VMT (2015-2045)		1,656,569										Fee perVMT		\$69.54									
Corridor Projects		2020 Cost																																																																																											
Bike		\$105,077,228		91%																																																																																									
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VMT (2015-2045)		1,656,569																																																																																											
Fee perVMT		\$69.54																																																																																											



Mobility Zone 2 Projects  
11/10/2020

Corridor Projects										
Project ID	Facility Name	From	To	Roadway Improvement	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
2001	Peach Drive	Beach Blvd	Forest Blvd	Single lane roundabout at intersection (Peach & Forest) Traffic calming elsewhere along the road. Urban cross section. Rural to urban. (keep ft two lanes.)	CITY	1.43	2	54	\$ 6,527,468	Yes
2002	Lee Road	Atlantic Blvd.	Monument Road	Urban cross section upgrade curb and gutter with sidewalks, both sides. Bike safety issues. Good parallel route.	CITY	1.36	37	260	\$ 5,172,333	Yes
2003	Cortez Rd	Beach Blvd	Atlantic Blvd	Upgrade from rural 2 lane cross-section to urban 2-lane cross-section with sidewalks and street lighting. Single lane roundabout at Blockview. 67 ROW (estimated).	CITY	2.59	18	99	\$ 13,936,726	Yes
2004	Monument Rd	Atlantic Blvd	McCormick Rd	Improvements as identified in the corridor study including lane reallocation, sidewalk, bike lanes, access management, and additional travel lanes.	CITY	4.19	11	84	\$ 2,882,712	Yes
2005	Lane Star	Matthews Manor Drive	Roundabout	Matthews Manor Drive to roundabout, 2-lane urban road. (exclude sidewalks, etc.)	CITY	0.16	-	-	\$ 979,620	Yes
2006	Hodges (Part 1)	J Turner Butler Blvd	Beach Blvd	Improvement is to create at-way cycletrack off the roadway like what is at Kernan	CITY	2.40	20	106	\$ 3,915,600	Yes
2007	Beach Blvd	Parental Home Road	I-295	Improvements as identified in the corridor study including sidewalks, access management, bike lanes, signal and intersection detection upgrades.	FDOT	3.40	19	101	\$ 10,488,172	Yes
2008	Mayport Road (SR A1A)	Atlantic Blvd (SR 10)	Dutton Island Road	Sidewalk improvements, bike lanes, cross walks, mid-block crossing	FDOT	1.20	70	546	\$ 1,000,000	Yes
2009	Southside Blvd	Hogan Road	Touchon Rd	Intersection upgrades	FDOT	-	-	-	\$ 1,000,000	Yes
2010	Live Oak Drive	Atlantic Blvd	Potent Blvd	Widened to accommodate bike lanes	City	0.81	29	154	\$ 5,169,632	Yes
Stand-Alone Bicycle Projects										
Project ID	Project Street(s)	From	To	Facility(ies)	Total Project Length(miles)	Zonal Priority	Mobility Fee Cost	Selected (Yes, No)		
144	Mill Creek Road/Southside Boulevard Expressway	Atlantic Boulevard	Regency Square Boulevard	Shared Use Path/Shared Use Path	0.92	1	\$ 226,317	Yes		
165	Regency Square Boulevard	Mill Creek Road	Monument Road	Shared Use Path	0.81	2	\$ 160,617	Yes		
218	St. Johns Bluff Rd	St. Johns Bluff Apartments	Atlantic Blvd	Bike Lanes	3.25	3	\$ 325,000	Yes		
209	UNF West	UNF East	UNF East	Shared Use Path	1.87	4	\$ 780,014	Yes		
210	UNF East	UNF West	Kernan Blvd	Shared Use Path	0.43	5	\$ 179,330	Yes		
162	Brady Road; Live Oak Drive	Southside Boulevard	Atlantic Boulevard	Paved Shoulder; Bicycle Boulevard	1.32	6	\$ 580,407	Yes		
219	Alden Rd	St. Johns Bluff Rd	Huffman Blvd	Shared use path on the north side	1.23	7	\$ 386,330	Yes		
220	Ashley Hesse Blvd	Kernan Blvd	Garvin Rd	Shared Use Path	3.25	8	\$ 682,259	Yes		
143	Trinity Road; The Trednick Parkway (Zone 2 part of Zone 8 project)	Mill Creek Road	Monument Road	Sharrows; separated bike lane; trail	0.92	4	\$ 41,584	Yes		
Stand-Alone Pedestrian Projects										
Project ID	Project Corridor	From	To	Improvement	Project Length (miles)	Zonal Priority	Score Range: (148 - 241)	Mobility Fee Cost	Selected (Yes, No)	
8	Monument Rd	Atlantic Blvd	Regency Sq Blvd; Trednick Rd	Milcoe	0.17	1	282	\$ 32,593	Yes	
7	Live Oak Dr	Atlantic Blvd	back of shopping center	Sidewalk gaps, portions of west side of of the road, northside the road. Refer to study for details.	0.16	2	280	\$ 31,052	Yes	
9	St. Johns Bluff Rd	Atlantic Blvd	Beach Blvd	-	2.16	4	220	\$ 419,207	Yes	
6	Gilmore Heights Rd	Home Depot Entry	Regency Square Blvd	-	0.07	5	192	\$ 13,585	Yes	
JTA										
-	Project Corridor	Project Type	Location	-	-	Overall JTA Priority	-	Mobility Fee Cost	Selected (Yes, No)	
-	Southside Mobility Hub	Mobility Hub	Woodsford, Patel Road	-	-	-	-	\$ 2,000,000	Yes	
M	Ferry Transit Enhancements	Multi-use trail connections, sidewalks and safety improvements	Woodsford, Patel Road	-	-	11	-	\$ 1,250,000	Yes	
Cost Breakdown										
Corridor Projects				85%						
Bike				6%						
Ped				1%						
JTA				6%						
Cost of Projects				\$58,210,822						
VMT (2015-2045)				1,079,771						
Fee per VMT				\$53.91						

Mobility Zone 3 Projects  
11/10/2020

Corridor Projects										
Project ID	Facility Name	From	To	Improvement	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
3001	Duval Station	Main St	Staratt Rd	Rebuild rural cross-section. Create a shared use path on one side. 3-lane urban cross-section. Buffered bike lanes.	CITY	1.41	4	201	\$ 7,898,997	Yes
3002	Gillespie Ave	Airport Center Dr	New Berlin Rd	Upgrade 2-lane rural section to urban with bike lanes and sidewalks. If room, bike lanes, if not shared use path. Roundabout at intersections for traffic calming.	CITY	0.62	11	408	\$ 6,783,179	Yes
3003	Pulaski Rd	I-295	New Berlin Rd	Pulaski Road and Howard Road intersection. 2-lane roundabout or other improvements. May not meet signal warrants, so other upgrades should be explored.	CITY	1.48	18	551	\$ 2,400,000	Yes
3004	Gillespie Ave	Duval Station Rd	Airport Center Dr	Rural 2-lane section to a 3-lane urban cross-section with bike lanes and sidewalks	CITY	0.90	10	366	\$ 4,485,863	Yes

Stand-Alone Bicycle Projects										
Project ID	Project Street(s)	From	To	Improvement	Owner Agency	Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
221	Balsden Rd/Kraft Rd	Main St	Easport Rd	Bicycle Boulevard	-	2.28	1	-	\$ 246,000	Yes
211	Heckscher Drive	Main St	Zoo Pkwy	Shared Use Path	-	0.32	2	-	\$ 400,000	Yes
222	New Berlin Rd	Cole Rd	New Berlin Rd	Shared Use Path	-	2.10	3	-	\$ 1,658,180	Yes
223	Eastport Rd/Faye Rd	Dunn Creek Rd	Zoo Pkwy	Buffered bike lanes / Shared use path	-	2.06	4	-	\$ 1,626,596	Yes

Stand-Alone Pedestrian Projects										
Project ID	Project Corridor	From	To	Improvement	Owner Agency	Project Length (miles)	Zonal Priority	Score Range: (148 - 241)	Mobility Fee Cost	Selected (Yes, No)
10	Busch Dr	Main St	Zoo Pkwy	-	-	2.19	1	184	\$ 425,029	Yes
11	Imeson Park Blvd	Main St	Busch Drive	-	-	0.66	2	183	\$ 128,091	Yes
77	Balsden Rd	Neighborhood Residential	-	-	-	1.5	3	160	\$ 187,500	Yes

JTA									
Project ID	Project Corridor	Project Type	Location	Overall JTA	Mobility Fee Cost	Selected (Yes, No)			
L	Ferry Transit Enhancements	Heckscher Drive multi-use trail connections	Sister's Creek, Fort George Road.	10	\$ 500,000	Yes			
				0					

2020 Cost		Cost Breakdown	
Corridor Projects	\$21,568,040	81%	
Bike	\$3,930,776	15%	
Ped	\$740,620	3%	
JTA	\$500,000	2%	
<b>Cost of Projects</b>	<b>\$26,739,436</b>		
<b>VMT (2015-2045)</b>	<b>354,540</b>		
<b>Fee per VMT</b>	<b>\$75.42</b>		

Mobility Zone 4 Projects  
11/10/2020

Corridor Projects										
Project ID	Facility Name	From	To	Facility(ies)	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost (\$)	Selected (Yes, No)
4001	Pecan Park Rd	I-95	Main St	2 to 4 lanes, (5 lane x-section).	CITY	0.74	5	258	\$ 6,000,000	Yes
4002	Clink Rd	Broward Rd	Main St	Protected bike lanes, access management, improved intersections, and widened bridge.	CITY	0.70	13	435	\$ 6,188,465	Yes
4003	Biscayne Blvd - Southern Portion	Dunn Ave	Marsh Hen Dr.	Urban cross-section upgrade, intersection improvements, bike lanes and sidewalks. Bridge widening costs.	CITY	1.30	24	566	\$ 9,804,767	Yes
4004	Biscayne Blvd - Northern portion	Marsh Hen Dr.	Duval Rd	Urban cross-section upgrade, intersection improvements, bike lanes and sidewalks.	CITY	1.21	20	488	\$ 6,037,630	Yes

Stand-Alone Bicycle Projects										
Project ID	Project Street(s)	From	To	Improvement	Owner Agency	Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost (\$)	Selected (Yes, No)
226	Dunn Ave/Busch Dr	Biscayne Blvd	Main St	Protected Bike Lanes; Reduce median;	-	1.64	1	-	\$ 326,833	Yes
213	Clink Rd	Main St	Interstate Center Dr	Road diet	-	0.70	3	-	\$ 70,000	Yes
229	Casper Rd/Lum, Turner Rd	Woodley Creek Blvd	Leonid Rd	Bike Lanes; Road Diet; Widen pavement;	-	1.93	6	-	\$ 768,341	Yes
230	N Campus Blvd	Casper Rd	Dunn Ave	Shared Use Path	-	0.925	7	-	\$ 82,500	Yes
230	N Campus Blvd	Casper Rd	Dunn Ave	Bike Lanes; remove outer lanes	-	0.925	7	-	\$ 82,500	Yes

Stand-Alone Pedestrian Projects										
Project ID	Project Corridor	From	To	Facility(ies)	Owner Agency	Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost (\$)	Selected (Yes, No)
80	Hawford Rd	Broward Rd	Dunn Rd	sidewalk on east side	-	0.75	1	209	\$ 93,844.70	Yes
14	Biscayne Blvd	Biscayne Lake Dr to International Airport Blvd	-	-	-	0.63	3	177	\$ 122,288.67	Yes

2020 Cost		Cost Breakdown	
Corridor Projects	\$28,010,892	95%	
Bike	\$1,243,274	4%	
Ped	\$216,113	1%	
<b>Cost of Projects</b>	<b>\$29,470,279</b>		
<b>VMT (2015-2045)</b>	<b>405,370</b>		
<b>Fee per VMT</b>	<b>\$72.70</b>		

Mobility Zone 5 Projects  
11/10/2020

Corridor Projects											
Project ID	Facility Name	From	To	Roadway Improvement	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)	
5001	Trout River Blvd	Old Kings Rd	New Kings Rd	Model has it going from 2 lanes to 4 lanes Bike lanes need to be fixed (on outside of right turn lane)	CITY	0.62	9	395	\$ 6,817,831	Yes	
5002	Chaffee Rd	Beaver St	I-10	Rural to urban cross-section, shared use path, intersection upgrades, bike lanes.	CITY	0.34	11	431	\$ 1,917,233	Yes	
5003	Commonwealth Ave	Imeson Rd	Jones Rd	rural upgrade to 2-lane x-section, bike lanes, sidewalk, and shared use path	CITY	2.17	2	102	\$ 7,091,218	Yes	
5004	Chaffee Rd	Old Plank Rd	Beaver St		CITY	1.25	5	241	\$ 6,136,231	Yes	

Stand-Alone Bicycle Projects

Stand-Alone Bicycle Projects											
Project ID	Facility Name	From	To	Roadway Improvement	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)	
233	Imeson Rd	Prichard Rd	Commonwealth Ave	Shared Use Path	-	2.27	3	-	\$ 1,738,483	Yes	
234	Commonwealth Ave	Lane Ave	Imeson Rd	Shared Use Path improvement	-	1.29	4	-	\$ 933,553	Yes	

Stand-Alone Pedestrian Projects

Stand-Alone Pedestrian Projects											
Project ID	Project Corridor	From	To	Project Length (miles)	Zonal Priority	Prioritization Range (148 - 241)	Mobility Fee Cost	Selected (Yes, No)			
19	Cahoon Rd	Beaver St	Old Plank Rd	0.40	2	234	\$ 7,631	Yes			
20	Garden St	NS Railroad	Old Kings Rd	0.38	4	206	\$ 73,749	Yes			
18	Trout River Blvd	Old Kings Rd	New Kings Rd	0.62	6	201	\$ 120,328	Yes			

Corridor Projects		2020 Cost	Cost Breakdown
Bike		\$21,962,513	88%
Ped		\$2,672,036	11%
		\$271,708	1%
<b>Cost of Projects</b>		<b>\$24,906,257</b>	
<b>VMT (2015-2045)</b>		<b>338,789</b>	
<b>Fee per VMT</b>		<b>\$73.52</b>	

Mobility Zone 6 Projects  
11/10/2020

Project ID	Facility Name	From	To	Roadway Improvement	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
6001	Shinder Dr	103rd	Collins Rd	2 lane upgrade to a 3-lane x-section. Widening and intersection upgrades	CITY	3.00	1	19	\$ 14,026,869	Yes
6002	Old Middleburg Rd	Argyle Forest Blvd	103rd St.	2 lane upgrade to a 3-lane x-section. Widening and intersection upgrades	CITY	4.00	3	29	\$ 14,730,163	Yes
6003	Collins Rd	Shindler Rd	Westport Rd	2-lane to 4-lane conversion. Capacity is primary issue with improvements for active travel modes	CITY	1.00	8	100	\$ 9,258,941	Yes
6004	Collins Rd	Westport Rd	Rampart Rd	2-lane to 4-lane conversion. Capacity is primary issue with improvements for active travel modes.	CITY	1.00	8	100	\$ 9,258,941	Yes
6005	Normandy Blvd (SR 228)	Equestrian Center	US 301	Widening to 4 lanes. From LOPP.	FDOT	7.30	45	627	\$ 16,923,600	Yes

Stand-Alone Bicycle Projects

Project ID	Project Street(s)	From	To	Improvement	Owner Agency	Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
236	Fouraker Rd	Old Middleberg Rd	Normandy Blvd	Multi-use path	-	2.20	1	-	\$ 1,745,036	Yes
237	Old Middleburg Rd	103rd Street	Argyle Forest Blvd	Multi-use path	-	3.69	2	-	\$ 2,915,912	Yes
239	Cahoon Rd	Lenox Avenue	I-10	Bike Lane; widen pavement	-	0.93	4	-	\$ 831,884	Yes
241	Lenox Ave	Hammond Blvd	Fouraker Rd	Bike Lane; widen pavement	-	0.86	6	-	\$ 767,815	Yes

Stand-Alone Pedestrian Projects

Project ID	Project Corridor	From	To	Improvement	Owner Agency	Project Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
29	Ramona Blvd	Permento Ave	Memorial Park Rd	-	-	0.14	5	153	\$ 27,171	Yes
21	Herlong Rd	Normandy Blvd	Blondeau Ct	-	-	0.76	7	189	\$ 147,499	Yes
28	Lenox Ave	Knobb Hill Dr	I-295	-	-	0.15	6	153	\$ 29,112	Yes

Corridor Projects		2020 Cost	Cost Breakdown
Bike	\$64,199,515		91%
Ped	\$6,260,646		9%
	\$203,781		0%
<b>Cost of Projects</b>	<b>\$70,662,942</b>		
<b>VMT (2015-2045)</b>	<b>921,826</b>		
<b>Fee perVMT</b>	<b>\$76.66</b>		

Mobility Zone 7 Projects  
11/10/2020

Corridor Projects

Project ID	Facility Name	From	To	Link Length (miles)	Owner Agency	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
7001	Plymouth St	Lenox Ave	Roosevelt Blvd	1.55	CITY	24	213	\$ 11,700,550	Yes
7002	Five Points	Park Street Margaret St	Lenox Street	0.17	CITY	39	252	\$ 1,200,000	Yes
7003	Wilson Blvd (option 1)	Lane Ave	Blanding Blvd	1.23	CITY	39	313	\$ 2,843,595	Yes

Stand-Alone Bicycle Projects

Project ID	Project Street(s)	From	To	Project Length (miles)	Improvement	Zonal Priority	Score Range: (148 - 241)	Mobility Fee Cost	Selected (Yes, No)
29	Post Street	Casat Avenue	Roosevelt Boulevard	1.67	Bike Lanes	1	281	\$ 167,141	Yes
51	King Street	College Street	McCoy Creek Boulevard	0.88	Sharrows	3	276	\$ 24,558	Yes
169	McDuff Avenue	St Johns Avenue	Post Street	0.98	Bicycle Boulevard, Bike Lanes	4	275	\$ 97,863	Yes
22	Green Street, Luna Street, Meiba Street	Lenox Avenue	Post Street	0.76	Bicycle Boulevard, Sharrows	6	280	\$ 188,592	Yes
47	Park Street (two segments)	Lane Avenue; Blanding Boulevard	Lake Shore Boulevard; Hamilton Street	1.01	Bike Lanes; Bicycle Boulevard	10	247	\$ 225,000	Yes
26	College Street, Fairmount Street	Casat Avenue	Luna Street	0.69	Bicycle Boulevard	11	240	\$ 165,000	Yes
52	College Street, Goodwin Street, Post Street, Roosevelt	Park Street	McDuff Avenue	1.53	Bicycle Boulevard, Sharrows; Priority Sharrows	12	240	\$ 337,500	Yes
38	Lane Avenue; London Bldge Lane	Harlow Boulevard	Wilson Boulevard	1.28	Bike Lanes; Bicycle Boulevard; Sharrows	14	240	\$ 93,822	Yes
170	James Street	College Street	Oak Street	0.68	Bicycle Boulevard	15	240	\$ 37,393	Yes
44	Blackburn Street	Hamilton Street	Blanding Boulevard	0.48	Bicycle Boulevard	16	240	\$ 26,257	Yes
207	Shirley Avenue	Casat Avenue	Hamilton Street	0.50	Bicycle Boulevard	17	240	\$ 27,460	Yes
42	Herschel Street; Lakeside Drive; Bikenhead Road;	San Juan Avenue	Hamilton Street	0.77	Bicycle Boulevard; Sharrows	18	240	\$ 42,238	Yes
35	Wabash Avenue	110th Street	Harlow Boulevard	1.45	Protected Bike Lane	20	240	\$ 83,578	Yes
37	Harlow Boulevard	10th Street	Rescomitt Boulevard	1.19	Bicycle Boulevard	21	240	\$ 77,502	Yes
31	Wilson Boulevard	10th Street	Blackburn Street	1.51	Protected Bike Lane	22	240	\$ 152,542	Yes
39	James Road	103rd Street	103rd Street	0.22	Buffered Bike Lanes	23	240	\$ 150,542	Yes
195	Northbank Riverwalk Expansion	Fuller Warren Bridge	Memorial Park Drive	0.47	Shared Use Path	24	240	\$ 98,371	Yes
25	Edgewood Avenue	Plymouth Street	Waterfront	1.16	Bicycle Boulevard; Sharrows	26	240	\$ 63,559	Yes
26	Challen Avenue; Herschel Street; Oak Street; Margaret	Riverside Avenue	San Juan Avenue	3.25	Bike Lanes; Bicycle Boulevard; Priority Sharrows;	27	240	\$ 675,000	Yes
27	Hamilton Street	College Street	Blackburn Street	2.57	Shared Use Path	28	240	\$ 140,464	Yes
203	Caravaca Court, Greenway Drive, Ortega Bluff Parkway, Ortega Hills Drive (plus new trail)	Collins Road	Roosevelt Boulevard	2.26	Bicycle Lane; Bicycle Boulevard; Shared Use Path	29	240	\$ 174,698	Yes
53	Lee Street; Park Street (Zone 7 part of Zone 10 Project)	Adams Street	Post Street	1.60	Buffered Bike Lanes; Bike Lanes	1	240	\$ 24,094	Yes

Stand-Alone Pedestrian Projects

Project ID	Project Corridor	From	To	Project Length (miles)	Improvement	Zonal Priority	Score Range: (148 - 241)	Mobility Fee Cost	Selected (Yes, No)
33	McDuff Ave	I-10	Roosevelt Blvd	0.70	Bike Lanes	1	281	\$ 110,026	Yes
30	Park St/Margaret St	I-95	Riverside Ave	0.50	Bike Lanes	2	276	\$ 62,524	Yes
39	118th St	Blanding Blvd	Seaboard Ave	0.51	Bike Lanes	3	275	\$ 98,979	Yes
31	San Juan Ave	Lane Ave	Lake Shore Blvd	1.02	Bike Lanes	4	280	\$ 198,375	Yes
32	Herschel St	Big Fish Creek	San Juan Ave	0.73	Bike Lanes	5	247	\$ 133,185	Yes
37	Collins Rd	Pine Verdie	Roosevelt Blvd	0.72	Bike Lanes	6	247	\$ 133,185	Yes
36	Lenox Ave	Memorial Park Rd	Old Middleburg Rd	1.42	Bike Lanes	7	240	\$ 275,500	Yes
38	Ortega Blvd	McGirts Blvd, Settle Ave	Yachts Club Rd, Arapahoe Ave	0.57	Bike Lanes	8	187	\$ 110,624	Yes
35	Lakeside Dr	Wabash Ave	Herschel St	0.30	Bike Lanes	9	183	\$ 469,667	Yes
						10	175	\$ 58,223	Yes

JTA

Project ID	Project Corridor	Project Type	Location	Overall JTA Priority	Mobility Fee Cost	Selected (Yes, No)
K	BRT Southwest	BRT stations, transit signal priority, fiber connections	Park Street, Blanding Blvd, Orange Park Mall	3	\$ 500,000	Yes

Corridor/Projects	2020 Cost	Cost Breakdown
Bike	\$15,744,145	67%
Ped	\$5,655,732	24%
JTA	\$1,551,211	7%
	\$500,000	2%
<b>Cost of Projects</b>	<b>\$23,451,088</b>	
<b>VMT (2015-2045)</b>	<b>629,089</b>	
<b>Fee per VMT</b>	<b>\$37.20</b>	

Mobility Zone 8 Projects  
11/10/2020

Corridor Projects

Project ID	Facility Name	From	To	Owner Agency	Link Length (miles)	Zonal Priority	Prioritization Rank	Mobility Fee Cost	Selected (Yes, No)
8001	St. Augustine Rd	University Blvd	San Jose Blvd	CITY	1.31	6	43	\$ 10,998,538	Yes
8002	Hogan Road	Parental Home Rd	Southside Blvd	CITY	1.49	22	118	\$ 8,456,307	Yes
8003	St. Augustine Rd	Philips Hwy	Emerson St.	CITY	0.97	19	96	\$ 5,716,668	Yes
8004	Regoro Rd	Arlington Rd	Merrill Rd	CITY	2.30	57	343	\$ 2,988,087	Yes
8005	Belfort Rd	Southpoint Pkwy	Touhoun Rd	CITY	1.34	23	124	\$ 1,044,000	Yes
8006	Lone Star	Matthews Manor Drive	Roundabout	CITY	0.16	-	-	\$ 979,820	Yes
8007	Arlington Road	Regoro Rd	University Blvd	CITY	0.84	86	554	\$ 2,724,000	Yes

Stand-Alone Bicycle Projects

Project ID	Project Street(s)	From	To	Improvement	Project Length (miles)	Zonal Priority	Mobility Fee Cost	Selected (Yes, No)
251	Nira Street/Children's Way	LeBacon Ave	Kings Ave	Shared Use Path	0.59	-	\$ 587,121	Yes
134	Merrill Road	Southside Boulevard underpass	Sunrise Ridge Lane	Shared Use Path	0.41	2	\$ 199,730	Yes
121	Arlington Road	King Arthur Road	Arlington Expressway	Protected Bike Lane	0.38	2	\$ 64,704	Yes
153	Barnes Road	University Boulevard	Carvero Drive	Shared Use Path	0.21	3	\$ 89,476	Yes
143	Lone Star Road; Trechlick Parkway (Zone 8 part of)	Mill Creek Road	Monument Road	Sharrows; separated bike lane; trail	0.18	4	\$ 48,352	Yes
120	Arlington Road	Arlington Expressway	Alderman Road	Shared Use Path	0.92	4	\$ 76,889	Yes
103	San Marco Boulevard	Nira Street	Hendricks Avenue	Sharrows; Priority Sharrows	0.97	7	\$ 45,034	Yes
167	Toledo Road	St Augustine Road	Powers Avenue	Bicycle Boulevard	0.74	8	\$ 40,340	Yes
138	Townsend Boulevard	Merrill Road	Fort Caroline Road	Bike Lanes	1.02	9	\$ 101,866	Yes
136	Cesary Boulevard	Merrill Road	Fort Caroline Road	Sharrows	0.98	10	\$ 53,470	Yes
132	Fort Caroline Road	Townsend Boulevard	Gilmore Heights Road	Protected Bike Lane	0.93	11	\$ 245,932	Yes
119	Arlington Road	Atlantic Boulevard	Alderman Road	Buffered Bike Lanes	1.64	11	\$ 93,054	Yes
139	Townsend Boulevard	Arlington Expressway	Merrill Road	Bicycle Boulevard	1.75	13	\$ 95,397	Yes
137	Emerson Street	Emerson Street	Atlantic Boulevard	Protected Bike Lane	1.07	13	\$ 101,866	Yes
152	Spring Park Road	Atlantic Boulevard	Atlantic Boulevard	Bike Lanes	1.20	17	\$ 119,415	Yes
97	Kennerly Road; Spring Glen Road	Spring Park Road	Beach Boulevard	Bike Lanes; Bicycle Boulevard	1.73	19	\$ 119,415	Yes
141	Samontee Road; Wedgfield Boulevard	Lone Star Road	Merrill Road	Bicycle Boulevard	1.00	20	\$ 54,711	Yes
142	Mill Creek Road	Regency Square Boulevard	Abble Drive	Bicycle Boulevard	1.15	21	\$ 62,692	Yes
140	Abble Drive	Mill Creek Road	Townsend Boulevard	Bicycle Boulevard	0.95	22	\$ 51,904	Yes
118	Berry Avenue; Mill Creek Road	Arlington Road	Atlantic Boulevard	Bicycle Boulevard; Sharrows	1.18	23	\$ 84,644	Yes
93	St Augustine Road	Emerson Street	University Boulevard	Bike Lanes	2.05	24	\$ 205,477	Yes
150	Arlington Road; Crane Avenue; Holiday Road; Singapore Road	Atlanta Road	Atlanta Road	Bicycle Boulevard	1.08	25	\$ 59,361	Yes
115	Bartam Road; Hickman Road; Ryer Road; Smallwood	University Boulevard	Beach Boulevard	Bicycle Boulevard	0.96	26	\$ 52,682	Yes
154	Barnes Road	Carvero Drive	Parental Home Road	Bike Lanes	0.86	27	\$ 85,747	Yes
130	University Club Boulevard; University Boulevard	Fort Caroline Road	Fort Caroline Road	Bicycle Boulevard	2.24	28	\$ 122,639	Yes
161	Gate Parkway	Belfort Road	Southside Boulevard	Shared Use Path	1.81	30	\$ 754,599	Yes
116	Bartam Road	Atlantic Boulevard	University Boulevard	Paved Shoulder	0.96	31	\$ 780,891	Yes
155	Bowden Road	Spring Park Road	Tiger Hole Road	Bike Lane	1.53	32	\$ 153,030	Yes
149	Atlanta Road; Gynlisa Road; Grove Park Boulevard	Atlantic Boulevard	Beach Boulevard	Bicycle Boulevard	2.71	33	\$ 148,224	Yes
157	Bridges Street; Tiger Hole Road	Bowden Road	Belfort Road	Bicycle Boulevard	0.86	34	\$ 47,112	Yes
114	Dean Road; Parental Home Road	Beach Boulevard	Beach Boulevard	Bike Lanes; Bicycle Boulevard; Sharrows	2.81	35	\$ 119,998	Yes
117	San Jose Blvd	Hendricks Avenue	Hendricks Avenue	Sharrows	2.03	36	\$ 101,866	Yes
243	Mill Creek Road/Southside Boulevard and connection under Arlington Expressway (Zone 8 section of Zone 2 project)	Hendricks Ave	Philips Hwy	Bike Lane	1.09	38	\$ 180,000	Yes
144	Mill Creek Road/Southside Boulevard and connection under Arlington Expressway (Zone 8 section of Zone 2 project)	Atlantic Boulevard	Regency Square Boulevard	Shared Use Path/Shared Use Path	0.92	1	\$ 159,477	Yes
165	Regency Square Boulevard (Zone 8 section of Zone 2 project)	Mill Creek Road	Monument Road	Shared Use Path	0.81	2	\$ 146,057	Yes

Mobility Zone 8 Projects  
11/10/2020

Stand-Alone Pedestrian Projects									
Project ID	Project Corridor	From	To	Project Length (miles)	Zonal Priority	Score Range (148 - 241)	Mobility Fee Cost	Selected (Yes, No)	
43	Merill Fichtelweim - Cherry Blvd & Hanfield Rd	Cherry Blvd	James St	2.15	2	289	\$ 483,125	Yes	
44	Spring Glen Rd	Regency Square Blvd	Lone Star Rd	0.60	3	243	\$ 118,448	Yes	
45	Spring Glen Rd	Beach Blvd	Keystone Dr	0.38	4	242	\$ 73,749	Yes	
41	Cocoa Ave	Acme St	Mill Creek Rd	1.08	6	217	\$ 135,000	Yes	

2020 Cost		Cost Breakdown	
Corridor Projects	\$32,807,790	84%	
Bike	\$5,476,103	14%	
Ped	\$908,321	2%	
JTA	\$0	0%	
<b>Cost of Projects</b>	<b>\$39,192,214</b>		
<b>VMT (2015-2045)</b>	<b>960,225</b>		
<b>Fee per VMT</b>	<b>\$40.82</b>		



Project ID	Facility Name	From - To	To	Owner Agency	Link Length (miles)	Zonal Priority	Zonal Rank	Mobility Fee Selected (Yes, No)
9001	12th St	Lane Ave	Edgewood Ave	CITY	1.30	6	28	\$ 5,205,808
9002	21st St	Main St	MLK Jr Pkwy	CITY	1.00	8	47	\$ 3,790,243
9003	Moncreif Rd	MLK Jr Pkwy	Myrtle Ave	CITY	0.34	11	89	\$ 2,073,600
9004	McDuff Ave	Commonwealth	I-10	CITY	1.08	10	72	\$ 1,546,000

**Stand-Alone Bicycle Projects**

Project ID	Project Street(s)	From	To	Improvement	Total Project Length (miles)	Zonal Priority	Mobility Fee Selected (Yes, No)
182	8th Street	Myrtle Avenue	Francis Street	Bike Lanes	0.33	1	\$ 33,124
46	Edgewood Ave	I-10	Cassat Avenue	Protected Bike Lane	0.51	2	\$ 40,194
61	Moncreif Road	34th Street	S Line existing trail	Buffered Bike Lanes	1.19	2	\$ 69,107
68	Forest Street	Forest Street	I-95 SB off-ramp	Protected Bike Lane	0.44	3	\$ 118,906
177	4th Street, 5th Street, Jefferson Street (also includes existing path across Hogans Creek)	Davis Street	Pearl Street	Bicycle Boulevard; Bike Lanes; Sharrows	0.54	4	\$ 54,016
176	5th Street; Grothe Street	Davis Street	Myrtle Avenue	Sharrows	0.62	5	\$ 24,049
60	Moncreif Road	Golfair Boulevard	Edgewood Avenue	Protected Bike Lane	1.38	6	\$ 79,104
180	Ashley Street; Davis Street	Les Street	8th Street	Bike Lanes	1.04	7	\$ 216,815
55	Evans Street	Church Street	King Road	Bike Lanes; Sharrows	0.43	8	\$ 23,206
66	Myrtle Avenue (I-95 underpass)	Dennis Street	126 Street	Shared Use Path	0.10	9	\$ 43,427
82	Myrtle Avenue	33rd Street	I-95 Underpass	Buffered Bike Lanes	2.44	9	\$ 40,908
86	A Philip Randolph Boulevard	Bay Street	1st Street	Bike Lanes; Sharrows	0.83	11	\$ 243,843
83	1st Street	Pearl Street	US 1	Bike Lanes; Bicycle Boulevard	1.41	12	\$ 141,344
90	Phoenix Avenue	Dyal Street	21st Street	Bike Lanes	0.68	13	\$ 44,064
247	Newman St	Bay St	8th St	Bicycle Boulevard	1.45	14	\$ 58,057
58	Menary Avenue; Paris Avenue; Brooklyn Road	Avenue B	Moncreif Road	Bicycle Boulevard	0.61	15	\$ 165,668
87	Talleyrand Avenue	Dual Street	11th Street	Buffered Bike Lanes	1.84	16	\$ 33,508
188	41st Street; 44th Street; Nonwood Avenue	Norwood Avenue	Pearl Street	Bike Lane	1.27	17	\$ 126,691
64	13th Street	Canal Street	Davis Street	Sharrows	1.79	18	\$ 85,070
81	Dyal Street and Florida Avenue	Canal Street	Phoenix Avenue	Bicycle Boulevard	0.94	19	\$ 51,231
172	Canal Street	13th Street	26th Street	Bike Lanes	0.59	20	\$ 59,285
183	12th Street, 14th Street, Boulevard, Main Street	Liberty Street	S Line existing trail	Protected Bike Lanes; Bike Lanes; Bicycle Boulevard	0.87	21	\$ 55,201
78	Liberty Street	1st Street	21st Street	Bicycle Boulevard	1.79	22	\$ 97,826
19	5th Street; Norman E Thagard Boulevard	Edgewood Avenue	Huron Street	Bike Lanes; Sharrows	1.02	23	\$ 74,477
85	8th Street	Franklin Street	Talleyrand Avenue	Bike Lanes	0.67	24	\$ 67,486
57	25th Street	New Kings Road	Alameda Road	Bicycle Boulevard	0.83	26	\$ 45,376
184	Pearl Street	1st Street	39th Street	Buffered Bike Lanes; Bike Lanes	2.20	27	\$ 219,975
59	Avenue B; Reslawn Drive; Canal Street; Almedia Street; 30th Street	28th Street	Palmdale Street	Buffered Bike Lanes; Bike Lanes; Sharrows; Paved Shoulder	2.14	28	\$ 602,955
186	Tallulah Ave	Main Street	Lorain Street	Buffered Bike Lanes	0.87	29	\$ 86,924
8	Winton Drive	Moncreif Road	Van Gundy Road	Bike Lanes	0.62	30	\$ 493,648
190	44th Street	Buffalo Avenue	Main Street	Bicycle Boulevard	0.69	31	\$ 37,721
193	11th Street; Carmen Street; Evergreen Avenue	Talleyrand Avenue	Liberty Street	Bicycle Boulevard	1.41	32	\$ 77,154
50	McCoy Creek Boulevard; Forest Street; Fitzgerald Street	McDuff Avenue	I-95 Underpass	Bike Lanes; Sharrows	1.53	33	\$ 577,549
17	Edgewood Avenue; Edgewood Court; McLendon Drive	New Kings Road	Edgewood/McLendon intersect 39th Street	Paved Shoulder	1.26	34	\$ 995,516
185	Pearl Street	Tallulah Avenue	McDuff Avenue	Buffered Bike Lanes	1.18	35	\$ 117,529
171	Broadway Avenue; McQuade Street; Slate Street	Myrtle Avenue	McDuff Avenue	Bicycle Boulevard	2.00	36	\$ 109,660
62	26th Street; Almedia Street	Canal Street	Moncreif Road	Sharrows	1.37	37	\$ 63,718
21	Broadway Avenue	McDuff Avenue	Edgewood Avenue	Bicycle Boulevard	1.53	38	\$ 85,948
84	S Line Extension	Phelps Street	Hubbard Street	Shared Use Path	1.43	39	\$ 1,792,422
63	33rd Street	Almedia Street	Myrtle Avenue	Sharrows; Bike Lane	1.36	40	\$ 81,275
13	Oakhurst Avenue; Rutledge Avenue; Smyrna Street	Lem Turner Road	Moncreif Road	Bicycle Boulevard; Sharrows	1.74	41	\$ 95,266
14	Moncreif Road	Soutel Drive	Edgewood Avenue	Protected Bike Lane	2.28	42	\$ 358,730

Stand-Alone Bicycle Projects

Project ID	Project Street(s)	From	To	Improvement	Total Project Length (miles)	Zonal Priority	Mobility Fee Selected (Yes, No)
20	Melson Avenue	Broadway Avenue	20th Street	Bike Lanes	1.60	43	Yes
7	Howell Drive; Ribault Scenic Drive	Clyde Drive	Winton Drive	Bike Lanes	0.85	44	Yes
174	45th Street	New Kings Road	Moncrief Road	Buffered Bike Lanes; Bike Lanes	2.10	45	Yes
5	Soulei Drive	Moncrief Road	Lem Turner Road	Bike Lanes	3.03	46	Yes
9	Palmale Street; Champlain Road; Van Gundy Road	Winton Drive	Lem Turner Road	Bicycle Boulevard	1.62	47	Yes
15	Cleveland Road; Marlo Street	25th Street	Moncrief Road	Bike Lanes; Sharrows	2.12	48	Yes
3	Bassett Road	Lem Turner Road	Carbondale Drive	Sharrows	0.89	49	Yes
86	Buffalo Avenue; Wigmore Street;	44th Street	11th Street	Buffered Bike Lanes; Bike Lanes	2.04	50	Yes
4	Talleyrand Avenue	Soulei Drive	Lem Turner Road	Bicycle Boulevard	2.49	52	Yes
234	Commonwealth Ave (Zone 9 part of a Zone 5 project)	Lane Ave	Ineson Rd	Shared Use Path	1.29	4	Yes
46	Edgewood Ave (Zone 9 part of a Zone 7 project)	I-10	Cassat Avenue	Protected Bike Lane	0.51	2	Yes
51	King Street (Zone 9 part of a Zone 7 project)	College Street	McCoy Creek Boulevard	Sharrows	0.88	3	Yes

Stand-Alone Pedestrian Projects

Project ID	Project Corridor	From	To	Improvement	Project Length (miles)	Zonal Priority	Score	Mobility Fee Selected (Yes, No)
57	Golfair Blvd between	Myrtle Ave	Brenwood Blvd		0.65	1	279	Yes
54	Soulei Dr	Sibbald Rd	Norfolk Blvd		0.90	3	264	Yes
50	Myrtle Ave	Kings Rd	W 13th St		0.73	4	258	Yes
56	Norwood Ave	Edgewood Ave	Brenwood Blvd and 44th St west of Norwood Ave		2.13	5	258	Yes
47	8th St	Main St	Payne Ave		1.05	6	251	Yes
52	E 21st St	S-line	Danese St		0.94	7	249	Yes
48	Whitner St	13th St	Kings Ave		0.73	8	247	Yes
53	Commonwealth Ave	Edgewood Ave	Superior St		1.27	10	235	Yes
58	21st St	Market St	CSXT		0.10	11	232	Yes
67	Sibbald Rd	Trout River Blvd	Foxboro Rd		0.11	12	232	Yes
59	Buffalo Ave	47th St	CSXT		0.20	13	227	Yes
62	McCoy's Creek Blvd	Cherokee; Nixon	Hollybrooke; King		0.66	15	220	Yes
55	Moncrief Rd	Soulei; Rowe St	Owen Ave; George R Kearns Blv		2.19	16	215	Yes
69	Lane Ave	Muriel St	Old Kings Rd		1.74	17	213	Yes
66	Ellie Rd	Beaver St	12th St		0.59	18	211	Yes
65	5th St	Lane Ave	Lewis Industrial Dr		1.26	19	207	Yes
49	Pearce St	13th St	20th		1.07	20	203	Yes
70	Old Kings Rd	Edgewood Ave	Lane Ave		0.68	21	200	Yes
60	Wigmore St	Talleyrand Ave (at NS RR)	44th St		0.90	22	190	Yes
63	Canal St	MLK Jr Pkwy	30th St		0.36	23	187	Yes
64	Winona Dr/Evergreen Ave	Main St	Wigmore St		1.27	24	182	Yes
71	Picketville Rd	Old Kings Rd	I-295		1.21	25	177	Yes
68	Moncrief Rd	New Kings Rd	Old Kings Rd		0.86	26	160	Yes

Corridor/Projects	Cost	Cost Breakdown
Bike	\$12,617,851	48%
Paid	\$10,718,015	38%
JTA	\$3,665,148	14%
Cost of Projects	\$27,180,814	100%
VMT(2015-2045)	739,498	
Fee per VMT	\$36.76	

Mobility Zone 10 Projects  
11/10/2020

DIA Projects									
Project ID	Facility Name	From - To	Improvements	Cost	Mobility Plan Share	Mobility Fee Cost	Selected (Yes, No)		
101	Forsyth St	Liberty St to Lee St	Narrow Lanes, Convert to Two-Way Operations, Move Curb, Rebuild Sidewalk, Restripe, Relocate Meters, Modify Signals	\$ 3,402,125	10%	\$ 340,213	Yes		
102	Adams St	Liberty St to Lee St		\$ 3,406,600	10%	\$ 340,660	Yes		
<b>Stand-Alone Bicycle Projects</b>									
Total									
Project ID	Project Street(s)	From	To	Improvement	Project Length (miles)	Zonal Priority	Mobility Fee Cost	Selected (Yes, No)	
-	DIA; Bike only project: Liberty St	Forsyth Street	State Street	Buffered Bike Lanes; Bike Lanes	1.60	1	\$ 313,578	Yes	
53	Lee Street; Park Street	Adams Street	Post Street	Priority Sharrows	0.78	2	\$ 25,251	Yes	
74	Laura Street	Independent Drive	1st Street	Bike Lanes	0.09	3	\$ 68,960	Yes	
106	Riverplace Boulevard	Main St Bridge	San Marco Boulevard	Buffered Bike Lanes; Bike Lanes; curb changes needed	1.16	4	\$ 719,064	Yes	
49	Riverside Avenue	Peninsula Pl.	Lelia Street	Protected Bike Lane	0.37	5	\$ 919,053	Yes	
69	Jefferson Street	Water Street	Forsyth Street	Protected Bike Lane; Sharrows	0.91	6	\$ 104,961	Yes	
73	Pearl Street	Broad St.	Liberty Street	Protected Bike Lane	0.84	7	\$ 132,684	Yes	
75	Bay St	Liberty Street	A Philip Randolph Boulevard	Bike Lanes	0.51	8	\$ 51,211	Yes	
76	Bay Street	1st Street	Courthouse Drive	Buffered Bike Lanes	0.84	9	\$ 54,902	Yes	
77	Liberty Street	Mary Street	Prudential Drive	Protected Bike Lane	0.10	10	\$ 16,315	Yes	
105	San Marco Boulevard	Forest Street	Dennis Street	Buffered Bike Lanes	0.38	11	\$ 38,307	Yes	
67	Myrtle Avenue	Park Street	Jefferson Street	Buffered Bike Lanes	0.23	12	\$ 23,330	Yes	
197	Water Street	Eaverson Street	Lee Street	Contrailow Bike Lane; Sharrows	0.31	13	\$ 14,134	Yes	
54	Church Street	Jefferson Street	Washington Street	Protected Bike Lane; Bike Lanes; Sharrows	0.93	14	\$ 146,215	Yes	
71	Church Street	Jefferson Street	Washington Street	Protected Bike Lane	0.92	15	\$ 144,168	Yes	
72	Ashley Street	Forsyth Street	Ashley Street	Sharrows	0.31	16	\$ 14,355	Yes	
70	Jefferson Street	Forsyth Street	Northbank Riverwalk Extension	Sharrows	0.47	17	\$ 21,622	Yes	
88	Bryan Street; Duval Street	Talleyrand Avenue	Southbank Riverwalk West Extension	Shared Use Path	0.55	18	\$ 684,832	Yes	
194	Southbank Riverwalk West Extension	Southbank Riverwalk West Extension	east end of The District	Shared Use Path	0.33	19	\$ 412,249	Yes	
108	Southbank Riverwalk East Extension	Broadcast Place							

Stand-Alone Pedestrian Projects									
Project ID	Project Corridor	From	To	Facility(ies)	Project Length (miles)	Zonal Priority	Score Range: (148 - 241)	Mobility Fee Cost	Selected (Yes, No)
76	Prudential Dr	Montana Ave	Palm Ave	Bulb outs, leading pedestrian intervals, midblock crossings, ped signal optimization, raised crosswalks/intersections.	0.66	1	258	\$ 124,538	Yes
61	Myrtle Ave	Forest St	Dennis St		0.35	2	269	\$ 67,927	Yes
73	Adams St	Liberty St	Lee St		1.06	2	257	\$ 198,750	Yes
72	Bay St	Park St	AP Randolph St		1.59	3	232	\$ 298,125	Yes
74	Forsyth St	Liberty St	Lee St		1.07	4	252	\$ 200,625	Yes
75	Water St	Park St	South Newman St		0.91	5	215	\$ 171,271	Yes

	Cost	Cost Breakdown
DIA Projects	\$680,873	12%
Bike	\$4,040,339	70%
Ped	\$1,061,237	18%
<b>Cost of Projects</b>	<b>\$5,782,448</b>	100%
<b>VMT (2015-2045)</b>	<b>190,030</b>	
<b>Fee per VMT</b>	<b>\$30.43</b>	

**Path Forward 2045 – Adopted 2045 Cost Feasible Plan Projects**

2045 Long Range Transportation Plan Adopted by the North Florida TPO on November 14, 2019

# Path Forward 2045

# ADOPTED 2045 Cost Feasible Plan

## Other Arterial Funds

Shown in Present Day Costs

Adopted by the North Florida TPO on November 14, 2019

Other Arterial funds fund improvements on the part of the State Highway System (SHS) that is not designated as part of the Strategic Intermodal System (SIS)

Projects and programs eligible for funding include:

- Construction and improvement projects on state and federal roadways which are not on the Strategic Intermodal System (SIS), including projects that:
  - Add capacity;
  - Improve highway geometry;
  - Provide grade separations; and
  - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;
- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Other Arterial Funding

Facility	County	ID	From	To	Improvement	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Current TPO Priority	Included in 2040 Cost Feasible Plan
<b>TIP Committed Projects</b>											
CR 220	Clay		Henley Road	Knight Boxx Road	Widen to 4 lanes	\$ 12,917					
Blanding Boulevard SR 21	Clay		CR 218	Black Creek	Widen to 6 lanes	\$ 20,709					
Blanding Boulevard SR 21	Clay		Black Creek	Allie Murry Road	Widen to 6 lanes	\$ 13,338					
First Coast Expressway (SR 23)	Clay		US 17	Blanding Boulevard	New Roadway	\$ 55,131					
First Coast Expressway (SR 23)	Clay		US 17	SR 16	New Roadway	\$ 1,846					
First Coast Expressway (SR 23)	Clay		SR 16	Blanding Boulevard	New Roadway	\$ 6,675					
First Coast Expressway (SR 23)	Clay/St Johns		CR 16A (St Johns)	East of CR 209 (Clay)	New Roadway and Bridge	\$ 415,591					
First Coast Expressway (SR 23)	Clay/St Johns		I-95 (St Johns)	US 17 (Clay)	New Roadway	\$ 22,843					
SR 115 Southside Boulevard	Duval		at Deerwood Park Boulevard		Modify intersection	\$ 9,525					
SR 115 Southside Boulevard	Duval		at Gate Parkway		Modify intersection	\$ 9,332					
Bay Street	Duval		I-95	Festival Park Drive	Cameras and Flood Sensors	\$ 10,100					
Beach Boulevard SR 212	Duval		at Southside Boulevard		Modify intersection	\$ 5,606					
J. Turner Butler Boulevard	Duval		at San Pablo		Modify Interchange	\$ 13,125					
Baymeadows Road	Duval		I-95	Baymeadows Circle East	Turn lane improvements	\$ 1,805					
SR 200/SR A1A	Nassau		I-95	Amelia River Bridge	Widen to 6 lanes	Ongoing					
First Coast Expressway (SR 23)	St Johns		CR 16A	I-95	New Roadway	\$ 459,882					
I-95	St Johns		at SR 16		Interchange modifications	\$ 8,768					
SR 313	St Johns		SR 207	Holmes Road	New 2 lane road	\$ 12,421					
US 17	Clay		at Governors Creek Bridge		Sidewalks	\$ 988					
US 301	Nassau		at Crawford Diamond IP		New interchange	\$ 394					
SR 16	St Johns		at International Golf Parkway		Modify intersection	\$ 5,500					
<b>2045 Cost Feasible Projects</b>											
US 17 Main Street	Duval	269	New Berlin Road	Pecan Park Road	Widen to 4 lanes + trail	\$ 6,090				No	Yes
US 17 Main Street	Duval	270	Pecan Park Road	Nassau County Line	Widen to 4 lanes + trail			\$ 21,083		No	No
SR 115 Southside Boulevard	Duval	2014	SR 202 J T Butler Boulevard	US 90 Beach Boulevard	Widen to 6 lanes			\$ 18,583		No	Yes
SR 115 Southside Boulevard	Duval	2010	at SR 152 Baymeadows Road		Continuous Flow Intersection			\$ 7,500	\$ 20,000	No	Yes
SR 115 Southside Boulevard	Duval	2011	at J T Butler Boulevard		Modify Interchange				\$ 28,200	No	Yes
US 1 SR 5 Phillips Highway	Duval	297	I-95 at the Avenues Mall	SR 202 J T Butler Boulevard	Widen to 6 lanes + Trail			\$ 43,985		No	Yes
US 1 SR 5 Phillips Highway	Duval	2000	SR 9B	I-295	Widen to 6 lanes + Trail				\$ 12,347	No	Yes
SR 115 Lem Turner Road	Duval	265	I-295	Nassau County Line	Widen to 4 lanes + trail				\$ 55,330	Yes	Yes
Atlantic Boulevard (SR 10)	Duval	206	at Girvin Road		Intersection improvements	\$ 1,455				No	No
Atlantic Boulevard (SR 10)	Duval	207	at Hodges Boulevard		Intersection improvements	\$ 1,455				No	No
Atlantic Boulevard (SR 10)	Duval	208	at San Pablo Boulevard		Intersection improvements	\$ 1,455				No	No
Arlington Expressway	Duval	205	University Boulevard (SR 109)		Modify Interchange + Trail			\$ 1,725		No	No
Normandy Boulevard (SR 228)	Duval	288	US 301	Bell Road (Equestrian Park)	Widen to 4 lanes	\$ 15,300				No	No
SR 16	Clay	125	First Coast Expressway	SR 15A Oakridge Avenue	Widen to 4 lanes	\$ 42,600				Yes	Yes
SR 16	Clay	126	US 17	Shands Bridge	Widen to 4 lanes				\$ 39,445	No	Yes
SR 100	Clay	124	Clay/Bradford County Line	Clay/Putnam County Line	Widen to 4 lanes				\$ 4,633	No	No
SR 21 Blanding Boulevard	Clay	127	SR 16	CR 215 Blanding Boulevard	Widen to 4 lanes			\$ 19,496		Yes	Yes
US 17	Clay	130	Orion Road	SR16	Context Sensitive Solutions			\$ 1,300		No	Yes

Other Arterial Funding

Facility	County	ID	From	To	Improvement	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Current TPO Priority	Included in 2040 Cost Feasible Plan
US 17	Nassau	342	Duval County Line	CR 108	Widen to 4 lanes				\$ 41,891	No	No
US 17	Nassau	304	at Pages Dairy Road		Major Intersection Improvement				\$ 8,200	No	No
SR 115 Lem Turner Road	Nassau	321	Duval County Line	US 1/ SR 15	Widen to 4 lanes + trail			\$ 4,860		Yes	Yes
US 301	Nassau	350	at Crawford Road		Major Intersection Improvement				\$ 2,200	No	No
SR 16	St Johns	471	Grand Oaks Eastern Entrance	Western Outlet Mall Entrance	Widen to 4 lanes		\$ 7,800			No	Yes
SR 16	St Johns	470	San Giacomo Road	Grand Oaks Eastern Entrance	Widen to 4 lanes		\$ 6,951	\$ 3,000		No	Yes
SR 207	St Johns	474	I-95	South Holmes Boulevard	Widen to 6 lanes			\$ 16,106		No	Yes
SR 207	St Johns	475	South Holmes Boulevard	SR 312	Widen to 6 lanes		\$ 4,400			No	No
SR 313	St Johns	478	SR 207	SR 16	New 4/6 lane road		\$ 140,100			Yes	Yes
SR 313	St Johns	479	SR 16	US 1 Dixie Highway	New 4 lane road			\$ 101,787		Yes	Yes
SR A1A	St Johns	483	Mickler Road	Palm Valley Road	Widen to 4 lanes			\$ 15,364		Yes	Yes
SR A1A	St Johns	401	N St Augustine Boulevard	Comares Avenue	Multimodal Way			\$ 3,241		No	No
SR A1A	St Johns	482	at Red Cox/Coquina Road		Intersection Improvement			\$ 4,120		No	Yes
SR A1A	St Johns	402	Comares Avenue	Red Cox Road	Multimodal Way			\$ 3,140		No	No
Big Oak Road	St Johns	403/404	US 1	I-95	Feasibility Study for new road and interchange with I-95		\$ 250			No	No
I-95	St Johns	442	at CR 210		Interchange Modification		\$ 4,050			No	No
Bicycle and Pedestrian	Regional		Boxed Funds	\$3 M per year	Projects from the Bicycle and Pedestrian Master Plan		\$ 15,000	\$ 15,000	\$ 30,000	NA	Yes
Greenways and Trails	Regional		Boxed Funds	\$2 M per year	Projects from the Greenways and Trails Master Plan		\$ 10,000	\$ 10,000	\$ 20,000	NA	No
ITS/TSM&O/Smart Cities Programs	Regional		Boxed Funds	\$6 M per year	Projects from the ITS and TSM&O Master Plan		\$ 30,000	\$ 30,000	\$ 60,000	NA	Yes
Safety Projects	Regional		Boxed Funds	\$8 M per year	Projects from the Regional Safety Plan		\$ 40,000	\$ 40,000	\$ 80,000	NA	No
Context Sensitive Solutions (Complete Street Program)	Regional		Boxed Funds	\$5 M per year	Projects from the Smart Region Plan		\$ 25,000	\$ 25,000	\$ 50,000	NA	No
Freight Enhancement Projects	Regional		Boxed Funds	\$3 M per year	Projects from the Regional Freight Plan		\$ 15,000	\$ 15,000	\$ 30,000	NA	Yes
Resiliency Programs	Regional		Boxed Funds	\$2 M per year	Projects from the Resiliency Plan		\$ 10,000	\$ 10,000	\$ 20,000	NA	No
<b>CFP Totals</b>							<b>\$ 369,705</b>	<b>\$ 407,290</b>	<b>\$ 500,046</b>		

# Path Forward 2045

## ADOPTED 2045 Cost Feasible Plan

# Transportation Management Area (TMA) Funds

### Known as SU Funds in the Work Program

Shown in Present Day Costs

Adopted by the North Florida TPO on November 14, 2019

- TMA funds may be used on State, Federal and Local Roadways including projects that:
  - Add capacity;
  - Improve highway geometry;
  - Provide grade separations; and
  - Improve turning movements through signalization improvements and storage capacity within turn lanes



Facility	County	Map Id	From	To	Improvement Type	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Current TPO Priority	Included in 2040 Cost Feasible Plan
Cheswick Oaks Avenue Extension	Clay	101	Challenger Drive	Wilford Preserve Entrance	New 4 lane road		\$ 11,762	\$ 8,088	\$ 16,422	No	Yes
CR 220	Clay	112	SR 21 Blanding Boulevard	Henley Road	Widen to 4 lanes			\$ 23,200		Yes	No
CR 218	Clay	107	Aster/Pine Tree Road	Cosomos	Widen to 4 lanes		\$ 7,610			No	No
Alta Drive Realignment	Duval	201	SR 105 Zoo Parkway	North of New Berlin Road (south)	New 4 lane road				\$ 9,417	No	Yes
SR A1A	Duval	2018	SR 116 Wonderwood Drive	Naval Station Mayport North	Widen to 4 lanes + Trail		\$ 16,729			No	Yes
Pecan Park Road	Duval	296	I-95	Main Street (US 17)	Widen to 4 lanes + Trail				\$ 3,792	No	No
New Berlin Road	Duval	278	Yellow Bluff Road	Cedar Point Road	Widen to 4 lanes + Trail				\$ 5,117	No	No
Penman Road	Duval	2029	Beach Boulevard (SR 212)	Atlantic Boulevard (SR 10)	Reconstruct (2 lane) + Trail				\$ 4,200	No	No
Mayport Road (SR 101)	Duval	272	Atlantic Boulevard	Dutton Island Road	Context Sensitive Solutions		\$ 1,675			No	No
Williams Burgess Boulevard Extension	Nassau	346	Miner Road	Hampton Club Way	New 2 lane road + trail				\$ 28,153	No	No
New Road	Nassau	324	William Burgess Boulevard	Mentoria Road	New 2 lane road + trail		\$ 6,416			No	No
New Bridge over I-95	Nassau	327	Semper Fi Drive	Mentoria Road	New 2 lane road + trail		\$ 6,616			No	No
Semper Fi	Nassau	338	Semper Fi Extension	Johnson Lake Road	Reconstruct 2 lane road + trail		\$ 6,999			No	No
Semper Fi Extension	Nassau	339	SR 200 (A1A)	Semper Fi Drive	New 2 lane road + trail		\$ 2,916			No	No
Sauls Road	Nassau	337	US 1	Musselwhite Road	New 2 lane road + trail			\$ 4,000		No	No
Sundberg Road	Nassau	340	CR 121	Andrews Road	New 2 lane road			\$ 900		No	No
CR 2209	St Johns	418	at CR 210		New interchange/Intersection improvement		\$ 6,570			Yes	No
CR 2209	St Johns	419	SR 16 Connector (Silverleaf Boulevard)	International Golf Parkway	New 4 lane road			\$ 10,244		No	Yes
CR 2209	St Johns	420	International Golf Parkway	SR 16	New 4 lane road				\$ 5,500	No	Yes
Racetrack Road	St Johns	458	Bartram Park Boulevard	I-95 overpass	Widen to 4 lanes			\$ 7,500		No	Yes
US 1	St Johns	415	at CR 210		Add interchange ramps				\$ 15,000	Yes	Yes
<b>CFP Totals</b>							<b>\$ 59,683</b>	<b>\$ 49,032</b>	<b>\$ 87,601</b>		

# Path Forward 2045

# ADOPTED 2045 Cost Feasible Plan

## Transit Funds

Shown in Present Day Costs

Adopted by the North Florida TPO on November 14, 2019

These funds may only be used for transit capital projects. This may include:

- Transit projects and programs
- Funding for local or regional bus systems and system expansion

Two tables are shown on the following page. The top table includes projects that are expected to receive funding through the Long-Range Transportation Plan (LRTP). The bottom table list the remaining transit projects which will compete for Federal Transit Agency (FTA) discretionary grant funds.

Facility	County	ID	From	To	Improvement	Phase	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Current TPO Priority	Included in 2040 Cost Feasible Plan
U2C	Duval	602	Central	Brooklyn/Five Points	U2C Service	Capital		\$ 40,000			Yes	No
U2C	Duval	603	Central	Springfield	U2C Service	Capital		\$ 40,000			Yes	No
U2C	Duval	604	Kings Avenue	San Marco	U2C Service	Capital		\$ 40,000			Yes	No
Southeast Commuter Rail	Duval/St. Johns	635	Downtown Jacksonville	St. Augustine	Commuter rail service	Capital		\$ 6,500	\$ 250,000		Yes	Yes
Mayport Ferry	Duval	600	A1A	A1A	Additional Ferry, increase frequency by 50%	Capital			\$ 1,550		No	Yes
Water Taxi	Duval	601	The District	Shipyard Development	New Water Taxi Service	Capital		\$ 2,640			No	No
Shands Bus Service	Clay/St. Johns	608	Clay County	St. Johns County	Bus Service	Capital					No	No
Atlantic BRT Line	Duval	616	Downtown Jacksonville	Beaches/Ponte Vedra	Bus Rapid Transit	Capital		\$ 30,000			No	Yes
Moncrief BRT Line	Duval	625	Busch Drive	Downtown Jacksonville	Bus Rapid Transit	Capital		\$ 30,000			No	No
North Main BRT Line	Duval	627	Florida State College North Campus	Downtown Jacksonville	Bus Rapid Transit	Capital		\$ 129,140	\$ 91,550	\$ 250,000	No	No
<b>Transit CFP Totals</b>												

**Projects to be Funded Through FTA Discretionary Transit Service Grants**

Facility	County	ID	From	To	Improvement	Phase	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Current TPO Priority	Included in 2040 Cost Feasible Plan
North Commuter Rail	Duval/Nassau	605	Downtown Jacksonville	Yulee	Commuter rail service	Capital				\$ 250,000	Yes	No
Southwest Commuter Rail	Duval/Clay	607	Downtown Jacksonville	Orange Park	Commuter rail service	Capital				\$ 250,000	Yes	No
Express Bus	Duval	606	NS Rail on Main	JIA	Express Bus Service	Capital				\$ 30,000	No	Yes
Arlington BRT Line	Duval	615	Downtown Jacksonville	Arlington	Bus Rapid Transit	Capital				\$ 30,000	No	No
103rd BRT Line	Duval	617	Cecil Field	Blanding Boulevard	Bus Rapid Transit	Capital				\$ 30,000	No	No
Edgewood BRT Line	Duval	618	New Kings Road	Downtown Jacksonville	Bus Rapid Transit	Capital				\$ 30,000	No	No
Southside BRT Line	Duval	620	Regency Square Mall	Avenues Mall	Bus Rapid Transit	Capital				\$ 30,000	No	No
Commonwealth/Cassat BRT Line	Duval	622	Cecil Field	Downtown Jacksonville	Bus Rapid Transit	Capital				\$ 30,000	No	No
Commonwealth/Lane BRT Line	Duval	623	Downtown Jacksonville	103rd Street	Bus Rapid Transit	Capital				\$ 30,000	No	No
Post/Normandy BRT Line	Duval	628	Normandy Boulevard	Downtown Jacksonville	Bus Rapid Transit	Capital				\$ 30,000	No	No
St. Augustine/San Jose BRT Line	Duval	630	Downtown Jacksonville	Mandarin	Bus Rapid Transit	Capital				\$ 30,000	No	No
University BRT Line	Duval	631	Jacksonville University	St. Augustine Road	Bus Rapid Transit	Capital				\$ 30,000	No	No
Normandy BRT Line	Duval	619	Cecil Field	Downtown Jacksonville	Bus Rapid Transit	Capital				\$ 30,000	No	Yes
Clay County BRT Line	Clay	621	Orange Park Mall	Middleburg	Bus Rapid Transit	Capital				\$ 30,000	No	No
<b>Totals</b>								\$ -	\$ -	\$ 860,000		

# Path Forward 2045

## ADOPTED 2045 Cost Feasible Plan

### Strategic Intermodal System (SIS) Funds

Shown in Present Day Costs

Adopted by the North Florida TPO on November 14, 2019

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

SIS funds may be used on the following types of projects:

- Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and interregional commerce including SIS connectors).

Facility	County	ID	From	To	Improvement	TIP Years 2019- 2025	Years 2026- 2030	Years 2031- 2035	Years 2036- 2045	Phases Funded
First Coast Expressway (SR 23)	Duval/Clay/ St Johns	800	I-95 (SR 9)	I-10 (SR 8)	Construct New Road	\$ 10				PE
First Coast Expressway (SR 23)	Clay	801	SR 15 (US 17)	SR 21 (Blanding Boulevard)	Construct New Road	\$ 88,470				ENV, ROW
First Coast Expressway (SR 23)	Clay	802	North of SR 16	SR 21 (Blanding Boulevard)	Construct New Road	\$ 367,549				CST
First Coast Expressway (SR 23)	Clay/ St Johns	803	East of CR 209	North of SR 16	Construct New Road	\$ 232,645				PE, CST
First Coast Expressway (SR 23)	St. Johns/Clay	804	I-95 (SR 9)	SR 15 (US 17)	Construct New Road	\$ 49,847				ENV, ROW
First Coast Expressway (SR 23)	St Johns	805	I-95 (SR 9)	West of CR 16A	Construct New Road	\$ 398,784				PE, CST
First Coast Expressway (SR 23)	St Johns/ Clay	806	West of CR 16A	East of CR 209	Construct New Road	\$ 370,913				PE, CST
I-10 (SR 8)	Baker/ Nassau/ Duval	807	CR 125 (Baker County)	US 301	Add Lanes and Reconstruct	\$ 511				PD&E, PE
I-10 (SR 8)	Duval	808	I-295 (SR 9A)	I-95 (SR 9)	Add Lanes and Reconstruct	\$ 134,247				PD&E, PE, CST
I-10 (SR 8)	Duval	809	Nassau/Duval County Line	US 301	Add Lanes and Reconstruct	\$ 2,650		\$ 3,588	\$ 128,645	PE, ROW, CST
I-10 (SR 8)	Duval	810	US 301	SR 23 (Cecil Commerce Center Parkway)	Add Lanes and Reconstruct	\$ 520		\$ 10,250	\$ 266,968	PE, ROW, CST
I-10 (SR 8)	Duval	811	US 301	I-295 (SR 9A)	Add Lanes and Reconstruct	\$ 1,625				PD&E
I-10 (SR 8)	Duval	812	SR 23 (Cecil Commerce Center Parkway)	I-295 (SR 9A)	Add Lanes and Reconstruct	\$ 12,800	\$ 102,143	\$ 25,200	\$ 433,542	PE, ROW, CST
I-295 (SR 9A)	Duval	813	SR 13 (San Jose Boulevard)	SR 21 (Blanding Boulevard)	Add Lanes and Reconstruct	\$ 12,085				PD&E, PE, ROW, CST
I-295 (SR 9A)	Duval	814	at Collins Road		Modify Interchange	\$ 21,788				PD&E, PE, ROW, CST
I-295 (SR 9A)	Duval	815	at US 17	South of Wells Road	Modify Interchange	\$ 2,157				PD&E, PE, ROW
I-295 (SR 9A)	Duval	816	Dames Point Bridge	North of Pulaski	Add Lanes and Reconstruct	\$ 23,316	\$ 370,071			PD&E, PE, ROW, CST
I-295 (SR 9A)	Duval	817	SR 113 (Southside Connector)	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct	\$ 40				CST
I-295 (SR 9A)	Duval	818	SR 202 (J. Turner Butler Boulevard)	SR 9B	Add Lanes and Reconstruct	\$ 10				PD&E
I-295 (SR 9A)	Duval	819	SR 9B	South Interchange	Add Lanes and Reconstruct			\$ 96,417		PE, ROW, CST
I-295 (SR 9A)	Duval	820	North of Commonwealth Drive	North of New Kings Road	Add Lanes and Reconstruct			\$ 126,781		PE
I-295 (SR 9A)	Duval	821	I-95 (SR 9)	SR 113 (Southside Connector)	Add Lanes and Reconstruct			\$ 20,719	\$ 486,269	PD&E, PE, ROW, CST
I-295 (SR 9A)	Duval	822	North of Collins Road Interchange	North of Commonwealth Lane	Add Lanes and Reconstruct			\$ 20,323	\$ 382,345	PE, ROW, CST
I-295 (SR 9A)	Duval	823	North of New Kings Road	South of I-95 (SR 9) Interchange	Add Lanes and Reconstruct					ROW
I-95 (SR 9)	Duval	824	at SR 202 (J. Turner Butler Boulevard)		Modify Interchange	\$ 17				PE, CST
I-95 (SR 9)	Duval	825	at SR 152 (Baymeadows Road)		Add Turn Lane	\$ 1,239				PE, ROW, CST
I-95 (SR 9)	Duval	826	at US 1/MLK/20th Street		Modify Interchange	\$ 32,881				PE, ENV, ROW, CST
I-95 (SR 9)	Duval	827	Duval County Line	I-295 (SR 9A)	Add Lanes and Reconstruct	\$ 138,218				PD&E, PE, ROW, CST
I-95 (SR 9)	Duval	828	SR 202 (J. Turner Butler Boulevard)	Atlantic Boulevard	Add Lanes and Reconstruct	\$ 346,886				ROW, CST
I-95 (SR 9)	Duval	829	South of the Duval/St. Johns County Line	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct		\$ 187,238	\$ 682,431		PE, ROW, CST
I-95 (SR 9)	Duval	830	I-10 (SR 8)	South of US 1/SR 115/MLK	Add Lanes and Reconstruct	\$ 20,004		\$ 214,230		PE, ROW, CST
I-95 (SR 9)	Duval	831	I-295 (SR 9A)	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct	\$ 457,600				PD&E, PE, ROW, CST
I-95 (SR 9)	St Johns	832	International Golf Parkway	Duval County Line	Add Lanes and Reconstruct	\$ 12,212				PE, ROW, CST
I-95 (SR 9)	St Johns	833	at SR 16		Modify Interchange					PE, CST
SR 200 (US 301)	Nassau	834	at Crawford Road (Crawford Diamond Industrial Park)		Modify Interchange/Flyover	\$ 604				PD&E, PE, ROW
SR 200 (A1A)	Nassau	835	US17	CR 107	Add Lanes and Reconstruct	\$ 16				PE
SR 202 (J. Turner Butler Boulevard)	Duval	836	I-95 (SR 9)	SR 200 (A1A)	Planning Study	\$ 770				PD&E
US 17	Duval	837	Collins Road	NAS Birmingham Gate	Add Lanes and Reconstruct			\$ 42,427		PE, ROW, CST
<b>Totals</b>						<b>\$ 2,718,192</b>	<b>\$ 659,452</b>	<b>\$ 1,254,578</b>	<b>\$ 1,697,769</b>	

PD&E = Project, Development and Environmental  
PE= Project Engineering  
ROW = Right of Way  
ENV = Environmental Mitigation  
CST = Construction

# **Path Forward 2045**

# **ADOPTED 2045 Cost Feasible Plan**

# **Bridge Replacement Program**

Adopted by the North Florida TPO on November 14, 2019

This proposed program would create a new bridge discretionary grant program, administered by the U.S. Secretary of Transportation, to improve the nation's bridge conditions by leveraging state, local and private funding sources.

Bridge Investment Program

Facility	County	From	To	Improvement
Hart Bridge	Duval	South Bank	North Bank	Bridge replacement
Mathews Bridge	Duval	South Bank	North Bank	Bridge replacement
Main Street Bridge	Duval	South Bank	North Bank	Bridge replacement

These bridges are being included in the LRTP for potential funding under the new Bridge Investment Program that is included in the proposed transportation reauthorization proposal - the "America's Transportation Infrastructure Act of 2019"

**Jacksonville Aviation Authority (JAA) Projects identified in the CIP**  
**(Ordinance 2022-505-E)**

All projects listed on the following pages show consistency with Objective 2.5 of the Future Land Use Element of the Comprehensive Plan.



**JACKSONVILLE AVIATION AUTHORITY**  
**REQUESTED CAPITAL BUDGET**  
**FOR FISCAL YEAR ENDING SEPTEMBER 30, 2023**

Airport	Proj No.	PFL	Description	FUNDING SOURCES					
				JAA	PFC	FAA GRANTS	FDOT GRANTS	OTHER	
				<b>Budget 2023</b>					
				<b>Total Capital</b>					
				<b>Commitments</b>					
<b>Jacksonville International</b>	J2019-07		Airfield Wetland Mitigation						
	J2023-01		PA System Upgrade or Replacement		\$1,132,392	\$12,367,608			
	J2023-02		Elevator Replacement 17 & 18		400,000				
	J2023-03		Replace Ticketing Escalators 1 & 2		1,400,000				
	J2023-04		Bulldozer		375,000				
	J2020-03		Air Cargo 3 Ramp Expansion		2,500,000				2,500,000
	J2020-01		Concourse B Program		50,301,688				40,748,312
	J2023-05		IT Infrastructure Refresh FY23		580,000				
	J2018-14		JAX Canopy and Steel Structure Support Replacement (additional funding)		1,000,000				
	J2023-06		Airfield Beacon Relocation		100,000				
	J2023-07		Ticketing Window Replacement		400,000				
	J2023-08		HBS System Computer		900,000				
	J2023-09		Design and Construct Hangar		10,000,000				10,000,000
	J2023-10		Four Winds Migration or Replacement		175,000				
	J2023-11		Video Surveillance / Cure		235,000				
	J2023-12		Daily/Hourly Garage Escalator Rehabilitation Ph 1 of 3		400,000				
	J2023-13		Taxiway M1 Widening		1,600,000				
	J2023-14		TWY F Rehab and Extension		4,000,000				
	J2021-01		Air Cargo 1 Roof		3,000,000				1,600,000
	J2021-02		FedEx Roof (additional funding)		2,200,000				3,000,000
	J2023-15		TIBA Pay/In Lane Stations		300,000				
	J2023-16		Engineering Salaries		600,000				
	J2023-17		Rehabilitate Landside Bathrooms		2,200,000				
				<b>\$349,115,000</b>	<b>\$62,766,688</b>	<b>\$171,132,392</b>	<b>\$57,367,608</b>	<b>\$43,248,312</b>	<b>\$14,600,000</b>
<b>Cecil Airport</b>	F2023-01		Cecil Airport AVOS Replacement		175,000				157,500
	F2023-02		Taxiway A Reconstruction (A4 to 36R) - Design		3,000,000				
				<b>\$3,175,000</b>	<b>\$3,017,500</b>	<b>\$0</b>	<b>\$157,500</b>	<b>\$0</b>	<b>\$0</b>
<b>Cecil Spaceport</b>	S2019-03		Eastside Roadway		16,000,000				4,000,000
	S2023-01		Fabric Hangar Reskin		175,000				
				<b>\$16,175,000</b>	<b>\$6,175,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$6,000,000</b>
<b>Jacksonville Executive</b>	C2023-01		Airfield Drainage Project		2,000,000				1,800,000
	C2023-02		Runway Incursion Mitigation		2,000,000				1,800,000
				<b>\$4,000,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$3,600,000</b>	<b>\$0</b>	<b>\$0</b>
<b>Herfong</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Small Cap</b>				<b>\$372,465,000</b>	<b>\$72,359,188</b>	<b>\$171,132,392</b>	<b>\$61,125,108</b>	<b>\$47,248,312</b>	<b>\$20,600,000</b>
<b>Cecil Airport</b>			Bldg 1646 AC		\$50,000				\$0
				<b>\$60,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Herfong</b>			AC Unit Replacement in Offices of H5		\$72,000				
			Westside Access Road Gate/Operator replacement		28,000				
			East T Hangars Vehicle Gate/Operator replacement		21,000				
				<b>\$121,000</b>	<b>\$121,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Jacksonville Intl</b>			Identity Management Upgrade (Airport/CE)		\$50,000				
			Parking Shuttles 54,55,56		264,000				
			Ride on Flat Deck Mower (x2)		24,000				
			Conference Room AV equipment refresh		25,000				
				<b>\$363,000</b>	<b>\$363,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
				<b>\$534,000</b>	<b>\$1,068,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Total Small Capital</b>	<b>\$372,999,000</b>	<b>\$73,427,188</b>	<b>\$171,132,392</b>	<b>\$61,125,108</b>	<b>\$47,248,312</b>	<b>\$20,600,000</b>

**JACKSONVILLE AVIATION AUTHORITY**  
**CAPITAL BUDGET**  
**FOR FISCAL YEAR ENDING SEPTEMBER 30, 2024**

Airport	Proj No.	Description	FUNDING SOURCES						
			Budget 2024 Total Capital Commitments	JAA	PFC	FAA GRANTS	FDOT GRANTS	OTHER	
<b>Jacksonville International</b>		LED RWY Edgelights	\$2,000,000		\$500,000		\$1,500,000		
		Design and Build Sub-station backup	4,500,000		4,500,000				
		Air Cargo 4 Roof Rehab	500,000	500,000					
		TWY G-1 Reconstruction	1,100,000	275,000					
		SSI Platform Upgrade	200,000	200,000					
		Toll Plaza Roof Rehab	300,000	300,000					
		Daily/Hourly Garage Escalator Rehabilitation Ph 2	400,000	400,000					
		IT Infrastructure Refresh FY24	405,000	405,000					
		Part 139 Inspection Program	\$150,000	\$150,000					
			<b>\$9,555,000</b>	<b>\$2,230,000</b>	<b>\$5,000,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	
<b>Cecil Airport</b>		Cecil Airport Storm Drain and Outfall Rehabilitation	\$1,000,000	\$1,000,000					
		Fabric Hangar Fire Suppression System	1,500,000	1,500,000					
		Hangar 1820 Rehabilitation (Bldg, Roof, Truss)	4,200,000	4,200,000					
		Hangar 1845 Rehabilitation	6,000,000	6,000,000					
		Building 1823 Rehabilitation	300,000	300,000					
		Taxiway A Reconstruction (A4 to 36R) - Construction	15,000,000	12,500,000			2,500,000		
		Landside Drainage	2,000,000	2,000,000					
		Fiber Network Extension	200,000	200,000					
		Bucketlet Truck	\$200,000	\$200,000					
			<b>\$30,400,000</b>	<b>\$27,900,000</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	
<b>Cecil Spaceport</b>		Design & Construct Oxidizer Storage Area Infrastructure	\$700,000	\$350,000			\$350,000		
		Solid Propellant Storage Bunker Relocation Improvements	300,000	150,000			150,000		
		<b>\$1,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>		
<b>Jacksonville Executive</b>		Airfield Lighting and Signage Replacement and Vault Rehab	\$2,000,000	\$800,000			\$400,000	\$800,000	
			<b>\$2,000,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$800,000</b>	<b>\$0</b>	
<b>Herlong Recreational</b>		FBO Ramp Rehab, T-Hangar (T1-T7) Pavement Rehab	\$1,500,000	\$1,500,000					
		Airport Security Fence	600,000	30,000			30,000	300,000	
		<b>\$2,100,000</b>	<b>\$1,530,000</b>	<b>\$30,000</b>	<b>\$330,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$0</b>	
<b>Small Cap</b>			\$1,000,000	\$1,000,000			\$0	\$0	
		<b>Total Capital</b>	<b>\$46,055,000</b>	<b>\$33,960,000</b>	<b>\$5,030,000</b>	<b>\$4,730,000</b>	<b>\$4,100,000</b>	<b>\$0</b>	<b>\$0</b>

**JACKSONVILLE AVIATION AUTHORITY**  
**CAPITAL BUDGET**  
**FOR FISCAL YEAR ENDING SEPTEMBER 30, 2025**

Airport	Proj No.	Description	FUNDING SOURCES						
			JAA	PFC	FAA GRANTS	FDOT GRANTS	OTHER		
			Budget 2025						
			Total Capital						
			Commitments						
Jacksonville International		Police Badging Renovation	\$300,000						
		Garage Lighting Replacement	1,800,000						
		Ticketing Escalator 3 & 4 Replacement	1,400,000						
		IT Infrastructure Refresh FY25	624,000						
		Installation of Power Charging Stations	200,000						
		Daily/Hourly Garage Escalator Rehabilitation Ph 3	\$300,000						
			\$4,624,000	\$0	\$0	\$0	\$0	\$0	
Cecil Airport		Building 1846 Rehabilitation	\$1,000,000						
		Hangar 312 and building 315 Rehabilitation	500,000						
		Hangar 825 Roof and Truss Rehabilitation	\$2,700,000						
			\$4,200,000	\$0	\$0	\$0	\$0	\$0	
Cecil Spaceport									
		Purchase & Install Telemetry System	\$3,700,000						
			\$3,700,000	\$0	\$0	\$0	\$0	\$0	
Jacksonville Executive		Airfield Lighting and Signage Replacement and Vault Rehab	\$1,600,000				\$800,000		
			\$1,600,000	\$0	\$0	\$0	\$800,000	\$0	
Herlong Recreational		Landside Roads and Parking Lots Rehab	\$1,500,000						
			\$1,500,000	\$0	\$0	\$0	\$0	\$0	
Small Cap									
			\$1,000,000	\$0	\$0	\$0	\$0	\$0	
		<b>Total Capital</b>	<b>\$16,624,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	

**JACKSONVILLE AVIATION AUTHORITY**  
**CAPITAL BUDGET**  
**FOR FISCAL YEAR ENDING SEPTEMBER 30, 2026**

Airport	Proj No.	Description	FUNDING SOURCES						
			JAA	PFC	FAA GRANTS	FDOT GRANTS	OTHER		
			Budget 2026						
			Total Capital						
			Commitments						
<b>Jacksonville International</b>		Parking Garage 3	\$80,000,000						\$80,000,000
		TSA Bathroom Rehabilitation	100,000						
		Upgrade X-IDS	200,000						
		Metasys Major Release Upgrade	200,000						
		Infrastructure Refresh FY26	543,000						
		Generator # 4 Replacement (Parking Plaza)	110,000						
		CAT 330 Excavator Track Hoe with Cutting Head	275,000						
		Front End Loader	145,000						
		Replace Airfield Large Dump-truck	225,000						
		ARFF Facility Generator	185,000						
		TIBA Parking System Field Equipment Upgrade	750,000						
		Park Assist Software	\$1,500,000						
			\$84,233,000	\$0	\$0	\$0	\$0	\$0	\$80,000,000
<b>Cecil Airport</b>		Taxiway Echo Extension	\$13,200,000			\$11,880,000			\$0
			\$13,200,000	\$0	\$0	\$11,880,000	\$0	\$0	\$0
<b>Cecil Spaceport</b>		Design & Construct Oxidizer Storage Area Infrastructure	\$700,000						800,000
		Liquid Propellant Storage	1,600,000						\$250,000
		Design & Construct Liquid Oxidizer Farm	\$500,000						\$1,050,000
			\$2,800,000	\$0	\$0	\$0	\$0	\$0	\$1,050,000
<b>Jacksonville Executive</b>		Bldg 11 (CAP) Roof/Internal Rehab	\$150,000						
		TWYs A and B Rehab, Direct Access Compliance	3,000,000			2,700,000			
			\$3,150,000	\$0	\$0	\$2,700,000	\$0	\$0	\$0
<b>Herlong Recreational</b>		T-Hangar Pavement and FBO Ramp Rehab	\$1,500,000						
		H5 Roof Rehab	250,000						\$1,500,000
		T-9 Hangar	\$3,000,000						
			\$4,750,000	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0
<b>Small Cap</b>			\$900,000	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Total Capital</b>	<b>\$109,033,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,080,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$81,050,000</b>

**JACKSONVILLE AVIATION AUTHORITY**  
**CAPITAL BUDGET**  
**FOR FISCAL YEAR ENDING SEPTEMBER 30, 2026**

Airport	Proj No.	Description	FUNDING SOURCES						
			Budget 2026 Total Capital Commitments	JAA	PFC	FAA GRANTS	FDOT GRANTS	OTHER	
Jacksonville International			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cecil Airport		Terminal Bathroom Rehab Building 818, 334, 339 Rehab	\$90,000	\$250,000 450,000					
			\$90,000	\$700,000	\$0	\$0	\$0	\$0	\$0
Cecil Spaceport		Design Medical Research Payload Prep Facility	\$150,000	\$150,000					
			\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0
Jacksonville Executive		Landside Pavement Rehab (Charles Lindburgh, Bragg, Wright Bros)	\$1,500,000	\$1,500,000					
			\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0
Herlong Recreational		H5 Roof Rehab Bulk Hangar	\$250,000	\$250,000				1,700,000	
			3,400,000	1,700,000				\$1,700,000	
			\$3,650,000	\$1,950,000	\$0	\$0	\$0	\$1,700,000	\$0
Small Cap			\$900,000	\$900,000	\$0	\$0	\$0	\$0	\$0
		<b>Total Capital</b>	<b>\$6,290,000</b>	<b>\$5,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>

**Jacksonville Port Authority (JPA) Projects identified in the CIP**

**(Ordinance 2022-505-E)**

All projects listed on the following pages show consistency with Port Master Plan, Objectives 1.3, 2.3, 3.1, 3.2, and 3.3 within the Conservation/Coastal Management Element of the Comprehensive Plan.

# Jacksonville Port Authority

## 5 year Capital Projects - 2023-2027

5 year Capital Projects - 2023-2027						
	2023	2024	2025	2026	2027	
Location	Amount	Amount	Amount	Amount	Amount	
Blount Island	Container Terminal Upgrades	\$55,000,000	\$0	\$0	\$0	
	Breasting Dolphin - Berth 22 - Design & Construction	\$6,068,000	\$0	\$0	\$0	
	Intersection Improvements @ Wm Mills/Dave Rawls (WB rt Turn slip, SSA queue, DR Left)	\$1,250,000	\$0	\$0	\$0	
	Warehouse #1 Rehab/Upgrades	\$250,000	\$0	\$0	\$0	
	Gitmo Building Upgrades	\$200,000	\$0	\$0	\$0	
	Stormwater Pond Outfall Upgrades for Tenants	\$40,000	\$0	\$0	\$0	
	Construct Equipment Was Facility adjacent to Crane Watch Bldg	\$150,000	\$0	\$0	\$0	
	HVAC Upgrades at ACC	\$45,000	\$0	\$0	\$0	
	Install Rail Gates at Crossings (CNST) - 2 Locations (Berth 20 & Dave Rawls)	\$900,000	\$0	\$0	\$0	
	Tenant Asphalt Facility Rehab	\$450,000	\$200,000	\$200,000	\$200,000	
	HVAC Upgrades at BIMT Maintenance	\$65,000	\$0	\$0	\$0	
	Upgrade lanes 7 & 8 concrete pads @ Interchange	\$30,000	\$0	\$0	\$0	
	Tenant Roof Repairs	\$105,000	\$0	\$0	\$0	
	Berth 32 Power Pit Drainage Upgrade	\$50,000	\$0	\$0	\$0	
	Hanjung Crane #8810 Upgrades	\$909,500	\$0	\$0	\$0	
	Hanjung Crane #8811 Upgrades	\$720,000	\$0	\$0	\$0	
	Hanjung Crane #8841 Upgrades	\$884,500	\$0	\$0	\$0	
	Auto Processing Facility Development	\$45,000,000	\$0	\$0	\$0	
	CFS Upgrades	\$75,000	\$0	\$0	\$0	
	BIMT Equipment Facility/Shelter	\$750,000	\$0	\$0	\$0	
	T Berth Construction @ Berth 20 (Design)	\$1,250,000	\$0	\$0	\$0	
	Pile, Cap and Beam Rehab BIMT	\$200,000	\$200,000	\$0	\$0	
	Tenant Equipment Storage Facility	\$500,000	\$500,000	\$0	\$0	
	Berth 20 T-Berth Construction (Construction)	\$36,000,000	\$0	\$0	\$0	
	Crane Rail Grout 100 - 200 linear feet per year	\$600,000	\$150,000	\$150,000	\$150,000	
	Access Control Restroom Upgrade	\$50,000	\$50,000	\$0	\$0	
	Roof Repairs Maintenance Office Bldg.	\$50,000	\$50,000	\$0	\$0	
	JEA Firemain Booster Pump/Holding tank Install	\$1,000,000	\$1,000,000	\$0	\$0	
	Two Acre Concrete Pad for Heavy-Tracked equipment	\$2,500,000	\$0	\$2,500,000	\$0	
	New vehicle Parking area at BIMT/BIC Entrance between bridges Design	\$200,000	\$200,000	\$0	\$0	
	Design Berth 31, 32 (phase 3A) and Berth 30 (Phase 3B)	\$1,500,000	\$1,500,000	\$0	\$0	
	New RORO entrance (access control, truck entrance) Design	\$200,000	\$200,000	\$0	\$0	
	New vehicle Parking area at BIMT/BIC Entrance between bridges CSTN	\$1,000,000	\$0	\$1,000,000	\$0	
	New RORO entrance (access control, truck entrance) CNSTN	\$2,000,000	\$0	\$0	\$2,000,000	
	Construction of Berth 31, 32 (phase 3A) and Berth 30 (Phase 3B)	\$60,000,000	\$0	\$0	\$60,000,000	
	<b>Total Blount Island</b>	<b>\$220,792,000</b>	<b>\$114,192,000</b>	<b>\$3,850,000</b>	<b>\$62,350,000</b>	<b>\$350,000</b>
	Dames Point	CBP PHYSEC Upgrades	\$500,000	\$0	\$0	\$0
		Asphalt Rehab Tenant	\$500,000	\$100,000	\$100,000	\$100,000
		Slope Protection between Cruise Terminal & Tenant (Design & Construction)	\$1,750,000	\$0	\$0	\$0
		Water Main Loop Connection	\$75,000	\$0	\$0	\$0
Cruise Terminal Entrance Enhancements		\$200,000	\$0	\$0	\$0	
Cruise Terminal Canopy Upgrades/Enhancement		\$250,000	\$0	\$0	\$0	
Berth 16 & 17 Catholic Protection Design & Construction		\$1,000,000	\$0	\$0	\$0	
DPMT Auto Expansion 45-acre site (Design)		\$13,850,000	\$13,850,000	\$0	\$0	
Dry Bulk Tenant Lighting		\$50,000	\$50,000	\$0	\$0	
August Drive Road widening and connection to Heckscher Drive		\$2,000,000	\$2,000,000	\$0	\$0	
Cruise Terminal Baggage Screening Facility		\$500,000	\$500,000	\$0	\$0	
Berth 18 RORO Expansion and Landside connection (Design & Permitting)		\$200,000	\$200,000	\$0	\$0	
Berth 18 RORO Expansion and landside connection- CNSTN		\$2,000,000	\$2,000,000	\$0	\$0	
Cruise Terminal Passenber Boarding Bridge (Articulating)		\$1,500,000	\$1,500,000	\$0	\$0	
Extra seating extension of existing terminal		\$500,000	\$0	\$0	\$500,000	
<b>Total Dames Point</b>		<b>\$24,875,000</b>	<b>\$20,200,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>





	2023	2024	2025	2026	2027
ZPMC Crane #10778 HVAC upgrade/replacements	\$25,000	\$25,000	\$0	\$0	\$0
New Excavator					
Kubota Excavator	\$66,600	\$66,600	\$0	\$0	\$0
Rockdrill Hammer	\$5,200	\$5,200	\$0	\$0	\$0
Paladin Brush Cutter	\$11,200	\$11,200	\$0	\$0	\$0
Trailer	\$10,000	\$10,000	\$0	\$0	\$0
Bromma Speedloader leg replacements (Asset 9369)	\$36,000	\$36,000	\$0	\$0	\$0
Bromma Speedloader leg replacements (Asset 10783)	\$36,000	\$36,000	\$0	\$0	\$0
200 KW Standby genset engine replacement (QTY1)	\$18,500	\$18,500	\$0	\$0	\$0
New 60' Bucket Truck	\$275,000	\$275,000	\$0	\$0	\$0
HANJUN Gantry Motor Replacement (QTY 1) - INVENTORY	\$30,000	\$30,000	\$0	\$0	\$0
HANJUN Trolley Motor Replacement (QTY 2) - INVENTORY	\$60,000	\$60,000	\$0	\$0	\$0
Berth Fender Upgrades	\$22,000	\$22,000	\$0	\$0	\$0
Marque Sign at BIMT Entrance	\$75,000	\$75,000	\$0	\$0	\$0
HJ Boom light upgrades (QTY1)	\$25,000	\$25,000	\$0	\$0	\$0
HJ Engine Roof replacements QTY 1)	\$30,000	\$30,000	\$0	\$0	\$0
HJ Elevator refurbish (QTY 1)	\$159,500	\$159,500	\$0	\$0	\$0
HANJUN Gantry Motor Replacement (QTY 1)	\$30,000	\$30,000	\$0	\$0	\$0
Electrification of HANJUN cranes (BIMT)	\$1,000,000	\$1,000,000	\$0	\$0	\$0
<b>DAMES POINT</b>					
Cruise Terminal Fender Maintenance	\$22,000	\$22,000	\$0	\$0	\$0
HVAC Embark (units, ducts, controls, etc) (QTY 2)	\$200,000	\$200,000	\$0	\$0	\$0
Air Curtains over Front Door	\$35,000	\$35,000	\$0	\$0	\$0
<b>TALLEYRAND</b>	\$0				
ZPMC Crane #10486					
Trolley rail clip and bolt replacement	\$40,000	\$40,000	\$0	\$0	\$0
Catenary side roller shaft and bearing replacement	\$15,000	\$15,000	\$0	\$0	\$0
ZPMC Crane #10487					
Trolley rail clip and bolt replacement	\$40,000	\$40,000	\$0	\$0	\$0
Catenary side roller shaft and bearing replacement	\$15,000	\$15,000	\$0	\$0	\$0
Boom Cable	\$40,000	\$40,000	\$0	\$0	\$0
Impsa Crane #7381					
Drive room AC replacement	\$13,000	\$13,000	\$0	\$0	\$0
Elevator safety devices	\$12,000	\$12,000	\$0	\$0	\$0
Resistor grid replacements	\$61,000	\$61,000	\$0	\$0	\$0
Elevator safety device 1516 IHI	\$13,000	\$13,000	\$0	\$0	\$0
John Deere Tractor (40 - 60 hp with front end loader)	\$35,000	\$35,000	\$0	\$0	\$0
Backup Generator & Transfer switch North Gate	\$75,000	\$75,000	\$0	\$0	\$0
Replace Brush hog and Finishing mower (7-8 foot wide)	\$16,000	\$16,000	\$0	\$0	\$0
Replace Gator ATV for spraying pesticide	\$20,000	\$20,000	\$0	\$0	\$0
Hanjung boom flood light upgrade to LED(Qty 1)	\$25,000	\$25,000	\$0	\$0	\$0
Impsa boom flood light upgrade to LED (Qty 2)	\$27,000	\$27,000	\$0	\$0	\$0
New asphalt roller	\$15,000	\$15,000	\$0	\$0	\$0
Genie 180 SX high reach	\$400,000	\$400,000	\$0	\$0	\$0
HANJUN Gantry Motor Replacement (QTY 1)	\$30,000	\$30,000	\$0	\$0	\$0
Boom tip improvements for ZPMC 10487 (Eng. study, drawings, rework)	\$200,000	\$200,000	\$0	\$0	\$0
ZPMC 20 Ton AC Units 10487	\$75,000	\$75,000	\$0	\$0	\$0
BROSA Doughnut Transducer Upgrades	\$15,000	\$15,000	\$0	\$0	\$0
Elevator safety devices	\$10,000	\$10,000	\$0	\$0	\$0
ZPMC Boom Cable	\$40,000	\$40,000	\$0	\$0	\$0
HJ Boom Cable	\$40,000	\$40,000	\$0	\$0	\$0
ZPMC 20 Ton AC Units 10487	\$75,000	\$75,000	\$0	\$0	\$0
HJ Cat Engine air and oil coolers replacements	\$20,000	\$20,000	\$0	\$0	\$0
<b>SECURITY/SECURITY OPERATIONS CENTER</b>					
SOC HVAC replacement	\$40,000	\$40,000	\$0	\$0	\$0
99	\$40,000	\$40,000	\$0	\$0	\$0



**Jacksonville Electric Authority (JEA) Projects identified in the CIP**  
**(Ordinance 2022-505-E)**

Electric FY23-FY27

Electric Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
<b>GENERATION</b>						
Brandy Branch Generating - CT1 Rotor Replacement	9,794	3,080	0	0	0	12,874
Brandy Branch Generating - B52, B53 HRSG Feedwater Heater Replacement	8,595	0	0	0	0	8,595
Kennedy Generating - CT7 Hot Gas Path Inspection	5,923	0	0	0	0	5,923
Brandy Branch Generating - CT2 Hot Gas Path Inspection	5,745	0	0	0	0	5,745
Brandy Branch Generating - CT3 Hot Gas Path Inspection	5,745	0	0	0	0	5,745
Northside Generating - Generation Support Capital Improvements	4,000	4,000	4,000	4,000	4,000	20,000
Kennedy Generating - CT7 Rotor Replacement	3,106	0	0	0	0	3,106
Northside Generating - Energy Project Management Capital Improvement	3,000	6,000	6,000	6,000	6,000	27,000
Northside Generating - CT4 Major Inspection	2,800	0	0	0	0	2,800
Brandy Branch Generating - General Capital Improvements	2,000	2,000	2,000	2,000	2,000	10,000
Northside Generating - N00 6 Fuel Oil Tank Farm Electric Heat Tracing	1,835	0	0	0	0	1,835
Brandy Branch Generating - B52, B53 Transition Duct Liner	1,234	0	0	0	0	1,234
Northside Generating - N00 Pneumatic Conveying System for Biomass	1,178	0	0	0	0	1,178
Northside Generating - N00 Nitrogen and Dry Air Layout System	1,080	999	0	0	0	2,079
Northside Generating - N02 Fuel Feeder Replacement	1,045	677	0	0	0	1,723
Northside Generating - N02 Grid Floor Nozzle Replacement	962	1,274	0	0	0	2,236
Kennedy Generating - MarkV/e and EX2:100e Upgrade	831	0	0	0	0	831
Northside Generating - N01 Boiler Elevator Overhaul	528	0	0	0	0	528
Northside Generating - N34 Electrical Equipment Upgrades	517	0	0	0	0	517
Vibration Monitoring System Upgrade	439	0	0	0	0	439
Northside Generating - N33, N34, N35, N36 Control System Upgrade	331	0	0	0	0	331
Brandy Branch Generating - B52, B53 Non-Optical Flame Detection Upgrade	264	0	0	0	0	264
Brandy Branch Generating - CT1 Hot Gas Path Inspection	250	6,550	0	0	0	6,800
Brandy Branch Generating - B50 Standby Diesel Generator Integration	213	612	0	0	0	825
Northside Generating - N02 Duct Burner Overhaul	163	1,562	0	0	0	1,725
Brandy Branch Generating and Kennedy Generating - Fire Protection Updates	110	0	0	0	0	110
Northside Generating - N01, N02 UPS Replacement	94	0	0	0	0	94
Northside Generating - N02 Turbine Valve and Actuator Overhaul	57	782	0	0	0	839
Brandy Branch Generating - B54 Excitation Transformer Replacement	46	0	0	0	0	46
Northside Generating - N01 HPI/IP, Generator, Valves, and Actuators Overhaul	15	2,964	0	0	0	2,979
Northside Generating - Byproduct Storage Area II	0	1,800	11,855	5,626	0	19,281
Northside Generating - Intake and Discharge Flume Concrete Repair	0	1,678	0	0	0	1,678
Greenland Energy - Excitation Controls and Static Starter System Upgrade	0	448	596	0	0	1,043
Brandy Branch Generating - CT2 Hot Gas Path Inspection	0	300	6,156	0	0	6,456
Brandy Branch Generating - CT3 Hot Gas Path Inspection	0	300	6,156	0	0	6,456
Greenland Energy - CT2 Hot Gas Path Inspection	0	250	5,550	0	0	5,800
Greenland Energy - 1X1 Combined Cycle Addition	0	0	40,000	220,000	270,000	530,000
Northside Generating - CT5 Major Inspection	0	0	2,800	0	0	2,800
Compression Upgrade to Greenland Pipeline - New Generating Capacity	0	0	1,000	6,000	0	7,000
Northside Generating - N35 Electrical Equipment Upgrades	0	0	582	0	0	582
Brandy Branch Generating - B52, B53 Catalyst Replacement	0	0	500	439	0	939
Northside Generating - N02 HPI/IP and Generator Overhaul	0	0	425	3,404	0	3,829
Greenland Energy - CT1 Hot Gas Path Inspection	0	0	250	5,550	0	5,800
Northside Generating - N36 Electrical Equipment Upgrades	0	0	10	559	0	569
Northside Generating - N36 Turbine Major and Generator Overhaul	0	0	0	2,853	0	2,853

Electric FY23-FY27

Electric Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Northside Generating - N03 Furnace Rear Waterwall Arch Tube Replacement	0	0	0	573	1,257	1,831
Kennedy Generating - C18 Hot Gas Path Inspection	0	0	0	250	5,450	5,700
Northside Generating - N03 Generator and Turbine Valve Overhaul	0	0	0	125	1,642	1,767
Northside Generating - N03 Boiler Feed Pump Turbine Overhaul	0	0	0	35	1,096	1,131
<b>GENERATION SUBTOTAL</b>	<b>61,902</b>	<b>35,276</b>	<b>87,880</b>	<b>257,415</b>	<b>291,446</b>	<b>733,919</b>
<b>TRANSMISSION AND DISTRIBUTION</b>						
Electric Distribution Maintenance Capital Upgrades	12,500	13,100	13,100	13,100	13,100	64,900
Customer Order Management - New Electric Service Additions	12,000	12,500	13,000	13,500	14,000	65,000
Customer Order Management - Development Driven Projects	9,750	10,250	10,750	11,250	11,750	53,750
Mayo 230-138-26kV Substation	7,110	0	0	0	0	7,110
Greenland Energy to Mayo 230kV Circuit 950 Addition	6,500	8,500	900	0	0	15,900
Substation Repair & Replace Projects - Transformer Replacements	5,900	1,550	1,400	1,400	1,400	11,650
College St Substation 13.2kV Switchgear Replacement	4,350	1,500	107	0	0	5,957
Pole Replacement Program	4,200	4,400	4,400	4,400	4,400	21,800
Real Estate - North Jacksonville Transmission Corridor Acquisition	3,625	0	0	0	0	3,625
Westside 230kV Transmission Corridor and Substation Site Acquisition	3,500	3,500	0	0	0	7,000
Beeghly 393 Overhead Feeder Extension--Arnold Rd	3,450	580	0	0	0	4,030
General Underground Network and Commercial Repair & Replace	3,000	3,100	3,100	3,100	3,100	15,400
CEMI-5 Electric Distribution Betterment	3,000	3,000	3,000	3,000	3,000	15,000
Eagle LNG 138-13.8 kV Substation	2,750	6,867	1,000	0	0	10,617
Steelbald T4 Spare Transformer Addition for CMC Steel	2,435	100	0	0	0	2,535
Kennedy Substation Control Cable and Protection System Replacement	2,193	0	0	0	0	2,193
Ribault 138-26 kV T2 and Circuit Breaker 452 Addition	2,190	27	0	0	0	2,217
Electric Meters - Growth	2,100	2,100	2,100	2,100	2,100	10,500
Joint Participation Electric Relocation Projects	2,000	2,000	2,000	2,000	2,000	10,000
Underground Network Improvement Plan	1,988	1,988	1,988	0	0	5,964
Transmission and Substation Class Circuit Breaker Replacement Program	1,934	1,132	904	750	750	5,470
69kv - 663 line rebuild	1,879	0	0	0	0	1,879
St Johns 4kV Substation Rebuild	1,800	3,290	0	0	0	5,090
Normandy Substation - New Control House	1,800	188	0	0	0	1,988
Electric Distribution System Improvements	1,690	1,720	1,750	1,780	1,833	8,773
Circuits 853/822 Tower 39 Foundation Rehabilitation	1,650	0	0	0	0	1,650
Imeson 138-26kV T2 Procurement	1,600	1,047	0	0	0	2,647
Circuit 650 UG 69kV Reconductor Project	1,540	0	0	0	0	1,540
Georgia Street Pipe Type Cable Pump Plant Replacement	1,400	0	0	0	0	1,400
26kV Feeder Circuit Breaker Replacement	1,393	1,607	1,536	1,536	754	6,826
Energy Management System - Outage Management System Integration	1,300	200	0	0	0	1,500
JP - FDOT - Circuit 917 Relocation Between 9B and I-95	1,141	0	0	0	0	1,141
Water Street T2 Network Transformer Replacement	1,141	357	0	0	0	1,498
Mayo Substation Distribution Feeders	1,128	100	0	0	0	1,228
Ritter Park Circuit 428 Extension	1,120	0	0	0	0	1,120
Forest Sub 217 Feeder - Electric Distribution	1,100	0	0	0	0	1,100
Imeson 26kV Circuit 493 New Feeder Addition	1,100	0	0	0	0	1,100
Mayo Substation 230 kV Addition - Phase 2	1,012	3,429	29	0	0	4,470
Distribution System - Pole Removal	1,000	1,000	1,000	1,000	1,000	5,000
Transmission Line Relay Replacement Project	899	899	865	300	0	2,962

Electric FY23-FY27

Electric Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Normandy Substation Protection Improvement	840	0	0	0	0	840
SJRPP 230 - 26kV Substation	830	5,528	24	0	0	6,382
Harley Rd Substation T1 and T2 LTC Replacement	820	0	0	0	0	820
Electric Meters - Replacement	810	810	810	810	810	4,050
General Substation Improvements	800	800	800	800	800	4,000
Mayo 230-138-26kV Substation - Protection & Controls	800	180	0	0	0	980
Park and King 4kV Substation Rebuild	763	0	0	0	0	763
General Distribution Improvements	750	750	750	750	750	3,750
Imeson 26kv Circuit 493 Substation Breaker and Cap Bank Addition	655	0	0	0	0	655
Ritter Park 429 Extension - Busch Dr	650	0	0	0	0	650
URD-2026 Reliability Improvement	645	0	0	0	0	645
Transmission Outdoor Potential Device Replacement	607	665	539	637	0	2,448
Mayo Substation - 138kV Transmission Interconnects	586	0	0	0	0	586
Automatic Recloser Deployment	500	750	750	750	750	3,500
Transmission Insulator Replacement	500	500	500	500	500	2,500
4kV Rehab - Distribution Projects	500	500	500	500	500	2,500
Underground Cable Replacement Program - Existing Developments	500	500	500	500	500	2,500
Substation RTU Replacements - D20 to RTAC	500	500	500	500	500	2,500
Circuit 830 Static Wire Replacement	493	0	0	0	0	493
Starrrat Rd Circuit 367 Reconductor Ph2	480	0	0	0	0	480
Ribault 138-26 kV T2 and Circuit 452 Addition - Protection & Controls	475	105	0	0	0	580
Ribault 26 kV Circuit 452 Addition	470	190	0	0	0	660
230 KV - 138kV 69 kV Pole Refurbishment	450	300	300	300	300	1,650
West Jax Substation Protection Improvement	444	0	0	0	0	444
Starrrat 138-26kV T2 and Circuit 368, 369 Addition - Substation	413	1,302	2,866	350	0	4,930
College St Substation 13kV Protection and Arc Flash Upgrade	410	0	0	0	0	410
Water Street Substation Compressor Replacement	400	0	0	0	0	400
Circuit 825 Static Wire Replacement	395	0	0	0	0	395
Transmission Capacitor Bank Controls Replacement	395	0	0	0	0	395
Ritter Park 429 Underground Feeder Extension - Yeager Rd	350	0	0	0	0	350
Greenland Energy 230kV Bay & Breaker Addition for Circuit 950	300	700	100	0	0	1,100
General Transmission Improvements	300	300	300	300	300	1,500
Steelbald Solar Center - Protection & Controls	287	0	0	0	0	287
West Jax 230/69 kV Substation Reliability Improvement - Protection & Controls	245	175	2	0	0	422
Richmond & Shadowlawn - OH-UG Electric Conversion	243	0	0	0	0	243
SOC - Console Upgrade	240	0	0	0	0	240
Energy Management System - Base Upgrade Project	230	130	130	240	130	860
230kV Breaker Replacement - Protection & Controls	225	0	0	0	0	225
Capital Tools and Equipment - Underground Network and Service Centers	220	231	231	231	231	1,144
Northside Substation Improvements - Phase 2	220	0	0	0	0	220
Ritter Park 429 - Cedar Bay Rd Reconductor	210	0	0	0	0	210
St Johns 4kV Substation Rebuild - Protection & Controls	200	100	0	0	0	300
Energy Management System - RTU Upgrade Project	190	50	50	50	50	390
Circuit 645 UG 69kV Cable Replacement Project- PART B	182	0	0	0	0	182
Greenland Energy 230kV Bay & Breaker Addition for Circuit 950 - Protection & Controls	180	300	10	0	0	490
Hamilton 312 Reconductor	169	0	0	0	0	169
Circuit 645 UG 69kV Cable Replacement Project- PART A	165	0	0	0	0	165

Electric FY23-FY27

Electric Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Distribution Breaker Telemetry Enhancements	160	160	110	0	0	430
Eagle LNG 138-13.8 kV Substation - Protection & Controls	157	700	200	0	0	1,057
SURPP Substation Distribution Feeders	150	1,370	0	0	0	1,520
Real Estate Services - Dunn Creek Sub Property Acquisition	150	1,150	0	0	0	1,300
Mayo Substation 230 kV Addition - Phase 2 - Protection & Controls	150	175	25	0	0	350
General Protection System Improvements Transmission	150	150	150	150	150	750
SEL-3355 Hardware Replacement	150	150	0	0	0	300
West Jax 230/69 kV Substation Reliability Improvement	127	1,259	0	0	0	1,386
Ckt 680 UG 69kV Reconductor Project	125	633	0	0	0	758
Ckt 690 UG 69kV Reconductor Project	125	576	0	0	0	701
Georgia St 13kV UG Distribution Survey	120	3,000	0	0	0	3,120
Beeghly Circuit 394 New Feeder Addition	120	2,480	0	0	0	2,600
Westlake 333 Cisco Dr Reconductor	120	1,335	0	0	0	1,455
Eagle LNG 138kV Circuit 847 Interconnect	118	250	100	0	0	468
Bartram 230 kV Bay and Breaker Addition for Circuit 917 - Protection & Controls	114	0	0	0	0	114
Dinsmore 489 Lannie Rd Reconductor	100	650	100	0	0	850
General Transmission Improvements	100	100	100	100	100	500
Imeson 26kv Circuit 493 Substation Breaker and Cap Bank Addition - Protection & Controls	81	0	0	0	0	81
Lane 437 Reconductor	80	800	0	0	0	880
Capital Tools and Equipment - T&S Maintenance	80	80	80	80	80	400
McDuff Substation 4kV Circuits 4, 6, and 9 Relocation	80	0	0	0	0	80
Georgia St 170 Distribution Feeder Addition	60	380	0	0	0	440
Overhead-Underground Conversion in Neighborhoods	60	60	60	60	60	300
Electric Customer Service Response Tools and Equipment	55	55	55	55	55	275
SURPP 230-26kV Distribution Substation - Protection & Controls	50	550	200	0	0	800
Starratt 138-26kV T2 and Circuit 368, 369 Addition - Protection & Controls	30	120	645	110	0	905
St Johns 4kV Distribution Feeder Getaway Rebuild	24	286	0	0	0	310
Starratt T2 Circuits 368 and 369 Addition	24	24	427	0	0	475
Circuit 684S Pipe-Type Cable Replacement	15	1,185	0	0	0	1,200
Real Estate - Imeson Substation - Property Acquisition	10	0	0	0	0	10
SouthWest Substation-Transmission	0	5,000	5,000	5,000	0	15,000
Substation Repair & Replace Projects	0	3,000	3,000	3,000	3,000	12,001
Transmission Repair & Replace Projects	0	2,500	2,500	2,500	2,500	10,000
SouthWest Substation - Substation	0	2,000	7,000	5,000	0	14,000
New Nocatee T-2 Transformer	0	758	3,705	350	0	4,813
Nocatee T2 Circuit 239, 240, 241 Addition	0	500	3,910	500	0	4,910
SouthWest Substation - Distribution	0	300	400	300	0	1,000
Nocatee 230-26 kV T2 Addition - Protection & Controls	0	150	645	110	0	905
Pecan Park Area Transmission	0	0	5,000	5,000	5,000	15,000
Pecan Park Area Substation	0	0	1,000	6,000	7,000	14,000
Pecan Park Area Distribution	0	0	500	2,000	2,500	5,000
West Jax T3 200 Mega Volt AutoTransformer Addition	0	0	0	2,500	2,500	4,500
Durbin 230 - 26kV Substation	0	0	0	0	3,900	3,900
Durbin Substation Distribution Feeders	0	0	0	0	1,200	1,200
College Substation Reconfiguration	0	0	0	0	1,000	1,000
Durbin Sub 230kV Circuit 924/932 Interconnect	0	0	0	0	300	300
College Substation Network Feeders	0	0	0	0	250	250

Electric FY23-FY27

Electric Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
College Substation Reconfiguration - Protection & Controls	0	0	0	0	0	100
<b>TRANSMISSION AND DISTRIBUTION SUBTOTAL</b>	<b>146,086</b>	<b>137,284</b>	<b>107,503</b>	<b>98,749</b>	<b>95,003</b>	<b>584,626</b>
<b>ELECTRIC OTHER</b>						
Technology Services Projects	18,000	15,175	15,150	15,150	15,000	78,475
Fleet - Replacement	12,100	11,100	1,710	7,400	8,000	40,310
Capital Administrative Overhead	11,100	11,250	11,250	11,250	11,250	56,100
Facilities - Commonwealth - Admin Upgrades	5,749	1,275	0	0	0	7,024
Facilities - Southside Renovations - Phase 2	5,510	0	0	0	0	5,510
Facilities - Industrial Training Center	3,880	0	0	0	0	3,880
Facilities - Satellite Service Center	2,532	0	0	0	0	2,532
Facilities - Emergency Ops Center Hardened Facility	2,000	0	0	0	0	2,000
Facilities - JEA Headquarters	1,292	0	0	0	0	1,292
Fleet - Expansion	1,285	600	600	600	600	3,685
Security - General Improvements	650	650	650	650	650	3,250
Facilities - Roof Replacements	450	450	450	450	450	2,250
Facilities - Heating, Ventilation, and Air	430	430	430	430	430	2,150
Facilities - Lighting for Greenland Energy Center	315	0	0	0	0	315
Security - Fencing	260	260	260	260	260	1,300
Facilities - Paving and Site Improvements	250	250	250	250	250	1,250
Facilities - Generators	225	300	1	1	1	528
Facilities - Westside Building 5 Glove Lab Upgrades	200	1,300	0	0	0	1,500
Facilities - Building Upgrades	200	200	200	200	200	1,000
Facilities - Southside Asphalt Pavement Upgrade	200	0	0	0	0	200
Facilities - Duval County Schools PV System Removal	184	0	0	0	0	184
Facilities - Electrical and Lighting	100	100	100	100	100	500
Facilities - Plumbing Upgrades	100	100	100	100	100	500
Utility Locate Group - Capital Equipment	50	50	50	50	50	250
Laboratory Equipment Upgrades	35	75	75	75	75	335
Security - Fire System Sprinklers	20	20	20	20	20	100
Facilities - Elevators	1	1	1	1	1	5
Facilities - Kennedy Generating - Pump Shop Demolition	0	271	0	0	0	271
<b>ELECTRIC OTHER SUBTOTAL</b>	<b>67,118</b>	<b>43,857</b>	<b>31,297</b>	<b>36,987</b>	<b>37,437</b>	<b>216,696</b>
<b>ELECTRIC GRAND TOTAL</b>	<b>275,106</b>	<b>216,417</b>	<b>226,680</b>	<b>393,151</b>	<b>423,886</b>	<b>1,535,241</b>



WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
<b>WATER</b>						
Water Purification Demonstration Facility	34,756	3,712	0	0	0	38,467
SIPS - Deerwood - Southside Blvd Interfite to Deerwood III Water Plant - New	17,500	18,514	1,170	0	0	37,185
Water Meters - AMI Conversion	13,334	13,333	13,333	0	0	40,000
SIPS - US1 Booster Station - Old St Augustine Rd to US1 Booster Station - New	8,488	0	0	0	0	8,488
Galvanized Pipe Replacement - Program	8,054	17,000	39,000	35,000	37,000	136,054
RiverTown Water Plant - New 4.7 MGD Water Plant	6,644	0	0	0	0	6,644
McDuff Water Plant - Refurbishment Project	5,222	10	0	0	0	5,232
Water Delivery System - Repair & Replace	5,000	5,000	5,500	5,500	5,500	26,500
Well Rehabilitation and Replacement Program	4,863	3,320	3,320	3,320	3,320	18,143
Lofton Oaks Water Plant - Improvements	4,145	26	0	0	0	4,171
Norwood Water Plant - Rehabilitation	3,550	10	0	0	0	3,560
Water Transmission Replacement	2,712	2,000	2,000	2,000	2,000	10,712
Pritchard Rd - Old Plank Rd to Cisco Dr W - New Transmission	2,581	580	0	0	0	3,161
Lakeshore Water Plant - Reservoir Rehabilitation - Phase 2	2,460	1,014	0	0	0	3,474
Water Meters - Growth	2,450	2,030	2,030	2,030	2,030	10,570
Martin Luther King - Fairfax to Brentwood Water Main Replacement	2,368	5,772	21	0	0	8,161
Water Meters - Large Water Meter Replacement	2,248	2,318	2,353	500	0	7,419
Water Meters - Replacement	2,169	2,169	2,169	6,500	6,500	19,507
JP - Nassau - William Burgess Blvd - US 17 to Miner Rd - New	2,118	1,440	0	0	0	3,557
New World Av - Waterworks Ave to Chaffee Rd - New Transmission	2,089	0	0	0	0	2,089
SIPS - Greenland - Southside Blvd - Deerwood 3 to Greenland	2,084	11,465	36,643	6,947	0	57,140
Development Driven Projects	2,040	200	200	200	200	2,840
Beverly Hills Water Main Replacement	1,775	0	0	0	0	1,775
Royal Lakes Water Plant High Service Pump Expansion	1,764	7,414	9,853	39	0	19,070
Main Extensions and Taps	1,500	1,500	1,500	1,500	1,500	7,500
Water Treatment Plant Large Capital Improvements	1,460	5,450	11,600	6,200	9,225	33,935
SIPS - Main St Water Plant - 1st St to Franklin St - New Transmission	1,291	0	0	0	0	1,291
McDuff - Olga to Park - Water Main	1,159	0	0	0	0	1,159
E 1st St Main St to E 4th St - New Raw Water Main	1,155	0	0	0	0	1,155
North Grid Trihalomethane Mitigation Project	1,052	1,200	13,000	6,993	0	22,245
Oakridge Water Plant - High Service Pump Replacement	913	1,574	5,408	124	0	8,018
Forest Blvd - Stone Rd to T-Line - New Raw Water Main	770	805	3	0	0	1,578
Water Plant Capital Renewal & Replacement	750	750	750	750	750	3,750
JP - Joint Participation Projects	700	700	700	700	700	3,500
JP - JTA - 8th St Water Main Replacement - Mt Herman St to Boulevard St	585	0	0	0	0	585
Cecil Commerce Center - New Well No. 4	581	1,211	1,404	0	0	3,197
Ridenour Water Plant - New Well No. 8	520	1,706	309	0	0	2,535
Well Field Repair & Replace	500	500	500	500	500	2,500
Deerwood III Water Plant - Well 2 Replacement	494	493	1,167	0	0	2,153
Real Estate Services - Ridenour Water Plant - Well 9 - Property Acquisition	475	0	0	0	0	475
Lovegrove Water Plant - Electric System Upgrade	400	1,300	2,500	101	0	4,301
Southeast Water Plant - New Well No. 4	365	814	972	0	0	2,151

WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Southeast Water Plant - Ground Storage Tank	321	3,301	0	0	0	3,621
Hampton Falls Dr Electrical Ease - San Pablo to Suni Pines Connection - 12 Inch Water Main Replacement	290	0	0	0	0	290
3011 Development - Water	250	3,000	6,000	5,750	0	15,000
Water Treatment Plant Reservoir Repair & Replace	250	100	100	100	100	650
Briarwood Water Plant - Well 1 Rehabilitation	229	203	0	0	0	432
Cisco Dr - Westlake Water Plant to Garden St - New Transmission	215	1,000	9,386	0	0	10,601
Water Treatment Plants - Sodium Hypochlorite Storage Tank Upgrades	200	200	200	200	200	1,000
JP - COJ - McCoy's Creek - Cherokee St. to St. Johns River	182	227	0	0	0	409
Deerwood Water Plant - Well 5 Rehabilitation	152	0	0	0	0	152
Bessie Circle - Water Main Installation	135	0	0	0	0	135
Grid - Cost Participation - New	100	100	100	100	100	500
Arlington Water Plant Well No 4 Rehabilitation	92	0	0	0	0	92
Lofton Oaks Water Plant - Well 1 Rehabilitation	90	0	0	0	0	90
JP - FDOT - North Grid - Lem Turner - Capper Rd to Leonid	80	5	2	0	0	87
Ridenour Water Plant - Well 5 Rehabilitation	78	0	0	0	0	78
Beacon Hills Water Plant - Rehabilitation	62	995	1,756	4,169	19	7,001
JP - FDOT - JTB Blvd at Kernan Blvd - Water Main Replacement	60	14	3	0	0	77
JP - FDOT/COJ - Chaffee Rd - Westmeadows Dr. S to Samaritan Wy - New Transmission	60	1,500	752	500	0	2,812
Community Hall Water Plant - Well 3 Rehabilitation	58	0	0	0	0	58
Ridenour Water Plant - Well 4 Rehabilitation	58	0	0	0	0	58
JP - FDOT - I95 and MLK Interchange - Water Main Replacement	50	11	0	0	0	61
JP - JTA - San Pablo Rd - Beach Blvd to Atlantic Blvd	43	0	0	0	0	43
JP - FDOT - SR212 (US90/Beach Blvd.) Southside Blvd. to Eve Dr - Water Main Replacement	36	0	0	0	0	36
JP - FDOT - Timuquana Rd (SR134) - Westmeadows Dr. S to Samaritan Wy - New Transmission	28	0	0	0	0	28
JP - JTA - Alla Drive Roadway Improvements	13	0	0	0	0	13
JP - FDOT - I10 Widening - I295 to I95 - Water Main Replacement	12	12	0	0	0	24
JP - FDOT - Lane Ave S - Water Main Replacement - Distribution	10	0	0	0	0	10
JP - Pages Dairy Rd - Felmor Rd to Chester Ave - Transmission	7	0	0	0	0	7
JP - FDOT - SR202 - JTB at San Pablo Rd	2	0	0	0	0	2
Water Pipeline Crossings Resiliency	1	1	1	1	1	5
Main St Water Plant - Ozone Generator - Addition	0	600	3,000	2,000	0	5,600
North Grid - Arnold Rd - Pecan Park Rd to Northwest Water Reclamation Facility	0	250	250	250	250	1,000
Westlake Water Plant - Well No 4 and Raw Water Main	0	191	1,223	957	92	2,463
Briarwood Water Plant - Rehabilitation	0	68	740	3,357	1,347	5,512
Westlake Water Plant - Expansion from 3.0 to 7.0 MGD	0	19	1,960	1,361	10,540	13,879
Blount Island Fire Protection System - Repair & Replace	0	0	4,300	0	0	4,300
Ft. Caroline Rd - McCormick Rd to Fulton Rd - Distribution - New	0	0	210	805	1,271	2,286
North Grid - Downtown Water Plant	0	0	0	0	750	750
<b>Market Adjustment</b>	<b>-40,685</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-40,685</b>
<b>WATER SUBTOTAL</b>	<b>117,661</b>	<b>127,427</b>	<b>187,388</b>	<b>98,453</b>	<b>83,896</b>	<b>614,425</b>
<b>SEWER</b>						
Greenland Reclamation Facility - 4.0 MGD	56,725	46,053	6,639	0	0	109,417
Southwest Reclamation Facility - Expansion to 16 MGD	44,528	41,548	18,386	51	0	104,514

WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Nassau Regional Reclamation Facility - Expansion to 3 MGD	28,239	36,059	12,509	0	0	76,807
Buckman Reclamation Facility - Biosolids Conversion - Process Facility	18,782	45,598	91,007	73,594	7,411	236,393
US 1 - Greenland Reclamation Facility to CR 210 - Transmission - New - Reclaim	18,488	1,035	0	0	0	19,523
Nassau Regional Reclamation Facility - Effluent Management	7,891	271	0	0	0	8,162
Nassau - Radio Ave - Class III/IV - New Pump Station	5,999	10	0	0	0	6,009
Buckman Reclamation Facility - Biosolids RAW Sludge Holding Tank Restoration	5,980	7,718	0	0	0	13,697
Buckman Reclamation Facility - Disinfection System Replacement	5,790	0	0	0	0	5,790
Southwest - 5104 118th St - Class III/IV	5,701	1,254	0	0	0	6,955
Mandarin-Greenland Interconnect - Reclaim	5,411	0	0	0	0	5,411
SR200 - William Burgess Blvd to Police Lodge Rd - Transmission - Reclaim	4,510	0	0	0	0	4,510
Pumping Stations - Capital Equipment Replacement	4,500	4,500	4,500	4,500	4,500	22,500
Southwest - 6217 Wilson Bv - Class III/IV	4,415	894	0	0	0	5,309
Sewer Collection System Trenchless Repair & Replace	4,300	4,300	4,300	4,300	4,300	21,500
Sewer Collection System Repair & Replace	4,000	4,000	4,500	4,500	4,500	21,500
Manhole Inspection, Prioritization, and Rehabilitation or Replacement	3,600	3,600	3,600	3,600	3,600	18,000
Mandarin Reclamation Facility - Sludge Holding Tanks Rehabilitation	3,477	73	0	0	0	3,550
JP - SJC - CR210 - South Hampton to Ashford Mills - Transmission - Reclaim	3,073	0	0	0	0	3,073
Southwest - 5825 Robitzsch Lane - Class III/IV	2,966	564	0	0	0	3,529
Greenland - Burnt Mill Pump Station to Greenland Energy - Transmission - Force Main	2,958	610	0	0	0	3,568
Buckman Reclamation Facility - Fine Screen Replacement	2,935	0	0	0	0	2,935
Arlington East Reclamation Facility - Parallel Sludge Line	2,768	11,240	17,375	5,733	0	37,115
Monterey - 3254 Townsend Rd - Class III/IV - Pump Upgrade	2,505	0	0	0	0	2,505
Water Reclamation Facilities - Capital Equipment Replacement	2,500	2,500	2,500	2,500	2,500	12,500
5th St W - Imeson Rd to Melson Ave - Transmission - New - Force Main	2,478	119	0	0	0	2,597
Arlington East Reclamation Facility Upgrades - Influent Structure	2,385	18,634	9,628	0	0	30,648
District II - 11308 Harts Rd - Class III/IV	2,350	0	0	0	0	2,350
Resiliency - Pump Stations, Plants, Electrical Reliability	2,227	4,504	3,758	3,430	3,829	17,748
Mandarin - 106 Twin Creeks - Class III/IV - Booster Pump Station	2,170	200	0	0	0	2,370
Buckman Reclamation Facility - Biosolids Conversion - Operations/Maintenance Bldgs	1,981	0	0	0	0	1,981
Real Estate - Nassau Regional Reclamation Facility - Storage Tank and Boosters - Property Acquisition	1,970	0	0	0	0	1,970
District II - Robena Rd Booster Pump Station	1,910	0	0	0	0	1,910
Wastewater Large Capital Improvements	1,831	10,931	51,030	15,452	11,800	91,043
9247 Baymeadows Rd - Class III/IV - Pump Upgrade	1,799	150	0	0	0	1,949
Buckman Reclamation Facility - Biosolids Dryer Rehabilitation	1,793	0	0	0	0	1,793
Southwest - 4881 Timuquana Rd - Class III/IV	1,619	0	0	0	0	1,619
Development Driven Projects - Pump Stations	1,575	200	200	200	200	2,375
Arlington East Reclamation Facility Upgrades - Aeration Basin and Blowers	1,564	11,755	18,187	2,766	0	34,272
Development Driven Projects - Reclaim	1,512	200	200	200	200	2,312
25th St at Marlo St Gravity Sewer Replacement	1,509	2,343	0	0	0	3,852
Monterey - 5838 Pompano - Class III/IV - Pump Upgrade	1,501	538	0	0	0	2,038
SCADA RTU and Control Panel Upgrades	1,500	1,500	1,500	1,500	1,500	7,500
Main Extensions and Taps - Sewer	1,500	1,500	1,500	1,500	1,500	7,500
Large Diameter Cured In Place Piping	1,500	1,490	1,166	1,499	2,500	8,155
Buckman Reclamation Facility - Biosolids Facility Rehabilitation	1,382	5,639	0	0	0	7,021

WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Nassau - Radio Av. - Reclaim Water Storage Tank and Booster Pump Station - Reclaim	1,240	0	0	0	0	1,240
Ridenour Water Plant - Storage and Repump - Reclaim	1,128	2,250	6,250	1,498	0	11,126
Cedar Bay Backup Power System	1,100	0	0	0	0	1,100
SEQ to Gate Parkway - Transmission - New - Reclaim	1,000	2,000	1,050	0	0	4,050
SWDE - Water Purification Piping	1,000	1,000	0	0	0	2,000
JP - COJ - McCoys Creek - Cherokee St. to St. Johns River - Sewer	970	282	1,047	654	0	2,953
Margaret St. Area Sewer Main Installation	951	0	0	0	0	951
JP - Nassau - Chester Rd. - David Hallman to Pages Dairy Rd. - Reclaim	890	0	0	0	0	890
Air Release Valves - Inspection, Prioritization, and Rehabilitation or Replacement	875	875	570	570	570	3,460
4511 Spring Park Rd Lift Station	826	0	0	0	0	826
JP - Nassau - Wm Burgess Blvd. - US 17 to Miner Rd. - New - Force Main	808	381	0	0	0	1,188
Buckman Reclamation Facility - Biosolids Process Renewal and Replacement	740	740	740	740	740	3,700
Monterey - 7732 Merrill Rd. - Class III/IV - Pump Station Upgrade & 2530 Mayapple Pump Station Upgrade	718	2,792	392	0	0	3,902
Arlington East Reclamation Facility - Secondary MCC Replacement	663	0	0	0	0	663
JP - Nassau - Chester Rd. - David Hallman to Pages Dairy Rd. - Force Main	650	0	0	0	0	650
Development Driven Projects - Sewer	636	200	200	200	200	1,436
Arlington East - 8331 Princeton Sq. - Class III/IV - Pump Upgrade	600	2,490	2,146	989	0	6,225
McMillan St Pump Station Effluent Piping S20B - Force Main Replacement	522	82	0	0	0	604
Southwest Service Area Infiltration and Inflow Analysis and Remediation	500	500	500	0	0	1,500
Wastewater Odor Control - All Plants and Pump Stations	500	250	250	250	250	1,500
Buckman Reclamation Facility - Blower System Improvements	481	0	0	0	0	481
Norwood Ave. Sewer Main Installation	441	0	0	0	0	441
River Town Booster Pump Station - Reclaim	405	2,541	0	0	0	2,946
Arlington East - 8751 Bayleaf Dr. - Class III/IV - Pump Upgrade	402	2,450	1,788	0	0	4,640
JP - Joint Participation Projects - Sewer	400	400	400	400	400	2,000
Pirates Cove Rd 8" Force Main Replacement	379	0	0	0	0	379
District II - 10800 Key Haven Bv - Class III/IV	367	2,256	0	0	0	2,623
South Shores Sub-Aqueous Force Main Rehabilitation	353	0	0	0	0	353
Nocatee South Reclaim Improvements	350	1,884	0	0	0	2,234
Buckman Reclamation Facility -1636 Talleyrand Av - Class III/IV	336	803	2,834	4,526	166	8,665
District II - Reclaimanch Rd. - Tradeport Dr to DUV-14491 Master Pump Station - Force Main	304	129	0	0	0	432
SWDE - Deep Injection Exploratory Wells	300	9,230	45,070	39,000	12,000	105,600
Arlington East Reclamation Facility - Reclaim Filter - Increase Capacity from 8 to 10 MGD	300	1,500	0	0	0	1,800
SCADA Renewal & Replacement	268	268	268	268	268	1,340
301 Development - Sewer	250	4,000	8,000	7,750	0	20,000
SWDE - Arlington East Reclamation Facility - Disinfection Conversion to High Level UV	250	2,100	10,000	7,600	0	19,950
SWDE - Planning, Zoning, and Land Acquisition	250	500	250	0	0	1,000
Clark and Main: Kentucky St to Gun Club Rd - Force Main	247	1,176	0	0	0	1,422
Buckman Reclamation Facility Outfall Improvements- Phase 1	200	725	4,125	4,125	0	9,175
Davis - Gate Pkwy to RG Skinner - Transmission - Reclaim	191	1,306	7,206	2,688	0	11,392
Twin Creeks Reclaim Storage Tank and Booster Pump Station - Reclaim	190	0	0	0	0	190
Ponte Vedra Additional SBR, Influent Jet Headers, & UV replacement	157	592	3,661	1,935	0	6,345
Monterey - 8043 Carlotta Rd - Class III/IV - Pump Upgrade	152	175	1,715	0	0	2,042
JP - COJ - Six Mile Bridge and Utilities Replacement	107	1,934	200	0	0	2,241

WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Buckman Reclamation Facility - Aeration Basin Air Header and Diffuser Replacement	107	464	1,371	1,371	1,371	4,682
Waste Water Pumping Station Safety Improvements - Guard Rail Installation	100	100	100	100	100	500
Grid - Cost Participation - New - Force Main	100	100	100	100	100	500
Grid - Cost Participation - New - Reclaim	100	100	100	100	100	500
JP - COJ - Old Middleburg Rd. - Argyle Forest Blvd to Maynard Place - Transmission - New - Force Main	56	400	1,404	600	0	2,460
Reuse Delivery Repair & Replace	55	55	55	55	55	275
JP - FDOT - Timuquana Rd (SR134) - Wescorrett to US17 - Force Main Replacement	54	0	0	0	0	54
Monterey Reclamation Facility Improvements - Phase 1	50	0	0	0	0	50
Southwest - POW MIA Memorial Pkwy - Normandy Blvd to Parkland Master Pump Station - Force Main	50	240	600	710	0	1,600
Southwest - 103rd Street at Piper Glen Blvd - Force Main	50	200	400	300	0	950
Diesel-driven Backup Pump Repair & Replace	50	50	50	50	50	250
Manhole SCADA Repair & Replace	50	50	50	50	50	250
Reuse Facility - Capital Equipment Replacement	50	50	50	50	50	250
JP - FDOT - District II - Lem Turner - Capper Rd to Leonid - Force Main	47	5	2	0	0	54
Nassau Regional Reclamation Facility - SR200 West of I-95 RW Storage Tank and Booster Pump Station - Reclaim	44	1,216	2,663	6,960	1,135	12,018
Nocatee North Reclaim Storage Tank	18	148	689	5,391	15	6,261
CR210 - Longleaf Pine Pkwy to Sheanwater Rd - Trans - Reclaim	12	178	6,124	150	0	6,465
JP - FDOT - 110 Widening - I295 to I95 - Force Main Replacement	12	12	0	0	0	24
Holiday Road Master Pump Station Rehabilitation - Phases 1 and 2	10	0	0	0	0	10
JP - JTA - Alta Drive Roadway Improvements - Sewer	7	0	0	0	0	7
Sewer Pipeline Crossings Resiliency	1	1	1	1	1	5
Ductile Iron Force Main Replacement	0	2,983	2,098	3,000	3,000	11,081
Blacks Ford Reclamation Facility - Expansion from 6 to 9 MGD	0	1,000	7,500	12,500	14,000	35,000
Southwest - 7703 Blanding Bv - Class III/IV	0	689	0	0	0	689
Monterey Reclamation Facility Improvements- Phase 2	0	628	6,174	6,599	893	14,294
Monument Rd. - Arlington Reclamation Facility to St Johns Bluff Rd - Transmission - New - Reclaim	0	541	834	8,672	13	10,060
SWDE - Buckman Reclamation Facility	0	537	18,008	24,040	73,301	115,886
T-Line - Park Ave to Pulaski Rd Master Pump Station - Easement Acquisitions	0	500	0	0	0	500
SWDE - Southwest Reclamation Facility	0	428	12,603	17,029	31,285	61,344
SWDE - Arlington East Reclamation Facility	0	402	11,919	16,126	29,519	57,966
SWDE - Cedar Bay Reclamation Facility	0	270	8,471	11,572	20,614	40,927
Northwest - Arnold Rd - Pecan Park Rd to Northwest Reclamation Facility - Reclaim	0	250	250	250	250	1,000
Northwest - Arnold Rd - Pecan Park Rd to Northwest Reclamation Facility - Force Main	0	250	250	250	250	1,000
Southwest - Morse Ave. - Reclaimicker Rd to Firestone Rd - Force Main	0	150	500	350	0	1,000
SWDE - Monterey Reclamation Facility	0	131	4,804	6,570	9,854	21,360
Lenox Ave - Fouraker Rd to Palisades Dr - Distribution - New - Force Main	0	115	461	0	0	576
District II - Capper Rd - Meadowlea Dr to Lem Turner - Force Main	0	90	230	230	0	550
Southwest - Chaffee Rd S - Crystal Springs Rd - Force Main	0	50	525	1,500	1,425	3,500
Veterans Pkwy - Longleaf Pine Pkwy to CR210 - Transmission - Reclaim	0	26	595	2,040	2,419	5,080
118th St - Kinkaid Rd to Ricker Rd - Transmission - New - Force Main	0	0	961	3,000	3,000	6,961
Northwest Reclamation Facility - 1.5 MGD	0	0	500	3,750	6,250	10,500
Southwest-PAR-13437-Class III/IV Pump Upgrade	0	0	500	0	0	500
RiverTown - New Storage and Pumping System - Reclaim	0	0	400	950	2,500	3,850
Greenland Reclamation Facility Alt Discharge to Mandarin WRF Outfall	0	0	150	500	500	1,150

WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Busch Dr - Balmoral Dr to Harts Rd - Transmission - Force Main	0	0	30	600	183	813
Herschel St. 12in Force Main Replacement	0	0	0	1,045	1,659	2,705
Arlington East Reclamation Facility - Reclaimed Water System Expansion	0	0	0	560	4,200	4,760
St Johns Bluff Rd - UNF to Bradley Master Pump Station - Transmission - Rehab Parallel Force Main	0	0	0	400	2,000	2,400
Arlington East - Deerwood Pk - Burnt Mill to JTB - Force Main	0	0	0	400	1,000	1,400
Lorain St 8" Force Main Replacement	0	0	0	373	0	373
CR210 - Twin Creeks to Russell Sampson Rd - Transmission - Reclaim	0	0	0	90	1,100	1,190
District II - Pulaski Rd Booster Pump Station - Phase 2	0	0	0	87	805	892
Russell Sampson Rd - St. Johns Pkwy to CR210 - Transmission - Reclaim	0	0	0	41	600	641
District II - Yellow Bluff Rd - New Berlin Rd to Victoria Lakes - Transmission - New - Force Main	0	0	0	10	260	270
SWDE - Ponte Vedra Reclamation Facility	0	0	0	0	558	558
SWDE - Nassau Regional Reclamation Facility	0	0	0	0	405	405
District II - New Berlin Rd. - Yellow Bluff Rd to Eastport Rd - New - Force Main	0	0	0	0	10	10
JP - FDOT - Copper Circle Lift Station Replacement	-218	0	0	0	0	-218
<b>Market Adjustment</b>	<b>-80,804</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-80,804</b>
<b>SEWER SUBTOTAL</b>	<b>233,489</b>	<b>331,748</b>	<b>442,669</b>	<b>337,040</b>	<b>277,815</b>	<b>1,622,761</b>
<b>WATER OTHER</b>						
Technology Services Projects	14,000	12,175	12,125	11,600	11,550	61,450
Fleet - Replacement	8,600	1,920	2,270	4,100	4,632	21,522
Capital Administrative Overhead	7,500	7,750	8,000	8,250	8,500	40,000
Fleet - Expansion	4,219	1,100	800	800	800	7,719
Facilities - Generators	2,253	10,977	4,535	5,000	5,000	27,765
Facilities - Main St Lab Emergency Generator Project	1,513	0	0	0	0	1,513
Facilities - Blacks Ford Reclamation Facility New Parking and Storage Building	1,486	0	0	0	0	1,486
Facilities - District II Reclamation Facility New Plant Entrance	1,390	0	0	0	0	1,390
Facilities - Satellite Service Centers	844	0	0	0	0	844
Facilities - Mandarin Reclamation Facility - Facility Parking and Storm Water Upgrades - Phase 2	711	1,658	0	0	0	2,369
Security Improvements	650	650	650	650	650	3,250
Laboratory Instrumentation - PFAS	650	0	0	0	0	650
Facilities - Heating, Ventilation, and Air	520	520	520	520	520	2,600
Facilities - Arlington East Reclamation Facility Storage Building	518	0	0	0	0	518
Facilities - Fleet Service Operations Building Renovations	500	0	0	0	0	500
Facilities - District II Reclamation Facility - New Storage Building and Site Upgrades	469	0	0	0	0	469
Facilities - Roof Replacements	435	435	435	435	435	2,175
Facilities - Blanding Blvd Lift Station Entrance Drive	413	0	0	0	0	413
Facilities - Building Upgrades	400	400	400	400	400	2,000
Facilities - Electric and Lighting Systems	400	400	400	400	400	2,000
Security - Fencing	260	260	260	260	260	1,300
Facilities - Plumbing Upgrades	250	250	250	250	250	1,250
Facilities - Paving and Site Improvements	250	250	250	250	250	1,250
Facilities - Elevators	250	250	1	1	1	503
Laboratory Equipment Upgrades	250	100	100	100	100	650
Real Estate - Easement Location and Acquisitions	150	150	150	150	150	750

WaterSewer FY23-FY27

Water Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Utility Locate Group - Capital Equipment	50	50	50	50	50	250
Security - Fire Alarm and Sprinkler Systems	20	20	20	20	20	100
Facilities - Buckman Reclamation Facility - Street Lighting and Paving Upgrades	0	0	0	1,000	783	1,783
<b>WATER OTHER SUBTOTAL</b>	<b>48,950</b>	<b>39,315</b>	<b>31,216</b>	<b>34,236</b>	<b>34,751</b>	<b>188,468</b>
<b>WATER GRAND TOTAL</b>	<b>400,000</b>	<b>498,190</b>	<b>661,273</b>	<b>469,729</b>	<b>396,462</b>	<b>2,425,654</b>

DES FY23-FY27

DES Project Title	FY23 Proposed ('000)	FY24 Proposed ('000)	FY25 Proposed ('000)	FY26 Proposed ('000)	FY27 Proposed ('000)	FY23-FY27 Total ('000)
Hogans Creek - Line Extension - Jags Performance Facility	6,432	0	0	0	0	6,432
District Energy System - Repair & Replace Improvements	450	765	980	1,000	645	3,840
Security - District Energy System	50	50	50	50	50	250
Capital / Administrative Overhead	4	4	4	4	4	18
Springfield - Replace Chiller 1	0	920	0	0	0	920
Springfield - Replace Chiller 4	0	920	0	0	0	920
Downtown Plant Expansion - New Chiller & Cooling Tower	0	25	1,500	4,313	0	5,838
Springfield - Replace Chiller 3	0	0	950	0	0	950
Springfield - Replace Chiller 5	0	0	950	0	0	950
Hogans Creek - Replace Chiller 3	0	0	0	1,500	0	1,500
<b>DES GRAND TOTAL</b>	<b>6,936</b>	<b>2,684</b>	<b>4,434</b>	<b>6,866</b>	<b>699</b>	<b>21,619</b>



**Jacksonville Transportation Authority (JTA) Projects identified in the CIP**  
**(Ordinance 2022-505-E)**

All projects listed on the following pages show consistency with the Transportation Element Objective 4.1, Goal 6, Objectives 6.3, 6.5, 6.6 or the Recreation and Open Space Element 4.1 of the Comprehensive Plan.

**JTA Capital Improvement Projects (\*)  
Fiscal Years 2023 through 2027**

	2023	2024	2025	2026	2027
<b>Bus Division</b>					
Computer Equipment	300,000	400,000	400,000	400,000	400,000
Facilities Improvements	3,338,785	2,500,000	2,500,000	2,500,000	2,500,000
Miscellaneous Support Equipment	261,045	300,000	400,000	400,000	400,000
Rolling Stock - Fixed Route	4,991,500	5,091,330	5,193,157	5,297,020	5,402,960
Security Equipment	50,000	200,000	200,000	200,000	200,000
Shop Equipment	106,400	188,531	236,510	208,437	329,281
Transit Satellite Amenities	300,000	400,000	400,000	400,000	400,000
Ultimate Urban Circulator (U <sup>2</sup> C), Planning	3,457,104				
Capital Projects	-	2,500,000	-	2,500,000	-
Electric Charging Infrastructure	1,578,000				
Support Vehicles		250,000	-	125,000	200,000
<b>Bus Division Total</b>	<b>14,382,834</b>	<b>11,829,861</b>	<b>9,329,667</b>	<b>12,030,457</b>	<b>9,832,241</b>
<b>Connexion Division</b>					
Rolling Stock - Paratransit	1,716,000	1,018,059	1,021,113	1,024,177	1,027,249
<b>Connexion Division Total</b>	<b>1,716,000</b>	<b>1,018,059</b>	<b>1,021,113</b>	<b>1,024,177</b>	<b>1,027,249</b>
<b>Skyway Division</b>					
Shop Equipment	1,015,014	1,025,164	1,035,416	1,045,770	1,056,228
Rehab/Renov Stations	250,000	500,000	600,000	500,000	500,000
<b>Skyway Division Total</b>	<b>1,265,014</b>	<b>1,525,164</b>	<b>1,635,416</b>	<b>1,545,770</b>	<b>1,556,228</b>
<b>Ferry Division</b>					
Lot & Facility Improvements	1,799,250				
Ferry Enhancements and Structural Improvements (Haul Out)	2,400,000	-	2,500,000	-	2,300,000
<b>Ferry Division Total</b>	<b>4,199,250</b>	<b>-</b>	<b>2,500,000</b>	<b>-</b>	<b>2,300,000</b>
<b>General Fund Division</b>					
Jax for Jobs - Construction Projects	12,553,111	12,710,103	12,837,204	12,965,576	13,095,232
<b>General Fund Division Total</b>	<b>12,553,111</b>	<b>12,710,103</b>	<b>12,837,204</b>	<b>12,965,576</b>	<b>13,095,232</b>
<b>JTA Total</b>	<b>34,116,209</b>	<b>27,083,188</b>	<b>27,323,400</b>	<b>27,565,980</b>	<b>27,810,950</b>

# 2045 COMPREHENSIVE PLAN

## CONSERVATION/COASTAL MANAGEMENT ELEMENT



**MARCH 2024**

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**CONSERVATION/COASTAL  
MANAGEMENT ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

Protect, conserve and appropriately manage the natural resources of the City in order to maintain or enhance environmental quality for present and future generations.

**Objective 1.1 Continue efforts to maintain compliance with current and future National Ambient Air Quality Standards (NAAQS).**

#### Policies

##### 1.1.1

The Environmental Quality Division (EQD) shall gather data regarding ambient air concentrations of all criteria pollutants in the City, and shall continue to maintain and operate, in accordance with EPA/the Florida Department of Environmental Protection (DEP) criteria, an ambient air quality monitoring network.

##### 1.1.2

In conjunction with DEP the EQD shall continue to enforce rules/standards to control emissions sources in order to comply with NAAQS.

##### 1.1.3

The EQD shall process state permits for the operation of air pollution sources, and ensure via inspections/testing, that said sources comply with their respective permit conditions.

**Objective 1.2 Continue to reduce the emissions from the storage, handling, and transportation of gasoline to the levels achievable through the implementation of Stage I Reasonable Available Control Technology (RACT) requirements.**

#### Policies

##### 1.2.1

The EQD shall, as resources allow, provide continue routine inspections of service stations, tanker trucks, and petroleum tank farms to ensure compliance with Stage I requirements.

##### 1.2.2

The EQD will continue to implement the expanded Stage I Reasonable Available Control Technology (RACT) requirements throughout Jacksonville.

**Objective 1.3 Reduce emissions of odorous compounds which may be injurious to human, animal, or plant life or to property or which may unreasonably interfere with the comfortable enjoyment of life or property by ensuring source compliance with**

## **Chapter 376, Ordinance Code and the Rules of the Environmental Protection Board (EPB).**

### **Policies 1.3.1**

Using an annual ranking of odor sources by citizen complaints, The EQD shall determine whether odorous emissions and citizens annoyance levels are being reduced. If reductions are not being obtained EQD shall review existing regulations and activities for effectiveness and determine whether additional regulations or actions are required.

**Objective 1.4 As sufficient data and risk assessments become available regarding emissions and health effects of toxic and miscellaneous air pollutants, develop strategies to reduce emissions from identifiable sources of harmful pollutants.**

### **Policies 1.4.1**

The EQD shall adopt by reference all rules limiting emissions of toxic and miscellaneous pollutants adopted by DEP within 1 year of the effective date of such rules.

### **1.4.2**

The EQD shall continue enforcement of State/federal regulations relative to asbestos, and conduct at a minimum, the number of asbestos inspections required by the annual US EPA 105 Work Plan.

### **1.4.3**

The EQD will continue to permit, monitor, and enforce open burning throughout Jacksonville.

**Objective 1.5 Provide information to the general public and improve public awareness concerning local and global air pollution problems and the effects of citizens' actions in creating or resolving them.**

## **Policies**

### **1.5.1**

The EQD shall continue to provide public information regarding local air pollution concentrations daily through the Air Quality Index.

### **1.5.2**

The EQD shall provide summaries of air pollution data to the EPB on a three to four year basis.

## **GOAL 2**

**Preserve, conserve, appropriately use, protect and improve the quality and quantity of current and projected water resources, including waters that flow into estuarine waters, oceanic waters, groundwater and other waters in the City. The**

**City shall require that all water conservation options be fully explored and employed for new development.**

**Objective 2.1 Surface water, including estuarine water, and groundwater of the City shall meet water quality standards contained in Rule 62-302, F.A.C., and benthic habitat shall be of a quality to satisfy the objectives of Rule 62-302, F.A.C.**

## **Policies**

### **2.1.1**

The City shall continue to implement programs, ordinances and rules in accordance with Chapter 360, Ordinance Code (Environmental Regulation).

### **2.1.2**

The City shall monitor water quality and adopt new water quality standards and/or treatment criteria set by the State to protect local surface waters.

### **2.1.3**

The City should develop a system to inventory and monitor private lift stations to ensure that lift station failures are identified and corrected in a timely manner in order to protect water quality.

### **2.1.4**

The Ambient Water Quality Section of EQD shall continue to monitor and assess the water quality of the tributaries of the St. Johns River on a quarterly basis within Duval County.

### **2.1.5**

The City shall maintain a Groundwater Recharge Area Protection Program to achieve protection of the City's groundwater aquifer recharge areas as identified in the program.

### **2.1.6**

In order to protect the groundwater resources, the installation of all wells shall comply with permits and/or rules and regulations of all local, State, SJRWMD, and federal regulatory agencies.

### **2.1.7**

JEA shall continue the cooperative groundwater quality testing and level monitoring program with the USGS and SJRWMD and expand the monitoring locations to include both prime recharge and prime recharge buffer areas, within one (2) years after identification of such areas.

### **2.1.8**

The Environmental Protection Board (EPB) shall consider fully any recommendation to change water quality classifications in Jacksonville to include the designated uses of such



classification. The EQD shall conduct a review of water quality standards and water quality classifications as recommended by the State each year to ensure that the water quality goals of the City are met.

#### **2.1.9**

The City will prohibit, in areas determined to be prime Floridan Aquifer recharge lands, industrial activities and commercial activities utilizing or producing hazardous materials as identified by the state permitting agency.

#### **2.1.10**

The City shall ensure that its Ordinance Code implements the landscape irrigation provisions in SJRWMD Rule 40C-2.042(2), F.A.C. and will not, in any other manner, regulate the consumptive use of water.

#### **2.1.11**

The City shall cooperate with SJRWMD, in accordance with the SJRWMD Water Shortage Plan, during declared water shortage emergencies by conserving water resources and by assisting with enforcement of water shortage emergency declaration, orders, and plans.

**Objective 2.2 The City shall require the proper disposal and reuse of wastewater for all non-sanitary purposes where connections are available.**

### **Policies**

#### **2.2.1**

The City shall continue to identify, prioritize and phase out septic tank problem areas in conformance with Chapter 751, Ordinance Code.

#### **2.2.2**

The City shall require the proper disposal of wastewater in accordance with Infrastructure Element – Sanitary Sewer Sub-Element Objective 1.2 and its supporting policies and EPB Rule 3.

#### **2.2.3**

The City shall investigate septic tank violation complaints and, where appropriate, refer cases to the Florida Department of Health.

#### **2.2.4**

All uses of reclaimed water shall be in accordance with applicable rules of the Florida Department of Environmental Protection and other regulatory agencies having jurisdiction. The City shall comply with all reuse requirements as outlined in Chapter 752 of the Ordinance Code (Jacksonville Reuse of Reclaimed Water Program), the supporting policies in the Infrastructure Element Natural Groundwater Aquifer Recharge and Potable

Water Sub-Elements, and in compliance with the City's consumptive use permit issued by SJRWMD.

**Objective 2.3 Reduce the potential for water quality degradation from stormwater runoff.**

**Policies**

**2.3.1**

Increase cooperation with the SJRWMD in the permitting of new, urban non-point sources of pollution by taking the following actions:

- A. The City will implement SJRWMD rule changes as set out in Chapter 40C-42, F.A.C., regarding more stringent treatment standards for stormwater facilities discharging to water quality limited streams.
- B. The City shall update the State database with water quality monitoring results and submit a copy of the “Lower St. Johns River BMAP Report.”

**2.3.2**

The City shall require new development to adhere to the erosion and sediment controls for construction sites set forth by the Water Quality Branch (WQB) of the EQD. Construction sites will be inspected by the City’s Nonpoint Source Section to ensure minimal impacts of erosion on water quality of the City.

**2.3.3**

The City in coordination with JEA will continue to update the Master Stormwater Management Plan (MSMP) and coordinate with the Water/Wastewater System Improvement Program to ensure that the necessary stormwater system infrastructure is in place within the 35 targeted septic tank phase-out areas and in a manner that promotes efficiency and maximizes the impact of public expenditures.

**2.3.4**

The Public Works Department shall continue to implement non-structural stormwater best management practices (pavement sweeping, etc.) in existing areas where stormwater retrofitting is proposed in the Master Stormwater Management Plan.

**2.3.5**

The City will continue to maintain the inventory of herbicides and pesticides used on City owned or maintained areas, including those used to control mosquitoes.

**2.3.6**

The City will require implementation of Best Available Treatment designs achieving no less than 30% total nitrogen reduction for urban retrofit projects and promote new projects to achieve no net increase in nutrient runoff from pre-existing conditions.

### **2.3.7**

The City will require the use of “River Friendly” BMPs, as published in the Florida Green Industries: Best Management Practices for Protection of Water Resources in Florida and outlined in Chapter 366, Ordinance Code. This will include the establishment of new, “Florida Friendly” turf and landscapes and the care of existing turf and landscapes, including construction activities, irrigation, nutrient management, and pest management.

**Objective 2.4 The City shall reduce the potential for contamination of water and other natural resources as a result of chemical spills.**

#### **Policies 2.4.1**

The City shall inspect facilities with underground petroleum storage tanks on an annual basis to ensure compliance with Rule 17-61, F.A.C.

#### **2.4.2**

The City shall continue to inspect facilities with above-ground storage tanks of petroleum or hazardous chemicals every two years to ensure compliance with DEP and the Fire Marshal's requirements.

#### **2.4.3**

The staff of the Hazardous Materials Activity of EQD shall participate in the inventory and assessment program as an element of the Division's Waste Reduction Assistance (Pollution Prevention) Program in order to evaluate hazard assessment, safety requirements, emergency response and coordination of response, and financial responsibility for potential chemical and petroleum spills related to port and vessel activities, and shall recommend adoption of new local regulations or other measures where appropriate, leading to protection of water quality and natural resources.

#### **2.4.4**

The City will take action to recover City funds used to contain and/or remediate spills, and for restoration of the contaminated environment in accordance with the rules established in Chapter 360.

**Objective 2.5 The City and JEA shall continue to implement its hazardous waste management program for the proper storage, recycling, collection, transfer and disposal of hazardous wastes in order to protect natural resources.**

#### **Policies**

##### **2.5.1**

The City's Solid Waste Division and EQD shall continue a public education program on the proper disposal of potentially hazardous materials to reduce the amount of these materials entering the solid waste stream.

### **2.5.2**

The City shall continue the permanent local "amnesty days" program to facilitate proper collection and disposal of household hazardous wastes, as well as hazardous wastes from conditionally exempt small quantity generators (0 -100 kg/mo).

### **2.5.3**

The City shall continue to operate a local household hazardous waste collection center. The City will assist the State in attempting to locate a treatment, storage, and disposal facility (TSDF) in Northeast Florida, by evaluating any potential sites in Duval County.

### **2.5.4**

The EQD shall inventory and inspect all commercial and industrial hazardous waste generators on an annual basis.

### **2.5.5**

Equipment known to contain PCBs, such as transformers and capacitors, shall continue to be identified, located, and inspected by JEA. JEA shall monitor each item including any leakage or spills, until the item is disposed of properly.

### **2.5.6**

The City shall review the DEP criteria for evaluating the environmental hazards of old dump sites within the City and recommend modifications where necessary. The City shall update the existing list and analyze and rank the known sites of City-involved contamination for priority cleanup. Following this ranking, the City will develop a remediation action plan for these sites.

### **2.5.7**

The City of Jacksonville's EQD shall serve as contract manager for the Florida Petroleum Cleanup Program within Duval County for as long as the State funds the program, estimated as 30 years more.

**Objective 2.6 The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.**

## **Policies**

### **2.6.1**

The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

### **2.6.2**

Efforts to activate and provide public access to recreation land that was purchased under the Preservation Project Jacksonville (PPJ) shall not conflict with the intent to protect the hydrological and ecological benefits of the flood plains. Land purchased under the PPJ is

intended to protect flood plain areas in support the City's Special Management Areas Program.

### **2.6.3**

The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

**Objective 2.7 The City shall reduce the rate of soil erosion caused by land development and other human activities in areas known to have experienced soil erosion problems.**

### **Policy**

#### **2.7.1**

EQD shall continue to inspect land development sites and construction sites permitted by other agencies during all phases of construction and post construction for compliance with required erosion and sediment control plans.

**Objective 2.8 The City shall promote the practice of efficient utilization and extraction of mineral resources.**

### **Policies**

#### **2.8.1**

The City shall require that new applications for mineral resource extraction be reviewed by the Planning and Development Department and EQD for adverse environmental and land use impacts.

#### **2.8.2**

The City shall implement regulations necessary to ensure adequate conservation, appropriate use and protection of areas suitable for extraction of minerals.

#### **2.8.3**

The City, through the Land Development Regulations, shall require that all applications for mineral resource extraction contain a reclamation program which requires the re-establishment of the form and function of an appropriate land cover, as well as the implementation of all reclamation programs.

**Objective 2.9** The City shall encourage the further development and implementation of a River Restoration Plan to help protect and restore the water quality health of the Lower St. Johns River, and the City's creeks and tributaries.

**Policies**

**2.9.1**

The City shall participate in the multi-agency coordination efforts to promote restoration of the Lower St. Johns River Basin.

**2.9.2**

The City shall promote the Water/Wastewater System Improvement Program (WWSIP) in order to eliminate on-site treatment and disposal system and to promote environmental health, safety and general welfare and the water quality of the St. Johns River.

**2.9.3**

The City shall encourage the preservation of the St. Johns River as an American Heritage River in recognition of its ecological, historic, economic, recreational and cultural significance.

**Objective 2.10** The City shall implement the goals of the Tributary Assessment Team (TAT) and the Florida Department of Environmental Protection's (FDEP) adopted Basin Management Action Plan (BMAP) to restore the health of the tributaries.

**Policies**

**2.10.1**

The City will continue to coordinate with the FDEP and SJRWMD on implementing the Total Maximum Daily Loads (TMDL) program and other relevant programs for the lower St. Johns River by actively participating in interagency meetings and work groups, by coordinating monitoring, assessment and enforcement programs, by submitting contracts for work on the City portion of the lower basin, and by revising and commenting on revised SWIM plans.

**2.10.2**

The City shall ensure that all point sources receiving wasteload allocations and nonpoint sources receiving load allocations achieve their reductions in compliance with the Lower St. Johns River Basin Management Action Plans, as adopted and approved by the State of Florida Department of Environmental Protection.

**2.10.3**

The City shall follow up and coordinate with the TAT on a regular basis to ensure that basin management strategies are being carried out and that their incremental effects are assessed. In addition, assessments shall be conducted every five (5) years as required by the Florida Watershed Restoration Act of 1999 (FWRA) to determine whether there is

reasonable progress in implementing the BMAP and achieving pollutant load reductions. Assessments will include identification of total nitrogen (TN) and total phosphorus (TP) loadings, an inventory of problem areas, and updates to the policies of the Comprehensive Plan to comply with any new standards and regulations.

**Objective 2.11** The City shall consider the impact of development on the river and its tributaries during the land development review process.

### **Policies**

#### **2.11.1**

The City of Jacksonville shall require a Low Maintenance Zone (LMZ) to be established between developed areas contiguous to any pond, stream, water course, lake, wetland or seawall in accordance with Chapter 366, Part 6, Ordinance Code.

#### **2.11.2**

The Planning and Development Department shall encourage coordination between infrastructure and land planning in order to ensure that future development will contribute to the sustainability of the river and the City's water supply.

**Objective 2.12** The City shall continue to promote financial support for research and planning to ensure water quality health for the St. Johns River and its tributaries, as well as to meet the City's water supply needs.

### **Policies**

#### **2.12.1**

The City, acting as Duval County, shall continue to seek endorsement from the SJRWMD in order to fund county-level water protection and water supply planning efforts.

#### **2.12.2**

Duval County's water resources and projected needs through 2025 come from both groundwater and surface water sources. Detailed data regarding water use, projections and sources are included in the background data for this element. JEA shall continue to identify and promote water conservation, alternative water supply sources and other water management strategies, consistent with the St. Johns River Water Management District's (SJRWMD) Regional Water Supply Plan and the provisions of the Potable Water and Natural Groundwater Aquifer Recharge Sub-Elements, in order to meet the City's growing water supply needs.

#### **2.12.3**

The City of Jacksonville shall continue to participate in the development of updates to the St. Johns River Water Management District's (SJRWMD) Regional Water Supply Plan, as well as other applicable water supply development-related initiatives facilitated by SJRWMD.

### **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.**

**Objective 3.1 To develop a current high-quality database on vegetation and wildlife within the City.**

#### **Policies**

##### **3.1.1**

The City shall utilize Geographic Information System (GIS) data provided by the SJRWMD to map wetlands. The data shall be depicted on the Wetlands Map adopted in the Comprehensive Plan.

##### **3.1.2**

The City shall continue to assess and manage environmentally sensitive lands purchased through the Preservation Project Jacksonville. Attention shall be given to identifying areas that have suffered environmental damage and show promise for restoration to all or part of their past productivity.

##### **3.1.3**

The City shall utilize its computerized GIS to map and analyze natural resource conditions.

##### **3.1.4**

The City shall provide appropriate assistance to the University of Florida Biological Diversity Project for Duval County in exchange for an inventory database. The City shall also work in cooperation with the U.S. Department of Forestry to determine the natural inventory of Duval County lands by photo interpretive methods.

**Objective 3.2 Ensure the protection of natural resources and historic resources on Cecil Field.**

#### **Policies**

##### **3.2.1**

The City has entered into a Memorandum of Understanding with the St. Johns River Water Management District, Clay County, Jacksonville Port Authority and the Florida Department of Environmental Protection which establishes a natural and recreation corridor. The natural and recreation corridor identified on the Cecil Field Natural and Recreational Corridor Map is hereby established in the Comprehensive Plan. The corridor may serve as mitigation to offset adverse impacts to natural resources, fish and wildlife, and wetland functions on the eastern side of Cecil Field. Permissible land uses within this



corridor include: conservation, passive resource based recreation and forestry management. The corridor shall be managed uniformly as an integrated wetland and upland system under a cooperative agreement between appropriate local and state agencies. Any such management agreement may include harvesting of upland forest products under a long-term rotation plan, with wetland buffers, similar to forest management plans for Cary and Jennings State Forests. The management plan for the corridor may authorize public access to the property for passive resource based recreation which includes hiking and horseback riding trails, camping, hunting, fishing, and other mutually agreeable uses.

### **3.2.2**

Provide a natural and recreation corridor between the Cary State Forest and the Jennings State Forest which creates the opportunity for a migratory corridor for wildlife in the area.

### **3.2.3**

Provide for the productivity of forest resources and maintain the diversity of habitat types and overall biological productivity.

### **3.2.4**

The City shall continue to coordinate development and reuse of Cecil Field and to participate in ongoing clean-up activities. As of 2019 more than 92 percent of the area is clean of contamination.

### **3.2.5**

The City shall coordinate the future development of Cecil Field with the U.S. Navy, Environmental Protection Agency and Florida Department of Environmental Protection to ensure that land use conflicts do not occur in the future.

**Objective 3.3 Increase the public knowledge of environmental problems, solutions and goals of the City, especially in relation to environmentally sensitive areas, native Florida wildlife, listed species, and their habitat.**

## **Policies**

### **3.3.1**

The City shall assist the State Land Planning, the Florida Fish and Wildlife Conservation Commission, and the U.S. Fish and Wildlife Service in developing an education program to increase public knowledge of the existence, habitat, and survival requirements of this area's native wildlife, including listed species and other rare Florida animals. The Environmental Protection Board shall continue efforts to educate the public, landowners, developers, and agency representatives on the wildlife and wildlife habitat of Northeast Florida, including good management practices for native species and vegetative communities.

### **3.3.2**

The Environmental Protection Board shall continue to increase public knowledge and awareness of local environmental issues such as the St. Johns River cleanup, non-point pollution, air quality and air toxins, hazardous materials disposal, wetlands values, native species, rule changes, and new regulatory requirements. The Environmental Protection Board will work with other public agencies, environmental organizations, the Duval County School Board, and the Jacksonville Chamber of Commerce to facilitate the public education process.

**Objective 3.4 The City shall conserve, appropriately use, protect and manage environmentally sensitive lands (native plant communities and wildlife habitat) to maintain the natural ecological community types and sustainable populations of wildlife native to the City.**

## **Policies**

### **3.4.1**

The City shall continue to promote wildlife preservation and conservation of natural systems and the long-term maintenance of natural systems through such means as establishing wildlife sanctuaries, refuges, riverine preserves, wildlife management areas, parks and open space by buying or acquiring other interests in the land.

### **3.4.2**

The City shall encourage landowners and developers to protect or preserve Environmentally Sensitive Lands within developments, where feasible. Developers will be informed, through development review processes, and provided options for preservation of these areas.

### **3.4.3**

The City will continue to inform landowners and developers of the availability of technical assistance from State and federal fish and wildlife agencies concerning the on-site status of the following native communities: beach dunes and coastal strands, dry prairies, maritime hammocks, scrubs, shell mounds, sand hills, mesic flatwoods.

### **3.4.4**

The City shall continue to ensure the preservation of native habitat vegetation during land development activities, either through maintenance of natural vegetation on any project site, or through the planting of native vegetation. 50% of all plantings incorporated in an approved landscape plan for any project site after development consists of native vegetation suitable to that site, and by requiring that at least 60% of all post development vegetation is indigenous to the City.

### 3.4.5

The City has amended the Jacksonville Landscape and Tree Protection Regulations to increase the penalties for violation thereof, which penalties include mitigation, jail sentences, severe fines and withholding of building and development permits.

### 3.4.6

The Planning and Development Department shall encourage innovative site planning techniques such as clustering of development to preserve unique natural site features.

**Objective 3.5 The City will protect conserve and appropriately use native ecological communities shared with or adjacent to State and federal lands and other local governments.**

### **Policies**

#### 3.5.1

The City shall develop a process by which to protect unique communities located along the City's border by enforcing land use and development regulations with regard thereto.

#### 3.5.2

The City shall, with the appropriate counties, meet as necessary to discuss upcoming land development projects that would have an impact on native ecological communities in more than one jurisdiction.

#### 3.5.3

The City shall cooperate with and assist adjacent local governments to assure compliance with all State and federal regulations pertaining to endangered and rare species living in such "shared" ecological systems, by meeting as necessary to discuss any new State or federal regulations.

**Objective 3.6 Protect and manage endangered and threatened species and species of special concern so there is no reduction in numbers of species that are found in the City and no significant loss of population size. Conserve and protect the functional values of areas of native wildlife habitats which require special protection efforts.**

### **Policies**

#### 3.6.1

The City shall continue programs for the protection of listed and non-listed species of interest through management of land purchased under and in partnership with the Preservation Project Jacksonville, through the Special Management Areas Program and through implementation of and updates to the Manatee Protection Plan.

### **3.6.2**

The City shall implement the provisions and requirements identified in the MPP. Implementation shall include but not be limited to consistency reviews with the boat facility siting plan of the Manatee Protection Plan, data collection, coordination of law enforcement activities, and manatee awareness and education.

### **3.6.3**

The City shall continue to establish additional Conservation land use designations and/or ordinances or rules as needed to conserve and protect sustainable populations of listed animal species and other significant wildlife, federally listed plant species and state-listed plants. Where compatible uses are allowed, mitigation may be required on or off-site to help compensate for adverse impacts.

The City will continue to review agency regulations and best management practices of silviculture and agriculture operations to determine whether these operations are adversely impacting listed animal and plant species. The City will request assistance in this review from the Division of Forestry and wildlife agencies. If detrimental impacts are occurring, EQD shall implement EPB rules for agriculture and silviculture BMPs which specifically include practices for the protection of these species and upland communities.

In addition, the City shall monitor the Division of Forestry's review of the best management practices as they relate to wildlife and propose amendments to the Comprehensive Plan based on the review by the Division of Forestry.

### **3.6.4**

The City shall continue to implement a program which: (1) defines those areas of native wildlife habitat in need of special protection efforts but not otherwise subject to regulation and protection by State and U.S. agencies and (2) requires either preservation of a portion of the wildlife habitat in need of special protection or equivalent preservation by means of on-site or off-site mitigation. The program shall include provision for transfer of land use density credits from those areas being preserved to areas of the site proposed for development, and other compensation measures as appropriate. The Land Development Regulations will be subsequently amended. This policy does not preclude additional regulatory and incentive measures for the conservation and management of wildlife habitat and native plant communities from being developed.

### **3.6.5**

The City shall maintain a land development review process for the assessment and protection of listed species and their habitat, which shall apply to issuance of development permits and land clearing, excluding bona fide silvicultural and agricultural activities. Projects which contain areas identified for protection shall be required to incorporate creative project designs through utilization of such measures as clustering, mixed land use designations and transfer of development rights programs. For purposes of this

policy, the term listed species shall be limited to listed animal species as defined in the Definitions Section of the Comprehensive Plan.

- A. All proposed developments or land clearing, with the exception of bona fide silvicultural or agricultural activities, which are located on all or part of a parcel or contiguous parcels of land containing 50 acres or more under common ownership on the effective date of the 2010 Comprehensive Plan shall be reviewed by the City to determine if the site contains listed species.
- B. A listed species survey shall not be required for:
  - 1. Lands depicted on the most recent Land Cover Map published by the St. Johns River Water Management District (SJRWMD) to be:
    - a. barren land
    - b. agriculture
    - c. urban land
    - d. transportation and utilities, and/or
    - e. tree plantations
  - 2. Areas identified as wetlands where a listed species survey was required through other local, State, regional or federal regulations or programs or those wetlands which will be protected in their natural state through such regulations or programs.

The City reserves the right to modify the land cover designation of any site where reliable information available to the City indicates that the land cover is different than the land cover depicted on the most recent Land Cover Map published by the St. Johns River Water Management District (SJRWMD). Before the City modifies the land cover designation on any site, the property owner and the SJRWMD shall be given an opportunity to comment on the reliability of the information provided. Failure of the SJRWMD to provide their comments within a 30-day period from the date of mailing shall be considered an acquiescence that the information provided is reliable. To the extent the Land Cover Map is inconsistent with an on-site inspection or survey, the survey controls.

- C. The City shall make a determination as to whether or not the proposed development or land clearing, not otherwise exempt from the provisions of this

policy, is located in an area which contains listed species requiring the procedures set forth in Paragraph E of this Policy.

1. The City shall review its database, which shall consist of Land Cover Maps, known occurrences of listed species, and results of properly conducted surveys.
  - a. If the database does not reflect any known occurrences of listed species on the site and the site contains only exempt land cover, then the protection measures of Paragraph E of this Policy shall not apply.
  - b. If the database indicates that the development or land clearing site contains listed species, then the protection measures of Paragraph E of this Policy shall apply.
  - c. If the database indicates nonexempt land cover is present on the development or land clearing site, the protection measures of Paragraph E of this Policy shall be applied as follows:
    1. If the survey shows a listed species, then the provisions of Paragraph E of this Policy applies (see chart titled Proposed Development or Land Clearing located in the Wildlife Inventory and Analysis section).
    2. If the survey does not show a listed species, then the provisions of Paragraph E of this Policy do not apply.
    3. An applicant may provide a listed species survey conducted by the FFWCC, USFWS, or a professionally qualified private consultant in accordance with Paragraph 1 of this Policy, to amend the database.
    4. The City may grant exemptions from the survey requirements and the protection measures of Paragraph E of this Policy in individual cases where reliable information available to the City indicates that the proposed development or land clearing contains no listed species or habitat for listed species. Before the City grants an exemption from survey or protection measures, the FFWCC and the USFWS shall be given an opportunity to comment on the reliability of the information provided. Failure of the FFWCC and the USFWS to provide their comments within 30 days from the date of mailing shall be considered an acquiescence that the information provided is reliable.

5. An applicant may accept the database without conducting a survey and comply with the protection measures of Paragraph E of this Policy.
6. For purposes of this Policy, the results of a properly conducted survey are considered more conclusive than the database if conducted by the provisions of Paragraph 1 of this Policy.

The City reserves the right to verify any information submitted by an applicant.

D. The land encompassed in the listed species survey shall be as follows:

1. For proposed developments or land clearing, not otherwise exempt, containing 50 acres or more, the entire area to be developed or cleared shall be surveyed.
2. For proposed developments or land clearing, not otherwise exempt, containing less than 50 acres, which are part of a parcel or contiguous parcels of land containing 50 acres or more which was under common ownership on the effective date of the 2010 Comprehensive Plan, a minimum of 50 acres shall be surveyed inclusive of the proposed development area to be cleared. However, no landowner will be required to survey land they do not own.

E. When a site proposed for development or land clearing is determined to contain listed species, those listed species and their habitat shall be protected in a manner which ensures the achievement of Objectives 3.3 and 3.5 and related policies, unless the proposed development or land clearing is otherwise exempt from the provisions hereof. The method of protection required by the City shall be determined on a case by case basis and shall be directly related to: the number and types of listed species present or presumed to be present on the site as determined by Paragraph C of this Policy; the size, type, quality and location of habitat; the life cycle needs supplied by the habitat, i.e., nesting, roosting, breeding, foraging, etc.; the size of the habitat in relation to the size of the site proposed for development or land clearing; the location of the site and the habitat in relation to existing or proposed wildlife corridors, Special Management Areas, Conservation land use designated properties; lands upon which a conservation easement already exists.

1. The City shall require a habitat management plan which demonstrates how the listed species will be protected from the impacts of the proposed development or land clearing. The plan must be prepared by a qualified professional, reviewed by the FFWCC or USFWS and approved by the City

prior to the City issuing a development order. The FFWCC or the USFWS must complete this review within 30 days from the date of mailing. Failure of the FFWCC or the USFWS to provide their review within the 30-day period shall be considered an acquiescence that the management plan is acceptable. Under the requirements of a habitat management plan, the landowner may be required to protect up to 10% of the total gross acreage of the site proposed for development or land clearing.

2. When the City determines that alternative off site measures will provide equivalent or better protection to achieve Objectives 3.3 and 3.5 and their related policies, then in lieu of the requirements of Subsection 1 above, the City may require one of the following; i) a monetary contribution to a trust fund for the acquisition of environmentally sensitive areas, or ii) off site mitigation measures such as species relocation which must be approved by the FFWCC or the USFWS, or other State or federal agency with jurisdiction over the species to be protected or iii) land acquisition within or adjacent to existing or proposed wildlife corridors or areas within the region with existing habitat for the listed species to be protected or iv) contribution to the Northeast Florida Regional Mitigation Park. The monetary contribution shall provide funds sufficient to replace or the land to be dedicated shall replace the habitat functions of the acreage that would otherwise be protected under Subsection 1 above, off site mitigation shall emphasize the need to satisfy habitat requirements for listed species. Monetary contributions to a trust fund for land acquisition pursuant to this policy shall be applied first to the acquisition of sites known to contain viable populations of listed species.
  3. Listed species preservation or mitigation imposed upon a site by a federal, State, or regional agency are presumed to satisfy Objectives 3.3 and 3.5 and related policies, and the City shall incorporate the restrictions imposed by those other agencies into any development order issued for the site.
  4. The protection measures of this policy shall not apply to the Florida Panther (*Felis Concolor Coryi*) and the Florida Black Bear (*Ursus Americanus Floridanus*) because of (i) the extremely large home range; (ii) the difficulty of defining precise habitat needs; (iii) the inclusion of other policies in this Conservation/Coastal Management Element which address acquisition or incentive programs to establish wildlife corridors for far ranging species; and (iv) the identified habitat area which is located in areas encompassed by low density land uses of one dwelling unit per 40 acres to one dwelling unit per 100 acres.
- F. For the purpose of this policy, "protect" or "protection" shall mean preservation by the creation, acquisition and enforcement of conservation easements in the manner provided by Section 704.06, F.S. This shall be accomplished through: a



conservation easement, dedicated to the City, or to a public or non-profit conservation agency or organization or by virtue of designation of the protected area as Conservation on the Future Land Use Map series (FLUMs). For purposes of a Conservation designation on the FLUMs, final development orders, when issued, will identify protected areas to be designated as Conservation. The next ensuing amendment of the Future Land Use Element by the City will incorporate on the FLUMs such protected areas designated as Conservation. The area on site required for protection may, in part, be satisfied by other requirements if the protected area is the same community type required for protection. A conservation easement, dedication or Conservation designation in the Future Land Use Element shall, by the terms as reflected in the easement, dedication or amendment to the Future Land Use Element, take into consideration the listed species which are subject to protection measures. The City has the final authorization for the decision to accept or reject a particular conservation easement. Acceptance of dedications of such land or easements shall emphasize the need to satisfy habitat requirements for listed species. The City shall refine its procedure for accepting conservation easements. Conservation easements may be released only when it is shown by competent substantial evidence that the purpose for such easement was dedicated, has been completed or is no longer capable of being accomplished because no other listed species utilize the site. The Land Development Regulations shall not require a landowner to be responsible for ongoing management plan requirements other than the protection as defined above.

- G. The listed species information and copies of all listed species surveys, as well as City determinations, shall be maintained in a central location by the City and shall be available to the public for inspection.
- H. The listed species surveys required by this Policy shall be conducted using methods approved by the FFWCC or USFWS for those species in the list below for which the site contains habitat which may be utilized by those species. In addition to the following species, all other listed species found on the site shall be reported.
- Sherman's Fox Squirrel
  - Red Cockaded Woodpecker
  - Burrowing Owl
  - Bald Eagle
  - Gopher Tortoise

- Southeastern American Kestrel
- Florida Pine Snake
- Eastern Indigo Snake
- Florida Gopher Frog
- Woodstork
- Florida Mouse
- Rookeries containing listed species.

For purposes of this Policy, the results of a properly conducted survey are considered more conclusive than the data base. A properly conducted survey must address: i) species listed in the data base for which verified sightings by a qualified person have been recorded for that site, and ii) species for which the on-site habitat is particularly valuable. The City shall reserve the right to perform its own properly conducted survey to verify the landowners survey.

- I. Properties which have previously been subject to the provisions of Paragraph E of this Policy shall not again be subject to those provisions, even if those properties are being cleared or developed in parcels that are smaller than the original parcel which was subject to those provisions.

### **3.6.6**

The provisions of Policy 3.6.5 shall not apply to bona fide silvicultural or agricultural activities on those lands where such activities were existing on or prior to the effective date of the 2010 Comprehensive Plan or new bona fide silvicultural and agricultural activities in areas otherwise exempt in Paragraph B of Policy 3.6.5. Bona fide silvicultural or agricultural activities shall be defined as good faith commercial or domestic silvicultural or agricultural use of the land, any determination of which shall consider the following:

- I. The specific agricultural or silvicultural use of the land;
- II. The length of time the land has been so utilized;
- III. Whether the use has been continuous;
- IV. Consideration of whether the purchase price paid is three or more times the agricultural assessment placed on the land;
- V. Size of the tract as it relates to the specific agricultural or silvicultural use;

- VI. Whether such land is subject to a lease, and if so, the effective length, terms and conditions of the lease;
- VII. Absence of pending applications for development permits;
- VIII. The classification placed upon such lands by the Property Appraiser pursuant to Section 193.461, Florida Statutes;
- IX. Merchantability of the silvicultural or agricultural product;
- X. Whether an indicated effort has been made to care sufficiently and adequately for the land in accordance with acceptable commercial agricultural or silvicultural practices applicable to the product involved;
- XI. Such other factors as may from time to time become applicable.

To the extent a final determination is made that land clearing activities do not constitute bona fide silvicultural or agricultural activities and are not otherwise exempt from Policy 3.6.5, the provisions of that policy shall be applicable to such activities.

- A. For purposes of this policy, "silvicultural or agricultural use of the land" shall mean all necessary farming and forestry operations which are normal and customary for the area, such as natural seeding, direct seeding, control burning, preparation of land management plans, site preparation, clearing, fencing, contouring to prevent soil erosion, soil preparation, plowing, planting, harvesting, construction of access roads, creation of fire lanes and placement of bridges and culverts conducted in accordance with applicable rules of the St. Johns River Water Management District.
- B. Bona fide silvicultural and agricultural activities shall be required to comply with all provisions of the Silvicultural "Best Management Practices" Manual published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

**Objective 3.7 The City shall promote through acquisition or incentives the establishment of carefully selected and designed wildlife corridors connecting viable habitat in order to allow the survival of far ranging species and prevent the isolation of natural communities and their gene pools. This process will be developed in cooperation with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service, the Department of Environmental**

**Protection, the St. Johns River Water Management District, Department of Agriculture and Consumer Services, and affected landowners.**

**Policies**

**3.7.1**

The City shall develop incentives such as tax credits or other measures for the incorporation of wildlife corridors in the management of agriculture and silviculture lands.

**3.7.2**

The establishment of wildlife corridors shall be a primary consideration in the prioritization of land for acquisition.

**3.7.3**

The City shall implement procedures for the City Council at the request of the landowner, to designate or qualify lands as being environmentally endangered so as to encourage the preservation of such lands through: (i) the conveyance of such environmentally endangered lands to the City or to the Board of Trustees of the Internal Improvement Trust Fund, or (ii) the imposition of a conservation easement or other restrictive covenant upon such environmentally endangered lands whereupon the City shall consider the value of the lands so conveyed or restricted in setting the ad valorem assessment for such environmentally endangered lands in accordance with the provisions set forth in Section 193.501, F.S. (1989).

**Objective 3.8 The City shall institute programs to support the protection, management, and improvement of local fisheries and fish habitat in order to increase ecological, recreational, scientific, educational, aesthetic, and economic values and therefore make Jacksonville a more desirable place to live and work.**

**Policies**

**3.8.1**

The EQD shall implement programs, ordinances, and rules as described in the water quality section of this element in order to protect and improve water quality to provide appropriate habitat for healthy populations of fish and wildlife.

**3.8.2**

The City shall participate through the SWIM Act and other programs to recommend and receive funding for fisheries habitat improvement efforts in the lower St. Johns River basin.

**3.8.3**

The Parks, Recreation, and Community Services Department shall continue to study and implement management techniques to improve recreational fishing opportunities in the area's rivers, streams, and estuaries. State and federal fisheries management agencies will be asked to participate in the implementation of the management techniques. The

City shall continue to cooperate with the FFWCC and the U.S. Fish and Wildlife Service in the Jacksonville Urban Pond Project to provide freshwater recreational fishing opportunities through intensive management.

#### **3.8.4**

The City shall monitor and recommend action to protect its shellfish beds and potential shellfish harvesting areas from pollution.

#### **3.8.5**

As part of the Special Management Areas Program, the EQD shall encourage and support the lower St. Johns River Basin SWIM Plan efforts to ensure that valuable grassbeds and nursery areas utilized by fish species important to commercial and recreational fishing in the City are identified and mapped. The City will assist the SJRWMD in development of protection strategies for submerged aquatic vegetation in Duval County.

#### **3.8.6**

The City shall continue to support the concept of establishing a regional fisheries resource center for Northeast Florida. This Center will be established with the primary goal of developing applied management strategies to improve the overall fisheries industry in Jacksonville. The City may assist in such efforts as coordinating site selection, recruiting talented personnel, and acquiring funding through grants and other means.

#### **3.8.7**

The EQD will continue to aggressively pursue inclusion of significant aquatic biological studies in updates to the Lower St. Johns River Basin SWIM Plan.

### **GOAL 4**

**To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetlands resources over the long-term and improve the water quality and fish and wildlife values of wetlands.**

**Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes. In order to achieve this objective and its associated policies, the City shall continue to work with the applicable regional, state and federal agencies charged with these regulatory responsibilities.**

#### **Policies 4.1.1**

The City of Jacksonville has identified three categories of wetlands, as listed below and described in the definitions section of the Comprehensive Plan:

- Category I wetlands shall mean those wetlands classified as Saltwater Marshes;

- Category II wetlands shall mean those wetlands classified as Riverine/Estuarine; and
- Category III wetlands shall mean those wetlands not classified as Category I or II wetlands (All Other Wetlands).

#### 4.1.2

Where the Wetlands Map indicates the potential existence of wetlands within the boundaries of an application site for a land use map amendment, rezoning or development site plan review, one of the following options may serve as conclusive evidence of wetlands for wetlands policy consistency review:

- A SJRWMD wetlands boundary determination and the Comprehensive Plan wetland category classification based on review of aerial photography, soils, elevations, flood zones, drainage basins and connectivity to waterways
- A high intensity wetlands survey, as described in the definitions section
- A wetlands map depicting the Comprehensive Plan wetland category delineated based on a review of aerial photography, soils, elevations, flood zones, drainage basins and connectivity to waterways, subject to acceptance by the City, and not acceptable for establishing wetlands buffer locations.

#### 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

##### a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

##### b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i. the habitat of fish, wildlife and threatened or endangered species,
- ii. the abundance and diversity of fish, wildlife and threatened or endangered species,
- iii. the food sources of fish and wildlife including those which are threatened or endangered,

iv. the water quality of the wetland, and

v. the flood storage and flood conveyance capabilities of the wetland; and

c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii. Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

#### 4.1.4

Public utilities and roadways located in Category I, II, or III wetlands shall be subject to the requirements of (a), (b), and (d) as noted in the performance standards outlined in Policy 4.1.3 above.

#### 4.1.5

The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

1) Conservation uses, provided the following standards are met:

a. Dredge and fill

Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

b. Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

2) Residential uses, provided the following standards are met:

a. Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i. density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii. buildings shall be clustered together to the maximum extent practicable; and
- iii. dredging or filling shall not exceed 5% of the wetlands on-site; and

b. Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:



No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

- 3) Water-dependent and water-related uses, provided the following standards are met:

a. Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

b. Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

- 4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- 5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- 6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

#### 4.1.6

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met.

2) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

3) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

4) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

#### **4.1.7**

The City's Land Development Regulations shall include standards and criteria for establishing and maintaining a minimum 15-foot, average 25-foot natural and undisturbed vegetative buffer around all wetlands. At a minimum, the standards and criteria shall also address the following:

- Requirements for buffers to be depicted on all site plans, development plans and other documents submitted for development review and permitting;
- Requirements for wetland boundaries to be measured from the state jurisdictional wetland line;
- The relationship of wetland buffers to other regulatory buffers and setbacks; and
- The criteria and process for consideration of exemptions from the buffer requirements where no other reasonable alternative exists.

#### **4.1.8**

In determining whether an encroachment in the wetland is the least damaging to the wetland and that no practicable on-site alternative exists, the City shall evaluate the following prior to the issuance of a final development order:

- a) the land use category according to the Future Land Use Map series (FLUMs) and existing zoning of the site and surrounding parcels; and
- b) alternative designs which could accomplish the purposes of the development including the encroachment on the wetland of such alternative designs; and
- c) the wetland functions being served by the area proposed to be encroached upon.

#### **4.1.9**

Mitigation shall be considered only as a last resort, and only if it is determined that encroachment in the wetland is the least damaging alternative and no practicable on-site alternative exists. Such mitigation activities should replace similar habitat and function, and shall result in no net loss of wetland functions and shall be subject to all applicable local, State and Federal permitting and regulations.

#### **4.1.10**

The City shall consider cumulative impacts when reviewing proposals for construction within wetlands.

In deciding whether to grant or deny a development order for construction in wetlands which will affect wetlands, the City shall consider:

- A. The impact of the development for which the development order is sought.
- B. The impact on developments which are existing, under construction, or for which land development orders have been previously issued.
- C. The impact of developments which are under review, approved, or vested pursuant to Section 380.06, F.S., or other developments which may reasonably be expected to be located within wetlands based upon applications for final development orders pending at the time of the review.

#### **4.1.11**

The City's Environmental Protection Board (EPB) established pursuant to Chapter 73, Ordinance Code, shall have the authority to promulgate appropriate rules by which it may exempt or waive specific provisions of Policies 4.1.1 - 4.1.10 above for i) developments with alternative designs which can be shown to be the least damaging and that no practicable on-site alternative exists and which results in no net loss of the wetland functions, ii) public facilities/utilities/roadways or iii) in the case of hardships. The EPB shall uphold the policies of the Comprehensive Plan. Any waiver granted by the Environmental Protection Board shall be a development order or permit subject to challenge under Section 163.3215, F.S. In determining exemptions or waivers, the EPB rules shall consider the following:

- A. wetland functions being served by the wetland proposed to be impacted, including, but not limited to:
  - i. the habitat of fish, wildlife and threatened or endangered species,
  - ii. the abundance and diversity of fish, wildlife and threatened or endangered species,
  - iii. the food sources of fish and wildlife including those which are threatened or endangered,
  - iv. the water quality of the wetland, and
  - v. the flood storage and flood conveyance capabilities of the wetland; and
  
- B. compliance with the following stormwater quality standards which are used to protect water quality in wetlands in the design and review of developments which will discharge stormwater into the wetland:
  - i. Stormwater runoff shall be subjected to best management practices prior to discharging into natural or created mitigation wetlands. Best management practices shall mean a practice, or combination of practices determined by the local government to be the most effective, practical means of preventing or reducing the amount of pollution generated by the development to a level compatible with Florida Surface Water Quality Standards found in Chapters 17-301 and 17-302, F.A.C.
  - ii. No site alteration shall result in violation of State and local water quality standards caused by siltation of wetlands or pollution of downstream wetlands or reduce the natural retention or filtering capability of wetlands.
  - iii. No site alteration shall allow water to become a health hazard or contribute to the breeding of mosquitoes.
  - iv. All site alteration activity shall provide for such water retention, filtration, and settling structures, and flow attenuation devices as may be necessary to ensure that the foregoing standards and requirements are met.

#### **4.1.12**

The City shall assess and evaluate the success or failure of the Comprehensive Plan to protect the natural functions of wetlands as part of each planning timeframe update to the

Plan. The City shall amend the Comprehensive Plan as needed, including reformulated objectives, policies and standards to protect the natural functions of the wetlands.

**Objective 4.2** The City shall maintain management and protection strategies for those contiguous and isolated wetlands which have particular ecological values for the City. Particular ecological values may include, but not be limited to, habitat utilized by listed species or other significant populations of wildlife, ecologically productive areas, water purification functions, or flood control.

## **Policies**

### **4.2.1**

During review and updates to the Lower St. Johns River Basin Surface Water Improvement and Management Plan (SWIM), the City shall identify those contiguous and isolated wetlands which have particular ecological values for the City and aggressively pursue inclusion in the program by the SJRWMD.

### **4.2.2**

The City will continue to carry out its responsibilities under the current DEP Nassau River-St. Johns River Marshes Aquatic Preserve Management Plan, and will be an active participant in any subsequent revisions to the Plan.

### **4.2.3**

The City shall forward all development proposals adjacent to aquatic preserves to the DEP and the National Park Service for its review and comment.

### **4.2.4**

The City shall continue coordination with the SJRWMD and the Florida Department of Environmental Protection (FDEP) for:

- a. the review and comment on all wetland resource aspects of all proposed permits to be issued by the SJRWMD and FDEP within the City of Jacksonville which involve locally adopted standards involving such matters.
- b. review of all wetland resource aspects of all permits issued by the SJRWMD and the FDEP within the City of Jacksonville for the purpose of creating a database of information based upon the City's wetland categories including, but not limited to:
  - i. number of existing acres of wetlands according to the Wetlands Map within each drainage basin within the City.

- ii. number of acres of wetlands within each drainage basin within the City by category being impacted by permits issued by the SJRWMD and the FDEP.
  - iii. number of acres, location and type(s) of mitigation.
  - iv. mapping of existing wetlands, mitigation areas including mitigation parks, conservation easements, lands within the conservation land use category, special management areas, etc.
  - v. coordinating, exchanging and annual sharing of information collected in sections i - iv above with the SJRWMD, Department of Community Affairs and other interested parties.
- c. developing a method of coordination for of acquisition and/or mitigation to preserve environmentally and ecologically valuable wetlands.

**Objective 4.3** The City shall regulate land development activities in wetlands so as to complement and not duplicate existing wetland protection programs of the Florida Department of Environmental Protection DEP, St. Johns River Water Management District (SJRWMD) and the U.S. Army Corps of Engineers (USACOE).

## **Policies**

### **4.3.1**

The City shall require all applications for final development orders to include a listing of those Florida Dredge and Fill, U.S. Dredge and Fill and Florida Management and Storage of Surface Waters permits that will be required for the site. All applications for final development orders shall include a delineation of all existing jurisdictional wetlands on-site.

### **4.3.2**

The City's wetland protection program shall not duplicate existing federal, State, or water management district programs. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 373, F.S., a dredge and fill permit pursuant to Chapter 403, F.S., or a dredge and fill permit pursuant to the Federal Clean Water Act provides the assurances necessary that the encroachment, no net loss, stormwater treatment, hydrology, cumulative impacts and mitigation standards have been complied with but shall not include assurances as to the permitted land uses within each wetland classification or the following related standards (i) septic tanks, (ii) dredge and fill percentage, (iii) density, (iv) vegetation and (v) boat facilities siting and operation, which the City shall review independently.

### **4.3.3**

The City will meet as necessary with adjoining counties, municipalities, and the Northeast Florida Regional Council (NEFRC) to review applications for any development, including stormwater discharge, which may adversely impact the quality of estuaries within the jurisdiction of more than one local government.

**Objective 4.4 The City shall consider incentives and other market-based programs to protect high functional valued wetlands and environmentally sensitive lands that are critical to the health of the City's waterways and water quality.**

### **Policies**

#### **4.4.1**

The City shall encourage the placement of all watercourses, water bodies, buffer areas, and wetlands having high functional values to be placed in a Conservation land use category, Conservation zoning district and/or conservation easement as part of an application for a land use amendment, rezoning and/or site plan approval process.

#### **4.4.2**

The City shall act as applicant for property owners who voluntarily place their high functional valued wetland into the Conservation land use category and/or Conservation zoning district.

#### **4.4.3**

The City shall consider density bonuses and/or cluster development in appropriate areas of the City to encourage placement of high functional wetlands and other environmentally sensitive lands to Conservation.

### **GOAL 5**

**The City shall manage and protect unique or environmentally sensitive environments by establishing special management areas.**

**Objective 5.1 The City of Jacksonville shall continue its Special Management Areas program.**

### **Policies**

#### **5.1.1**

The City recognizes environmentally sensitive lands within the City previously recognized by other governmental action. These areas are portions of the: the Nassau River-St. Johns River Marshes Aquatic Preserve, the Julington Creek/Durbin Creek Peninsula, the Northeast Florida Regional Mitigation Park (gopher tortoise preserve), Cedar Swamp, and the Timucuan Ecological and Historic Preserve. Upon adoption of the 2010 Comprehensive Plan, these five areas were designated as the first "Special Management Areas" for the City. Individual management plans, including Land Development

Regulations and acquisition, were developed for portions of the areas to protect the unique features of each area. These plans are identified in Policy 5.1.6.

#### **5.1.2**

The City recognizes environmentally sensitive lands acquired under the Preservation Project Jacksonville project as part of the Special Management Areas program.

#### **5.1.3**

The City shall continue to support the Department of Environmental Protection's (DEP) management plan to protect the health and productivity of the St. Johns River-Nassau River Marshes Aquatic Preserve.

#### **5.1.4**

The City established The Preservation Project Jacksonville to acquire, through purchase, donation or other methods, environmentally sensitive areas or interests in land other than fee simple for protection and recreation purposes. Money from the Preservation Project Jacksonville was used in part as match money for State and federal acquisitions within the Special Management Areas and resulted in partnership acquisitions totaling 81 square miles of preservation land.

#### **5.1.5**

The City shall continue public acquisition of sensitive wetland areas adjacent to the rivers and tributaries in the City as opportunities and funding is available.

#### **5.1.6**

The City shall defer management of the "Special Management Areas" to the appropriate conservation agencies as listed:

- A. Northeast Florida Mitigation Park (Branan Field Wildlife and Environmental Area; Managing Agency – Florida Freshwater & Wildlife Conservation Commission (FFWCC))
- B. Cedar Swamp; Managing Agency – St. Johns River Water Management District and the City of Jacksonville
- C. Julington Creek/Durbin Creek Peninsula; Managing Agency – St. Johns River Water Management District
- D. Timucuan Ecological and Historic Preserve; Managing Agency – National Park Service, Florida Division of Recreation and Parks and City of Jacksonville Parks and Recreation Department



- E. Nassau River-St. Johns River Aquatic Preserve; Managing Agency – Florida Division of Recreation and Parks and Freshwater & Wildlife Conservation Commission

## **GOAL 6**

**The City shall protect, conserve, and manage its sandy beach coastline and dune system and the St. John’s River and its tributaries. The City shall continue to ensure access to beaches, coastal shoreline, and the St. John’s River and tributaries are available to the public.**

**Objective 6.1 The Ocean fronting beaches and dunes within the City's jurisdiction shall be maintained predominantly in their natural state for conservation and recreational uses.**

### **Policies**

#### **6.1.1**

All activities which may result in man-induced erosion or would threaten the stability of the beach/dune system are prohibited.

#### **6.1.2**

Construction seaward of the State's Coastal Construction Control Line is prohibited. An exception shall be for passive recreation and access structures.

#### **6.1.3**

No new shore hardening structures shall be permitted, pursuant to Chapter 161, F.S. Reconstruction of existing erosion control structures is prohibited except for public navigation and emergency transportation corridors.

#### **6.1.4**

The beach and dune systems within the City of Jacksonville, including native vegetation, shall be protected and preserved.

#### **6.1.5**

Native vegetation shall be required as the stabilizing medium in any re-vegetation or restoration program.

#### **6.1.6**

Vehicular driving on the beach and primary dunes shall be prohibited except for emergency and maintenance purposes, or pursuant to an approved beach management plan.

#### **6.1.7**

The City shall implement a beach management plan for Huguenot Memorial Park to prevent vehicular damage to the dunes and dune stabilizing vegetation.

### **6.1.8**

The City shall participate through City support services, personnel, and equipment with private and non-profit organizations in a dune enhancement and revegetation program (such as the current program with the Boy Scouts of America to stabilize the beaches and dunes with discarded Christmas trees) to restore damaged and breached dunes to their historical conditions. This program shall include preservation and enforcement provisions.

**Objective 6.2 The City shall encourage the continuance of the federally authorized Jacksonville Beach Restoration Project.**

### **Policies**

#### **6.2.1**

The City, acting as Duval County, shall consider its continuation as the local sponsor for the Jacksonville Beach Restoration Project.

#### **6.2.2**

Restoration activities shall not interfere with sea turtle nesting. Re-vegetation activities associated with the beach restoration project shall utilize native vegetation.

#### **6.2.3**

In order to maximize federal and State funding participation, the City shall request participating local governments to ensure the availability of adequate public access within the beach restoration project's boundaries.

#### **6.2.4**

The City shall discourage any ocean dumping of beach-compatible sand from channel dredging by the federal government by providing alternative disposal sites through inter-local agreements with the local governments of the beach communities of Duval County to accept such sand for beach re-nourishment. The City shall continue to catalogue for evaluation approaches to beach stabilization as alternatives, or complements to beach re-nourishment.

**Objective 6.3 The City shall maintain construction standards which minimize the impacts of man-made structures on beach or dune systems.**

### **Policy**

#### **6.3.1**

The Public Works Department shall maintain construction standards for both public and private developments which minimize the impacts of man-made structures on beach or dune systems. These standards shall include, but not be limited to, roadways, ramps, walkways, pavilions, recreation structures, retaining walls, and fences.

**Objective 6.4 The City shall continue to ensure that access to beaches, coastal shoreline, and the St. John’s River and its tributaries is available to the public.**

**Policies 6.4.1**

The Parks, Recreation and Community Services Department has developed and will continue to update a Master Recreation Improvement Plan which includes a program to expand the availability of public access, to include saltwater fishing facilities, boat ramps parking, public parks and buffer zones with recommendations for a method to fund acquisition and construction.

**6.4.2**

The City shall encourage the preservation and enhancement of public access to the river and its recreational opportunities in the Downtown Zoning Overlay district.

**6.4.3**

The City shall accept donations of shoreline lands suitable for use as public access, public parks, buffer zones or parking sites.

**6.4.4**

Where appropriate, the City shall participate in intergovernmental agreements with federal and State agencies regarding the use of land and access to government-owned properties in the coastal area and the River and its tributaries for public use.

**6.4.5**

The City shall continue to maintain public access to all beaches re-nourished at public expense and continue to enforce the public access requirements of the 1985 Coastal Zone Protection Act.

**GOAL 7**

**The City shall 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.**

**Objective 7.1 The City, acting as Duval County, shall reduce excessive hurricane evacuation times where they exist within specific areas of designated Hurricane Evacuation Zones and maintain all other evacuation times within the acceptable standard.**

**Policies**

**7.1.1**

The City, acting as Duval County, shall establish a local working group to consider a set of policies that would allow for a citywide local mitigation program that would take the place of the site-specific and case-by-case approach that is currently used to determine appropriate mitigation when a future land use map amendment is proposed that would

impact hurricane evacuation time. Until and unless the City determines a citywide local mitigation program, all assessments of future land use map amendments that impact hurricane evacuation times shall be considered case-by-case.

### **7.1.2**

The City, acting as Duval County, will develop and implement provisions for increasing the rate of evacuee mobilization, including the expansion of its comprehensive awareness program, to ensure that Duval County residents and visitors are informed regarding evacuation zones, clearance times, shelter locations and capacities, and evacuation routes. The Emergency Preparedness Division shall develop for general public distribution, a Duval County "All Hazards Guide," that will include the following: Family Disaster Planning; Disaster Supply Kits; Home Protection; Hurricane Evacuation Zones, Routes & Shelters; Flooding, Thunderstorms & Lightning; Tornadoes & Waterspouts; Hazardous Materials; What to Expect After the Disaster; Advice for Senior Citizens, Home-bound Patients and Special Need Populations; Pets; Business Protection; and Emergency Phone Numbers.

### **7.1.3**

The City, acting as Duval County, shall review, and update as necessary, items related to hurricane evacuation in the Comprehensive Emergency Management Plan (CEMP) prior to June 1 of each year. The latest versions of, or changes to, all State and regional emergency plans shall be incorporated into the CEMP to ensure intergovernmental plan consistency.

### **7.1.4**

The Emergency Preparedness Division, acting as the City of Jacksonville and Duval County, shall maintain a formalized intergovernmental strategy for hurricane evacuation planning and regional emergency planning efforts with adjacent counties and municipalities within the County.

### **7.1.5**

The Comprehensive Planning Division of the Planning and Development Department and the Emergency Preparedness Division shall maintain procedures and guidelines for assessing the impact of a new development and redevelopment on hurricane evacuation times. Such procedures and guidelines shall be adopted and implemented in a manner consistent with the requirements of Section 163.3202(1), F.S., and therefore shall be formalized and integrated into the City's Land Development Regulations.

### **7.1.6**

The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

### **7.1.7**

All new development and redevelopment within Hurricane Evacuation Zones shall be consistent with hurricane evacuation times and the Future Land Use Element of the Comprehensive Plan. In conjunction with the Emergency Preparedness Division, the City shall develop procedures for evaluating the impact of new development and redevelopment on hurricane evacuation times.

### **7.1.8**

The Emergency Preparedness Division shall review all development orders for projects located within Hurricane Evacuation Zones and recommend development conditions where necessary. The City shall develop a process to allow the adequate review of impacts of development orders by the Emergency Preparedness Division.

### **7.1.9**

The cumulative impact of development orders or permits shall not exceed the established hurricane evacuation time.

### **7.1.10**

The City Traffic Engineer and Chief of Emergency Preparedness shall review at least annually evacuation route road needs to ensure that the necessary improvements are incorporated within the Capital Improvements Element and Transportation Element.

### **7.1.11**

The City shall utilize hurricane evacuation times, as well as Level of Service standards, in determining the timing and priority of roadway improvements as contained within the Transportation Element. Existing evacuation route deficiencies shall be included in the five-year schedule of capital improvements.

### **7.1.12**

The Emergency Preparedness Division shall continue to participate in discussions and evaluations conducted by FDOT, JTA, and the City of Jacksonville to identify additional roads to be included in the City's evacuation system and in the CIP.

**Objective 7.2 Adequate shelter space shall continue to be available for the population in the Hurricane Evacuation Zones at risk under a Category 3 storm event. The City, acting as Duval County, shall have a mechanism in place to assist in providing shelter and transportation for people with special needs during an emergency.**

### **Policies 7.2.1**

The City, acting as Duval County, shall increase its shelter capacity. All new or retrofit school projects and community centers located outside of Evacuation Zones shall be evaluated for sheltering of special needs as well as general populations. When appropriately located, designed and constructed, the following types of facilities are

considered suitable for use as public hurricane evacuation shelters: community and civic centers, meeting halls, gymnasiums, auditoriums, cafeterias and open floor multipurpose facilities, exhibition halls, sports arenas, field houses, conference and training centers, certain classroom buildings, and other public assembly facilities as outlined in Chapters 252.385 and 1013.372, Florida Statutes.

### **7.2.2**

The Chief of Emergency Preparedness, with assistance from State and regional agencies, shall establish the target shelter demand, and make recommendations on additional policies and strategies to ensure, if needed, the availability of additional shelter space.

### **7.2.3**

In the event that the Chief of Emergency Preparedness determines that the shortage of shelter space requires mitigation, then policies 7.2.5, 7.2.6 and 7.2.7 shall apply.

### **7.2.4**

The Emergency Preparedness Division shall, for evacuation purposes, continue to identify the special needs population of Duval County, and plan for appropriate facilities and services through the Duval County Health Department, with the assistance of such government and quasi-government agencies as the Northeast Florida American Red Cross, the First Coast Disaster Council, and other similar agencies.

### **7.2.5**

The City shall require that all new development located in the Coastal High Hazard Area in land use categories that permit residential density greater than Low Density Residential shall contribute to the cost of emergency shelter space in existing school sites.

### **7.2.6**

For purposes of determining an owner's assessment for the cost of emergency shelter space in new and existing school sites and community centers, the City shall use a quantitative formula where:

- A equals the total number of residential units proposed;
  - B equals number of persons per household; and
  - C equals average cost to retrofit one shelter space;
  - D owners assessment
- $$A \times B \times C = D \text{ Owner's Assessment}$$

### **7.2.7**

The City shall use the most recent U.S. Census data related to average household size, population in households and households. In calculating the assessment owed, the City shall use the full unit count of the proposed development, the county-wide average household size from the U. S. Census, and the average shelter retrofit cost as provided

by the City's Emergency Preparedness Division in consultation with the Duval County School District Facilities Services Division. The City shall not allow a reduction of the shelter space required based on assumptions of smaller household sizes than the county-wide census data or reduced uses of public shelters for certain developments. These factors shall be updated as warranted by the City to ensure accuracy of costs and population factors.

The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection. Land use decisions will direct new development to areas outside of hazardous coastal areas.

**Objective 7.3 Limit public expenditures that subsidize growth by ensuring that building and development activities are carried out in a manner which minimizes danger to life and property from natural disasters and restricting the intensity of development within designated Coastal High Hazard Areas consistent with public safety needs.**

#### **Policies 7.3.1**

The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as established by the most current Northeast Florida Hurricane Evacuation Study. It is shown on The Coastal High Hazard Areas (CHHA) and Hurricane Evacuation Zones Map. A property shall be deemed to be within the CHHA as depicted on the Coastal High Hazard Areas (CHHA) Map unless site specific, reliable data and analysis demonstrates otherwise.

#### **7.3.2**

The City shall continue to participate in the National Flood Insurance Program.

#### **7.3.3**

The City shall maintain requirements for wind resistance, as stated in the latest edition of the Statewide Florida Building Code.

#### **7.3.4**

Shoreline development in Coastal High Hazard Areas shall be protected by vegetation, setbacks, and/or restoration, rather than by seawalls or other coastal protection structures which contribute to erosion. Exception may be made for navigation and emergency transportation purposes.

### **7.3.5**

The City shall limit the expenditure of public funds in Coastal High Hazard Areas to the restoration or enhancement of natural resources and to the replacement and renewal of existing public facilities which may be expanded and improved.

### **7.3.6**

Established hurricane evacuation times and route capacities within Coastal High Hazard Areas shall not be exceeded.

### **7.3.7**

All public lands within Coastal High Hazard Areas shall be designated for conservation purposes consistent with the Future Land Use Element's Conservation land use classification.

### **7.3.8**

All Land Development Regulations shall be reviewed and revised to reduce the vulnerability of any existing development within Coastal High Hazard Areas.

### **7.3.9**

The City shall identify areas within the CHHA that are considered blighted and propose programs that will eliminate unsafe conditions and encourage economic redevelopment.

### **7.3.10**

The City used Preservation Project monies as one of the sources of funds available to purchase lands in the Coastal High Hazard Areas – (CHHA). These land purchases shall reduce the development potential in the CHHA which, in turn, assists in reduction of evacuation times, number of persons living in these areas, and property loss damages. At least 25% of the total lands (67,573 acres) within the Coastal High Hazard Area shall be acquired through the Preservation Project to maintain or reduce hurricane evacuation times by removing the potential for residential development on these lands.

### **7.3.11**

The City shall continue its current joint actions with surrounding cities, the State Department of Community Affairs (DCA) Division of Emergency Management Office, St. Johns River Water Management District and the Federal Emergency Management Administration (FEMA) to secure monies for purchase by a public agency of privately held lands.

These purchases shall be for the purpose of reducing development potential in the CHHA and thus serve as one of the remedies pursuant to Policy 7.1.6.

### **7.3.12**

The City shall direct future residential density away from the Coastal High Hazard Area and shall mitigate the impacts of existing residential development rights through



traditional and innovative planning tools including but not limited to Preservation Project land purchases and emergency shelter deficit reduction through mitigation assessments.

**Objective 7.4 Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA, and mitigate the impact of natural hazards in the area.**

## **Policies**

### **7.4.1**

The City shall require that all land development applications within the Coastal High Hazard Area be planned and obtain approval pursuant to a site plan review process, to ensure that development is compatible with site characteristics.

### **7.4.2**

Land development applications within the Coastal High Hazard Area (CHHA) shall be reviewed by the Planning and Development Department, Emergency Preparedness Division and Public Works Department for verification of consistency with the goals, objectives and policies of the Comprehensive Plan and all Land Development Regulations, including but not limited to, pertinent sections of the National Flood Insurance Program and all applicable flood control regulations.

### **7.4.3**

Following a hurricane, the City shall identify those areas within the CHHA which have or can be reasonably expected to sustain recurring hurricane related damage and prohibit development within those areas.

### **7.4.4**

The City shall limit the density of new residential development within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction Control Line to a maximum of three dwelling units per net acre or the maximum density shown on the Future Land Use Map series for the area within those areas, whichever is less. Maximum density/intensity of new non-residential development within those areas shall be limited to the density/intensity for those areas as indicated on the Future Land Use Map series. Furthermore, during the review of a single project on a site that is located partially within those areas, any reduction in residential development potential within those areas resulting from the limit of 3 dwelling units per net acre within that area may be recaptured on the subject site within areas not in those areas, where such recapture is consistent with other provisions of the Comprehensive Plan.

### **7.4.5**

The City shall require that non-industrial redevelopment activities within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction

Control Line be limited to the density/intensity in existence for the development site prior to the effective date of the 2010 Comprehensive Plan or be limited to three dwelling units per net acre, whichever is lower.

#### **7.4.6**

The City shall limit the intensity of new industrial development within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction Control Line to the maximum intensity threshold associated with the Light Industrial or Water-Dependent/Water-Related land use category, or to the maximum intensity allowed by any other categories permitting industrial development, whichever is lower.

#### **7.4.7**

The City shall require that the intensity of industrial redevelopment activities within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction Control Line be limited to the intensity in effect for the development site prior to the effective date of the 2010 Comprehensive Plan, or the maximum intensity associated with the future land use designation on the project site, whichever is lower.

#### **7.4.8**

The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed development and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

#### **7.4.9**

The City shall prohibit the siting of new adult congregate living facilities, community residential homes, group homes, homes for the aged, hospitals, mobile home parks and nursing homes, as defined in the Land Development Regulations, within the Coastal High Hazard Area. Such facilities already existing within the CHHA shall be discouraged from expanding.

#### **7.4.10**

The City shall utilize the definition of CHHA, as contained in this element, in the application of all policies related to the CHHA.

#### **7.4.11**

Those regulations relating to development activity in the CHHA will be incorporated into the Land Development Regulations, consistent with Section 163.3202, F.S.

#### **7.4.12**

Consistency with Objective 7.4 requires consistency with all Goals, Objectives, and Policies within the Conservation/Coastal Management Element, including, but not limited to Objectives 7.1, 7.2, 7.3, and 7.5 and all Policies within those Objectives.

**Objective 7.5 Within 60 days of the occurrence of a major destructive storm or similar disaster, the City shall prepare a post-disaster redevelopment plan designed to reduce or eliminate the exposure of human life and property to natural hazards.**

### **Policies**

#### **7.5.1**

The Comprehensive Emergency Management Plan CEMP shall include guidance for post-disaster recovery operations. Post disaster recovery efforts and development shall include implementation of hazard mitigation programs that result in the reduction or elimination of future losses from similar events.

#### **7.5.2**

After a hurricane has severely impacted Jacksonville, the Mayor of the Consolidated City, and other local officials as designated by the Mayor, shall meet to review preliminary damage assessments as collected by the Emergency Preparedness division. The Mayor may take such actions as deemed necessary to restore the City to post storm conditions. Life safety issues, such as search and rescue activities shall receive first priority. Following life safety, recovery efforts shall be focused on damage assessment and human needs assessment, re-establishment of the public infrastructure. The Emergency Management Organization, as established by the CEMP, shall remain in operation until recovery efforts can be continued under normal governmental operations.

#### **7.5.3**

The Executive Group of the City's Emergency Management Organization shall oversee recovery actions and provide policy guidance for recovery operations.

#### **7.5.4**

The Emergency Management Organization shall implement the existing recovery policies and procedures of the CEMP and any policies or procedures issued or endorsed by the Executive Group. These policies shall include, but not be limited to, the issuance of emergency building permits, coordination with State and federal officials, authorization of mitigation options in the replacement of damaged or destroyed public property and infrastructure; approval of a post-disaster redevelopment plan, and amendments to the Comprehensive Plan and the CEMP.

### **7.5.5**

Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions.

### **7.5.6**

The Local Mitigation Strategy shall include a formal decision-making process to evaluate redevelopment options, considering such factors as cost to construct, cost to maintain, repetitive damage, impacts on land use, impacts on the environment, and public safety.

### **7.5.7**

The Emergency Management Organization shall propose amendments to the Comprehensive Plan which reflect the recommendations in any new or revised interagency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act of 1974 (PL 93-288).

### **7.5.8**

Structures which suffer damage from a major destructive storm or similar disaster shall be rebuilt to meet all current building code and floodplain code requirements.

### **7.5.9**

Following a disaster, the City shall identify any existing non-public structures in the Coastal High Hazard Area (CHHA), inventory their assessed value, judge the utility of the land for public access or resource protection, and make recommendations for acquisition during post-disaster recovery.

### **7.5.10**

The City shall consider and implement where appropriate the recommendations of the hazard mitigation annex of the local Comprehensive Emergency Management Plan.

### **7.5.11**

The City shall prohibit the location of development in areas within the CHHA which have sustained recurring hurricane-related damage.

## **GOAL 8**

**The City shall provide for the protection, preservation, and sensitive reuse of historic resources in the coastal area.**

**Objective 8.1 To protect historic and archaeological resources in the coastal area in accordance with the objectives of the Historic Preservation Element of this plan.**

## **Policy**

### **8.1.1**

The City shall implement the applicable policies of the Historic Preservation Element in order to achieve the objective of this element.

## **GOAL 9**

**The appropriate services and infrastructure as required to maintain the Level of Service standards established within the Comprehensive Plan shall be provided in the coastal area as proposed development occurs.**

**Objective 9.1 Establish Levels of Service, service areas and phasing of improvements for the coastal area.**

### **Policies 9.1.1**

The Levels of Service, service areas and phasing of improvements in the coastal area for:

- Roadways shall be those contained in the Transportation Element;
- Potable water shall be those contained in the Potable Water Sub-Element of the Infrastructure Element;
- Sanitary sewer shall be those contained within the Sanitary Sewer Sub-Element of the Infrastructure Element;
- Recreation facilities shall be those contained within the Recreation and Open Space Element; and
- Solid waste facilities shall be those contained in the Solid Waste Sub-Element of the Infrastructure Element.

### **9.1.2**

Infrastructure projects shall be consistent with coastal resource protection and public safety/hurricane evacuation standards contained in this element.

## **GOAL 10**

**To provide for the siting and operation of boat facilities in such a manner as to protect water quality, maintain propagation of fish and wildlife, and maintain fishing, recreation, and swimming in a manner consistent with the Future Land Use Element, the Recreation and Open Space Element and Conservation/Coastal Management Element of the Comprehensive Plan, and the Manatee Protection Plan 4th Edition, dated November 2017 (MPP) as adopted by the City Council and approved by Florida Fish and Wildlife Conservation Commission (FWC) and the**

**U.S. Fish and Wildlife Service (USFWS) and incorporated into the City of Jacksonville Comprehensive Plan by reference.**

**Objective 10.1 Boat facilities shall be sited in a manner which is compatible with existing and future land uses and consistent with the Boat Facilities Siting Plan of the MPP.**

## **Policies**

### **10.1.1**

The location of future boat facilities shall be consistent with the recommendations within the Future Land Use Element and the Recreation and Open Space Element of the Comprehensive Plan, as well as any Vision Plan, and any other special study or plan adopted by the City such as the Boat Facilities Siting Plan located in the MPP.

### **10.1.2**

New boat facilities shall be prohibited in the following areas:

- A. Areas approved or conditionally approved by the Florida Fish and Wildlife Conservation Commission (FFWCC) for shellfish harvesting or potential shellfish harvesting.
- B. Areas described by the Inter-State Shellfish Sanitation Conference (ISSSC) buffer zone calculation for individually proposed boat facilities.
- C. The Nassau River/St. Johns River Marshes Aquatic Preserve north of Heckscher Drive at the St. Johns River and west of the Atlantic Ocean excluding Jim King Park, as described in Official Records Volume 3183, pages 547-552, current public records of Duval County, Florida and in Official Records Book 108, pages 232-237, current public records of Nassau County, Chapter 18-20.002 (7) (a) (2) F.A.C., and other Aquatic Preserves, as designated by the State.
- D. Outstanding Florida Waters north of the St. Johns River and west of the Atlantic Ocean.
- E. Class II Waters.
- F. Other new boat facility prohibition areas specified in Special Management Area management plans.

### **10.1.3**

New or expanding boat facilities shall preserve any historical and archaeological sites found on the property, and sensitively incorporate them into their development plans in accordance with the Historic Preservation Element or mitigate impacts in accordance with the guidelines of the State's Division of Historic Resources.

#### **10.1.4**

The City shall review the application for any proposed boat facility to ensure consistency with Conservation/Coastal Management Element policies and objectives and with respect to the MPP. Development orders will not be issued for boat facilities that are not consistent with the MPP and the Comprehensive Plan.

**Objective 10.2 New or expanding boat facilities shall be sited and built with adequate upland support services.**

#### **Policies 10.2.1**

Parking facilities at new and expanding boat facilities shall meet applicable city parking standards as described in the Recreation and Open Space Element of the Comprehensive Plan and the Zoning Code.

#### **10.2.2**

Access consistent with the Levels of Service established within the Transportation Element shall be provided by all new or expanding boat facilities.

#### **10.2.3**

New or expanding boat facilities must locate non-water dependent facilities such as, but not limited to, parking areas, bait shops, and restaurants on upland areas. Exceptions may be allowed in cases where it is clearly in the public interest or where sensitive upland areas may be affected.

**Objective 10.3 New or expanding boat facilities shall provide adequate protection against storm surges, winds, hurricanes, petroleum, chemicals, or other hazardous material spills.**

#### **Policies 10.3.1**

New or expanding boat facilities shall provide effective measures for protection of life and property against hurricanes. New structures shall comply with all applicable hurricane construction codes as specified by State and federal regulations.

#### **10.3.2**

All boat facilities shall demonstrate the capability to promptly contain and dispose of any spills of petroleum or other hazardous materials within their boundaries.

**Objective 10.4 All boat facilities must ensure protection of water quality consistent with water quality requirements of the Comprehensive Plan.**

## **Policies**

### **10.4.1**

New or expanding boat facilities shall demonstrate the capability to control and treat storm water run-off by demonstrating compliance with the requirements of the SJRWMD and the DEP prior to final approval.

### **10.4.2**

All boat facilities must handle sewage in accordance with applicable standards by means of on-site pump-out with adequate on-site treatment facilities, connection to a wastewater treatment plant, as required by federal, State and local regulations.

### **10.4.3**

Prior to approval, all new or expanding boat facilities must demonstrate that construction and operation of the facility will comply with State water quality standards and any other local regulations.

**Objective 10.5 New or expanding boat facilities must provide adequate depth for the type of vessels anticipated, and shall provide for safe access to channels.**

## **Policies**

### **10.5.1**

New or expanding boat facilities shall demonstrate adequate water depths by demonstrating compliance with the requirements of the DEP.

### **10.5.2**

New or expanding boat facilities shall delineate ingress and egress points by channel markers indicating speed limits and other applicable regulations. All markers shall be in accordance with Section 327.40(1), F.S. and 33 CFR Part 66.

**Objective 10.6 New or expanding boat facilities must be designed to minimize environmental disruptions and mitigate for such disruptions when unavoidable.**

## **Policies**

### **10.6.1**

Construction and operation of boat facilities shall be designed to minimize or eliminate adverse impacts on fish and wildlife habitat. Special attention and consideration shall be given to endangered and threatened species habitat.

### **10.6.2**

To the maximum extent possible, shoreline stabilization must be accomplished through preservation or establishment of appropriate native wetland vegetation. Rip rap materials, sloping revetment rubble mound, pervious interlocking systems and other similar stabilization methods must be utilized as a primary method of stabilization wherever possible.



### **10.6.3**

Piling construction and other non-dredge fill techniques shall be utilized where possible to minimize habitat destruction.

### **10.6.4**

Mitigation for impacts to fish and wildlife and water quality shall be as required by DEP and the USACOE or local regulations, pursuant to the policies in this element.

### **10.6.5**

The City shall provide regulatory protection zones for the protection of the manatee and its habitat in areas frequented by manatees.

### **10.6.6**

In reviewing applications for new boat facilities or the expansion of existing facilities, ways to improve, mitigate, or restore adverse environmental impacts caused by previous activities shall be explored. Criteria for the review will include the following: shallowing dredged areas, restoring wetland or submerged vegetation, or marking navigational channels. Such mitigation or restoration may be required as condition of approval for new or expanded facilities.

**Objective 10.7 The City can ensure adequate enforcement of the above objectives through consistency with the 2030 Comprehensive Plan, the Boat Facilities Siting Plan of the Manatee Protection Plan and the reduction of permitting overlaps among agencies.**

## **Policies**

### **10.7.1**

Subject to available funds and staffing, new boat facilities shall be inspected at least once during construction, and all boat facilities may be inspected on an annual basis to ensure compliance with all requirements.

### **10.7.2**

The City shall continue to coordinate and enter into interagency agreements with regulatory and planning agencies to enforce regulatory functions effectively and efficiently.

## **GOAL 11**

**To ensure that development and redevelopment within the Coastal Area is compatible with the Coastal Area's natural character.**

**Objective 11.1 To establish land use criteria which give priority to the siting and development of water-dependent uses within the Coastal Area, as compared with other shoreline uses.**

## **Policies**

### **11.1.1**

The City shall prioritize the siting of water-dependent and water-related uses according to the chronology listed hereinafter. Uses listed first shall generally be given the highest priority when being sited along the shoreline and uses listed last would be given the least priority when being sited along the shoreline.

- 1) Conservation or Public Use
- 2) Water-dependent
  - a. Military (where necessary to assure the security of the United States)
  - b. Ports and other water-dependent industry
  - c. Water-dependent transportation facilities
  - d. Water-dependent utilities
  - e. Water-dependent commercial
- 3) Water-related industrial
- 4) Water-related commercial
- 5) Residential
- 6) Proposed amendments to the Future Land Use Map (FLUM), where water-dependent and/or water-related uses are proposed to be prohibited or removed from the permitted use of waterfront properties. This is the least desirable option, as other alternatives to protect working waterfront components should be considered prior to amendments to the FLUM.

### **11.1.2**

The following performance standards shall be utilized for shoreline development:

- A. The shoreline configuration shall not be altered except for activities which can be demonstrated (i) to be in the public interest, and (ii) not to adversely impact water quality, natural habit and adjacent shoreline.
- B. No new direct discharge of untreated stormwater runoff shall be allowed into natural water bodies or watercourses. Adequate treatment of such stormwater must be demonstrated prior to development approval.

**Objective 11.2** The City shall support the Jacksonville Port Authority in the orderly development, promotion and use of the Port of Jacksonville insofar as those efforts are in compliance with the Comprehensive Plan.

**Policies 11.2.1**

The City shall continue to participate in the review of development plans for the Port of Jacksonville, supporting those plans which are consistent with the Comprehensive Plan.

**11.2.2**

The City shall identify and reserve areas for port development through the designation of Water-Dependent/Water-Related land use.

**11.2.3**

The City shall discourage through the Land Development Regulations new land uses within the designated port area(s) which are non-water dependent and/or non-water related, such as residential, and advocate replacement of inconsistent land uses with land uses which are water-dependent and/or water related, such as cargo shipping terminals and boat repair yards. Conversely, the City shall retain and support the viability of existing port and water-related activities and industries and deter their movement away from existing port area(s).

**11.2.4**

The City shall support those plans for redevelopment of existing, or development of new, port and port-related facilities which are consistent with the Future Land Use; Conservation and Coastal Management; and Transportation Element of the Comprehensive Plan.

**11.2.5**

The City, acting as members of and as staff to the Technical Coordinating Committee of the Transportation Planning Organization (TPO) for the Jacksonville Urbanized Area planning process, shall coordinate with railroad, trucking, and marine shipping interests concerning the intermodal shipment of goods to improve the vitality of the City's economy, specifically as it relates to maritime cargo shipping interests, while minimizing traffic conflicts on adjacent roadways.

**11.2.6**

The City, through the Land Development Regulations, shall encourage new development involved in the import and export of heavy or bulk goods or recyclable goods to be located, when economically feasible, on sites near or adjacent to port or rail facilities in order to help minimize the number of heavy trucks on the region's highway system.

### **11.2.7**

The City, through membership in and as staff to the TPO, shall coordinate with the Jacksonville Port Authority to implement its policies which relate to development and expansion of facilities designed to expedite the movement of persons and goods between various transportation modes.

## **GOAL 12**

**The City shall promote and encourage energy conservation in an effort to reduce greenhouse gas emissions and protect the environment.**

**Objective 12.1 The City shall promote responsible management of energy with the goal of protecting natural resources.**

### **Policies 12.1.1**

In accordance with the Sustainable Building Program (Ordinance Code, Chapter 327) all new facilities, and new improvements to existing facilities, that will be constructed with City funds shall be designed, constructed, operated, and maintained according to the standards outlined by a recognized sustainable development rating system (such, as but not limited to, the U.S. Green Building Council's Leadership in Energy and Environmental Design, "LEED"), and/or are proven to be economically feasible using a cost benefit analysis of proposed projects.

### **12.1.2**

The City will improve energy conservation and efficiency in City buildings/facilities, and will pursue renewable energy projects and programs.

### **12.1.3**

The City shall replace light-duty vehicles in need of replacement with hybrids, alternative fuel vehicles, or the most fuel-efficient and least-polluting vehicles available for specific functions whenever cost and reliability are similar to traditional vehicles.

**Objective 12.2 JEA shall continue to promote energy conservation programs and education.**

### **Policies**

#### **12.2.1**

JEA shall educate the public on energy saving opportunities in their homes and businesses by offering an online energy audit that provides customized cost efficient ideas designed to help lower energy costs.

#### **12.2.2**

JEA shall continue to offer cost effective energy saving incentive and rebate programs.

**Objective 12.3** The City shall implement tools and continue to evaluate opportunities to further energy conservation and reduce greenhouse gas emissions.

**Policies 12.3.1**

Upon completion of the revised Future Land Use Map, pursuant to FLUE Objective 4, the City shall review the Land Development Regulations for opportunities to promote energy conservation. Subjects for consideration shall include:

- site design and building orientation,
- maximizing reuse of existing buildings,
- promoting installation of clothes lines in new residential developments, and
- integration of multimodal transportation infrastructure requirements into the Land Development Regulations

**12.3.2**

Energy conservation efforts shall be maximized through coordination and implementation of other energy conservation programs, tools and strategies outlined in the Goals, Objectives and Policies of this and all other element of the Comprehensive Plan.

**GOAL 13**

**To ensure that development and redevelopment is resilient to flooding and the associated impacts of sea level rise.**

**Objective 13.1** The City has established an Adaptation Action Area (AAA) and shall implement appropriate responses to address current and future risks related to flooding and the associated impacts of sea-level-rise.

**Policies**

**13.1.1**

The AAA boundary is defined as those areas within the projected limits of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone and additional areas determined through detailed flood risk analysis. These areas are identified on the Adaptation Action Area Map. The City shall implement adaptation strategies commensurate with the storm and flood risks to land within the AAA.

**13.1.2**

The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management

ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

### **13.1.3**

The City shall update the Adaptation Action Area for sea level rise and infrastructure vulnerability assessments every five (5) years so that decisions regarding adaptation planning and investments can be based on best available science and data.

### **13.1.4**

The City shall fund and conduct a coastal flooding and sea level rise vulnerability assessment that includes storm surge, tidal fluctuations, and extreme rainfall events and identifies populations, habitats, infrastructure, and functions that may be most sensitive to coastal flooding and sea level rise. The vulnerability assessment should also evaluate the degree of vulnerability of critical industry sectors and business enterprises that are most central to the City's economy and functionality. A Technical Advisory Committee (TAC) of subject matter experts shall be established prior to the assessment; they will be engaged throughout the assessment to ensure the data and analysis is accurate, thorough, and consistent with the scope of the project.

**Objective 13.2 Provide residents, property owners and prospective property owners with resources and information about flood risks affecting their property and educate community members about options for mitigating flood risk, the associated impacts of sea level rise, and the potential impact of permanent inundation from sea level rise and of the storm surges in the future.**

## **Policies**

### **13.2.1**

The City shall educate, inform, and disclose flood hazards to the public through various mechanisms such as real estate and lease disclosures, public mapping resources, community or city-wide public information campaigns, or other innovative and effective approaches.

### **13.2.2**

The City, through educational campaigns, promotional materials, and partnerships with non-profit and for-profit entities, should promote and implement flooding mitigation strategies within the AAA. Such strategies may include but are not limited to green infrastructure solutions; the repair and maintenance of private or public sea walls/bulkheads that are critical protection mechanisms; and/or soft shoreline stabilization solutions in non-urban areas or environments with low wave energy.

### **13.2.3**

Following a major storm event, the City should immediately collect data including the spatial limits of upland flooding and property damage due to wind, flooding or related

storm activity. A post-storm report and map should be created and made publicly available.

#### **13.2.4**

The City should seek partnership opportunities with agencies such as the United States Geological Survey (USGS), the National Oceanic and Atmospheric Administration (NOAA), the United States Coast Guard (USCG), and the United States Army Corps of Engineers (USACE) to deploy additional active tide gauges citywide to ensure that accurate data is recorded and validated.

#### **13.2.5**

The City of Jacksonville should establish a technical advisory committee (TAC) to provide expertise regarding the different aspects of sea level rise adaptation and to review existing programs and policies in relation to the AAA. The TAC shall determine the need and appropriate timing for additional and financially feasible responses to the effects of coastal flooding within the Adaptation Action Area.

The City shall consider appointing a member of the technical advisory committee as an ex-officio member to from the Downtown Investment Authority (DIA), Downtown Development Review Board (DDRB), Planning Commission (PC) or similar organization in order to advise regarding the effects of sea level rise and storm surge effects on proposed projects and abutting properties in the AAA.

**Objective 13.3 The City shall guide and regulate development and redevelopment to avoid or accommodate rising water due to flooding, the associated impacts of sea level rise, and the potential impact of permanent inundation from sea level rise and of the storm surges in the future.**

#### **Policies 13.3.1**

The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

#### **13.3.2**

The City shall, for properties located within the AAA that are subject to more stringent and costly regulatory standards, consider revising the calculation for property improvements (renovation, repair and maintenance) permitted that require the property to be brought into full code compliance.

#### **13.3.3**

The City should explore the use of resilience scorecards, matrices, rating systems, or similar approaches to evaluate disaster risk. These approaches can inform, at a minimum:

- Hazard mitigation projects;

- Public infrastructure projects;
- Land Use and Zoning decisions; and
- Green infrastructure solutions or incentives.

#### **13.3.4**

The Land Development Regulations should be evaluated and revised to encourage and increase protection strategies for new development and redevelopment within the AAA. Such protection strategies should consider nuisance flooding, tidal fluctuations, sea level rise, cloud burst events, sunny day flooding and storm surge and may include, but are not limited to, increasing buffers and setbacks; requiring or limiting (as appropriate) storm hardening or green infrastructure solutions; increasing freeboard requirements; requiring more stringent design standards for stormwater facilities; and exploring the use of a resilience scorecard, matrix, rating system, or similar approach and user guidelines.

#### **13.3.5**

The City should safeguard natural environments and ecosystems that are identified in vulnerability assessments. Measures should include, but not be limited to promoting preservation, reforestation, and afforestation to increase soil moisture retention; prevent erosion; providing shade and increased habitat for species under stress; and removing invasive non-native vegetation within the AAA to benefit shoreline stabilization.

#### **13.3.6**

In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development's use of low impact development stormwater solutions.

**Objective 13.4 The City shall improve, or establish as necessary, coordination and cooperation between and among City, regional, and state departments, agencies, and institutions in order to advance the City's resiliency to flooding and the associated impacts of sea level rise.**

### **Policies**

#### **13.4.1**

The City should coordinate with permitting agencies regarding resiliency initiatives and strategies, inclusive of but not limited to, the repair and maintenance of private sea walls/bulkheads that are critical in the protection of private property, significant resources, or public infrastructure.



### **13.4.2**

The City shall coordinate and participate in state and regional resiliency efforts.

### **13.4.3**

The City should encourage federal, state and regional agencies to evaluate the potential for publicly funded projects to create flood impacts on adjacent properties and to mitigate these hazards as necessary.

**Objective 13.5 The City shall repair and maintain public infrastructure in flood-prone neighborhoods, and implement new solutions for managing stormwater and rising groundwater.**

## **Policies**

### **13.5.1**

The City should assess and consider protection mechanisms, such as hard structural options like sea walls or other physical barriers and soft structural options like living shorelines and dune or wetland restoration, when designing and engineering such systems for capital improvement projects located within the AAA. Factors to compare and consider include, but may not be limited to, a cost/benefit analysis and an analysis of the short and long-term impacts of these systems to the surrounding areas.

### **13.5.2**

The City should promote and encourage the repair and maintenance of private sea walls/bulkheads that are critical in the protection of private property, significant resources, or public infrastructure. Additionally, in non-urban areas or low wave energy environments, the City should encourage soft solutions to stabilize shorelines and consider the replacement of bulkheads with soft solutions where appropriate.

### **13.5.3**

The City should consider the repair, maintenance, and improvement of drainage infrastructure projects based on their location within the AAA and the frequency of nuisance flooding within the area. Planning for the probable occurrence of nuisance flooding in the future should also be considered.

### **13.5.4**

Updates to the Master Stormwater Management Plan should add mapping floodplains in areas of the City not yet mapped to the list of priorities.

### **13.5.5**

The City should evaluate, and encourage innovation in, alternative stormwater storage solutions and natural groundwater storage solutions such as, but not limited to, low impact development features, trees, and wetland systems and evaluate and improve stormwater infrastructure to consider extreme storm events.

### **13.5.6**

The City should evaluate the potential for city funded projects to create flood impacts on adjacent properties and shall mitigate these flood hazards as necessary.

**Objective 13.6 The City shall foster a resilient economy as adaptation solutions are implemented and focus on preserving and protecting the health, safety, and welfare of the population.**

#### **Policies 13.6.1**

The City shall consider demographic, socioeconomic, and development data such as, but not limited to, age (elderly and children); income; lack of personal transportation or transit-dependent; number of historic properties; government-owned properties; and locations connected to centralized water/sewer when evaluating the city's sensitivity to coastal flooding and sea level rise within the AAA.

#### **13.6.2**

The City's Emergency Preparedness Division shall consider collaborating with relevant entities and non-profit organizations in order to prepare for trauma associated with displacement and post-traumatic stress disorder following an extreme weather event.

#### **13.6.3**

The City shall consider the impact of AAA strategies and regulations on economically distressed communities and seek opportunities to mitigate negative impacts in an equitable manner. The City shall continue to strengthen its efforts towards equity and environmental justice with regards to communities living within the AAA. The City should monitor demographic, socioeconomic, and housing data to promote resilient and equitable outcomes.

#### **13.6.4**

The City shall pursue adequate provision of housing options and affordable housing opportunities that are located on land that is high, dry, and connected and outside of the AAA.

**Objective 13.7 The City shall implement development and redevelopment principles, strategies and engineering solutions to reduce or eliminate flood risk in coastal areas when opportunities arise.**

#### **Policies 13.7.1**

The City shall protect coastal areas for the public benefit and restore degraded floodplain areas by methods such as land acquisition or conservation easement acquisition; regulation, including setbacks, buffer zones, designated wildlife corridors; low density zoning, performance standards and open space requirements and through engineering solutions adopted in the floodplain management ordinance and the Florida Building Code (CCME 2.7.3).

### **13.7.2**

Utilizing such programs as the Flood Mitigation Assistance Program (FMAP), Repetitive Flood Claims (RFC) and Severe Repetitive Loss (SRL), the City will continue to work with the State of Florida Division of Emergency Management (DEM), the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP) to mitigate flooding hazards through the acquisition, elevation or relocation mitigation alternatives (Local Mitigation Strategy).

### **13.7.3**

The City will create and maintain data and information to support redevelopment efforts which will include the following inventories: non-conforming land uses, vacant lands, high hazard areas, potential property acquisition/reuse, critical priority redevelopment areas and industrial preservation areas (Post Disaster Redevelopment Plan).

### **13.7.4**

The City will develop and support public and private projects and programs to retrofit, relocate or acquire properties susceptible to repetitive flooding.

### **13.7.5**

The City should evaluate and prioritize opportunities to acquire lands located within major stormwater basins that can serve as both recreation and open space and flood water storage capacity during major storm and high tide events.

### **13.7.6**

The City shall meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22 in order to reduce flood losses and achieve flood insurance premium discounts for residents. (Ordinance Code, § 652.103(h))

### **13.7.7**

The City will continue to participate in the National Flood Insurance Program (NFIP) and will make all reasonable efforts to maintain a Community Rating System score of 6 or better.

### **13.7.8**

The City's Emergency Preparedness Division shall maintain a Local Mitigation Strategy which will be reviewed and updated in accordance with state and federal requirements to remain eligible for pre- and post-disaster funding assistance.

### **13.7.9**

The City shall minimize public and private losses due to flooding by implementing the following regulations:

- A. Requiring the use of appropriate construction practices in order to prevent or minimize future flood damage and managing development practices which may increase flood damage or erosion potential through implementation of the floodplain management ordinance. (Ordinance Code, § 652.103(b and c).
- B. Designating a Floodplain Administrator to enforce the provisions of Chapter 652, Ordinance Code, the City's floodplain management ordinance.

#### **13.7.10**

The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;
- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

#### **13.7.11**

Engineering solutions shall be included in the floodplain management ordinance and shall apply to all development that is wholly within or partially within any flood hazard area, including but not limited to the subdivision of land; filling, grading, and other site

improvements and utility installations; construction, alteration, remodeling, enlargement, improvement, replacement, repair, relocation or demolition of buildings and structures; placement, installation, or replacement of manufactured homes and manufactured buildings; installation or replacement of tanks; placement of recreational vehicles; installation of swimming pools; and any other development.

#### **13.7.12**

The Floodplain Administrator shall review permit applications and engineering plans to determine whether proposed development sites will be reasonably safe from flooding. If a proposed development is in a flood hazard area, all site development activities, (including grading, filing, utility installation and drainage modification), all new construction and substantial improvements shall be designed and constructed with engineering methods, practices and materials to minimize flood damage in accordance with the city Floodplain Management Ordinance.

#### **13.7.13**

The Federal Emergency Management Agency (FEMA) Flood Insurance Study for the City of Jacksonville, Duval County, Florida and Incorporated Areas and the accompanying Flood Insurance Rate Maps (FIRM), and all subsequent amendments and revisions to such maps, shall be adopted by reference as a part of the floodplain management ordinance and shall serve as the minimum basis for establishing flood hazard areas, along with the supporting data and flood hazard areas included in the Master Stormwater Management Plan. Flood zones shall also be depicted on Future Land Use Element Map L-4.

The flood hazard areas and base flood elevations contained in the Flood Insurance Study and shown on Flood Insurance Rate Maps (FIRM) and the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60 may be revised by the Federal Emergency Management Agency, requiring revision to the floodplain management regulations to remain eligible for participation in the National Flood Insurance Program.

#### **13.7.14**

All public utilities and facilities such as sewer, gas, electric, communications, and water systems are to be located and constructed to minimize or eliminate flood damage. All new and replacement sanitary sewage facilities, private sewage treatment plants (including all pumping stations and collector systems), and on-site waste disposal systems shall be designed in accordance with the standards for onsite sewage treatment and disposal systems in Chapter 64E-6, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the facilities and discharge from the facilities into flood waters, and impairment of the facilities and systems. All new and replacement water supply facilities shall be designed in accordance with the water well construction standards in Rule 62-532.500, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the systems.

### **13.7.15**

No development, including but not limited to site improvements, and land disturbing activity involving fill or regrading, shall be authorized in the regulatory floodway unless the floodway encroachment analysis required in the Floodplain Management Ordinance demonstrates that the proposed development or land disturbing activity will not result in any increase in the base flood elevation.

### **13.7.16**

Development within flood hazard areas shall be required to include vulnerability reductions measures such as additional hardening, higher floor elevations or incorporation of natural infrastructure for increased resilience.

### **13.7.17**

The City shall continue to implement the Florida Building Code and land development regulations to enhance flood mitigation measures in vulnerable areas to reduce future risks associated with high tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

### **13.7.18**

The City's Land Development Regulations shall include standards and criteria for drainage and stormwater management in all types of development based on Level of Service Standards established in the 2030 Comprehensive Plan. (FLUE Policy 1.2.15)

### **13.7.19**

The City shall require all development within the 100-year flood-plain to be in strict conformance with all applicable federal, State, regional and local development regulations. (FLUE Policy 1.4.4)

### **13.7.20**

The City shall consider providing incentives to the owners of existing structures located within the AAA for the removal of such structures or the renovation of such structures to bring them into compliance with City Ordinance Codes revised for adaptation and resiliency.

### **13.7.21**

The City should identify strategies and processes to assess the effectiveness of drainage and flooding infrastructure in areas of the City that were developed prior to the imposition of state stormwater management regulations.

**Objective 13.8 The City of Jacksonville shall be consistent with, or more stringent than, the flood resistant construction requirements of the Florida Building Code (FBC) and applicable flood-plain management regulations (44 C.F.R. part 60). Construction activities seaward of the coastal construction control lines shall be consistent with Chapter 161, Florida Statutes.**

### **13.8.1**

The Floodplain Management Ordinance (Ordinance Code, Chapter 652) shall be administered and enforced in conjunction with the Florida Building Code and shall be consistent with the requirements of the Federal Emergency Management Agency (FEMA) and Title 44 Code of Federal Regulations. Additionally, floodplain development permits or approvals shall be issued pursuant to Chapter 652 for any development activities not subject to the requirements of the Florida Building Code. (Ordinance Code, § 652.402)

### **13.8.2**

Limit new construction to areas landward of the primary dune line, except as provided for by Florida's Coastal Construction Control Line regulation pursuant to Chapter 161, F.S. Prohibit the use of non-emergency or maintenance vehicles on the City's primary dune system except as provided pursuant to an approved beach management plan. (FLUE Policy 1.5.8)

### **13.8.3**

If extending, in whole or in part, seaward of the coastal construction control line and also located, in whole or in part, in a flood hazard area:

- A. Buildings and structures shall be designed and constructed to comply with the more restrictive applicable requirements of the Florida Building Code, Building Section 3109 and Section 1612 or Florida Building Code, Residential Section R322.
- B. Minor structures and non-habitable major structures as defined in F.S. § 161.54, shall be designed and constructed to comply with the intent and applicable provisions of this Chapter and ASCE 24.  
(Ordinance Code, § 652.1004)

# JaxPort Master Plan



**March 2009**

*The Honorable Donna Deegan, Mayor*

*William B. Killingsworth, Director of Planning and Development*

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*City of Jacksonville 2045 Comprehensive Plan  
Conservation/Coastal Management Element  
JAXPORT Master Plan - March 2009*



## Introduction

The JAXPORT Master Plan consists of four sections:

1. Section A: Goals, Objective and Policies;
2. Section B: Master Plan Background, containing descriptions of the inventories, analyses, port maintenance and expansion;
3. Section C: Definitions; and
4. Section D: Maps 1-17.

## APPENDICES

- Appendix A, the JAXPORT Quick Reference Emergency Response Plan,
- Appendix B, the PIERS Outlook for U.S./Global Economies Power Point, and
- Appendix C, the JAXPORT Hurricane Manual.

Appendices A, B and C are background information and contain additional data and analysis in support of the Master Plan as required by Florida Statutes Chapter 163 and Chapter 9J-5, Florida Administrative Code.

# 2045 COMPREHENSIVE PLAN



## **JAXPORT Master Plan Goals, Objectives and Policies Section A**

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*City of Jacksonville 2045 Comprehensive Plan  
Conservation/Coastal Management Element  
JAXPORT Master Plan - March 2009*

## **GOAL 1**

To increase public awareness of the benefits derived from the Jacksonville Port Authority, known by the trade name JAXPORT, for the City of Jacksonville, surrounding communities, and the State of Florida. To enhance the economic viability of JAXPORT through the operation, maintenance and expansion of public port facilities.

### **Issue: The Role of JAXPORT**

JAXPORT has been vested by the Florida Legislature with the responsibility of operating, promoting, sustaining, and financing the public marine terminal facilities located within Duval County. In doing so, JAXPORT makes important contributions to the local and regional economy. These contributions are both direct in nature in terms of actual jobs created, as well as indirect through the attraction of business and industry to Jacksonville.

In order to continue this important role in the local and regional economy, JAXPORT must improve efficiency and expand existing public facilities to remain competitive relative to other southeastern ports. As JAXPORT continues to improve its competitive position, it will attract more maritime industries to the public terminals and advance Jacksonville as a site for a variety of maritime businesses. JAXPORT is a major contributor to the Port of Jacksonville (Port). All port facilities, whether public or private, operating in Duval County are considered a part of the Port.

**Objective 1.1** JAXPORT shall maintain a public information program to inform local governmental agencies and citizens about current JAXPORT activities and future growth plans.

### **Policies**

#### **1.1.1**

JAXPORT shall maintain existing public relations programs to provide timely, comprehensive information about port-related operations, activities, and growth opportunities.

#### **1.1.2**

JAXPORT, through its partnership in the Chamber of Commerce and the Jacksonville Economic Development Commission, shall emphasize the importance of JAXPORT to the city's overall economic development strategy.

**Objective 1.2** JAXPORT shall strengthen the cooperative relationship between public and private Port facility owners and users.

## **Policies**

### **1.2.1**

JAXPORT shall participate in Port development task force or special Port task forces with both public and private sector members to resolve specific issues affecting opportunities for Port growth and development.

## **Objective 1.3 JAXPORT will work to improve the competitive position of the Port in relation to other ports in the Southeastern United States.**

## **Policies**

### **1.3.1**

JAXPORT shall stimulate economic growth of Port-related businesses in the Jacksonville Area through a managed expansion program.

### **1.3.2**

Port growth will be stimulated by providing personnel and facility services needed by maritime community.

### **1.3.3**

JAXPORT shall continue to market the Port internationally and stimulate the regional economy by coordinating JAXPORT's marketing program with other local economic development organizations, including the Jacksonville Chamber of Commerce and the Jacksonville Economic Development Commission.

## **Objective 1.4 Mediation or conflict resolution may be required in instances where there is an inconsistency or conflict between JAXPORT and the City, or the Port Master Plan and Comprehensive Plan.**

## **Policies**

1.4.1 JAXPORT and the City of Jacksonville agree to work together to find a mutually acceptable solution to resolve conflict or inconsistency. If a formal process to resolve a dispute is required, JAXPORT and the City shall resolve such dispute in accordance with the government conflict resolution procedures outlined in Chapters 164 or 186, Florida Statutes.

## **GOAL 2**

**To ensure that sites best suited for Port related development, water-dependent uses are reserved for that purpose.**

### **Issue: Land Use**

**As JAXPORT grows to meet the changing needs of the maritime industry and carry out its charter responsibilities, and as the City of Jacksonville (City) continues to become a more urbanized metropolitan area, competition for suitable waterfront**

property will become intense. It is the desire of JAXPORT to grow in an orderly manner, carefully addressing the impacts of its growth. In order to meet the growth challenges of the maritime industry, it is necessary that those lands most suitable for marine terminal development be identified and reserved in the City's Future Land Use Element.

**Objective 2.1 Utilize appropriate planning studies and processes that identify and reserve areas for Port development.**

**Policies**

**2.1.1**

In areas recommended for Port use, development will be directed through the provisions of the Water-Dependent/Water-Related land use category of the City's Future Land Use Element.

**2.1.2**

JAXPORT shall recognize waterfront-fishing communities as a Water-Dependent/Water-Related use consistent with the Future Land Use Element of the Comprehensive Plan.

**2.1.3**

All new development and Port expansions must be consistent with this Master Plan. As may be necessary, JAXPORT shall amend this Master Plan to authorize Port expansions in order to qualify for the DRI exemptions set forth in Section 163.3178(3), Florida Statutes, as applicable.

**Objective 2.2 Redevelopment of declining areas adjacent to Talleyrand Avenue shall be consistent with the provisions of the City's Future Land Use Element.**

**Policies**

**2.2.1**

Planned Port-related industrial development shall be directed to areas bordering the Port, consistent with the provisions of the City's Future Land Use Element.

**2.2.2**

Areas adjacent to the Talleyrand Corridor shall be redeveloped through the joint efforts of, JAXPORT, the City of Jacksonville Economic Development Commission and State programs such as Brownfields and Enterprise Zone designations.

**2.2.3**

Redevelopment of the Talleyrand Corridor shall be sensitive to existing residential uses, addressing concerns regarding port/industrial expansion.

#### **2.2.4**

JAXPORT shall identify potential Port expansion sites and facilities to address inappropriate use of these sites for non-water dependent, non-water related activities.

**Objective 2.3 JAXPORT shall contribute to, where appropriate, protect and maintain the public investment in the infrastructure and facilities serving its activities.**

#### **Policies**

##### **2.3.1**

JAXPORT shall maintain access to its facilities by enhancing transportation systems to meet the needs of existing Port areas.

##### **2.3.2**

JAXPORT shall upgrade, redevelop, and/or construct new facilities and utilities on their properties as warranted to meet the needs created by technological changes and economic forces in the shipping industry.

##### **2.3.3**

JAXPORT, as the local harbor sponsor, shall adhere to the Dredging Plan as established by US Army Corps of Engineers (USACOE) for compliance with local maintenance of the navigation channel and public port facilities to ensure economic competitiveness.

##### **2.3.4**

JAXPORT shall work with the City in the event that proposed JAXPORT development raises issues regarding land use, transportation, environment, or hazards to ensure that required infrastructure is in place when required for Port development.

##### **2.3.5**

As new JAXPORT development requiring State review is undertaken JAXPORT shall submit project specific studies to the State to evaluate project impacts on natural resources, cultural resources and public facilities.

##### **2.3.6**

Where proposed JAXPORT development requires additional public infrastructure in order to maintain levels of service as adopted in the Capital Improvements Element, projects will be added to the annual update of the financially feasible Capital Improvements Schedule as appropriate.

##### **2.3.7**

The City shall coordinate with JAXPORT, the North Florida Transportation Planning Organization (TPO), the State Department of Transportation, railroads, the local

community and other entities as necessary on a long-term plan to maximize the use of rail, and other non-road mobility approaches, in support of Port activities.

### **GOAL 3**

**To develop and maintain an efficient and effective surface transportation network adequate to support existing and future Port facilities. Ensure that navigation channels are provided which adequately serve the needs of the Port.**

#### **Issue: Access and Transportation**

**Access and transportation are basic to the effective and efficient operation of a port. From a navigational standpoint, the existence of safe and adequate shipping channels and terminal berths are critical. The maintenance of channels in the St. Johns River involves periodic dredging, which in turn creates the need for dredge spoil disposal sites. This requires the coordination and cooperation of JAXPORT, Florida Department of Environmental Protection (FDEP), and the U.S. Army Corps of Engineers. Thus, it is necessary for JAXPORT to cooperate with these agencies in preparing dredging plans, identifying, and acquiring disposal areas, and identifying new projects that will allow the Port community to continue growing.**

**In order to sustain a competitive and successful maritime industry, it is imperative that an effective landside transportation system be maintained. Port areas need to have roadway systems that can support heavy truck traffic with access to interstate highways, as well as rail systems that feed into regional and national systems. As JAXPORT grows to meet the challenges of the maritime industry over the next 20 years, the development and maintenance of surface transportation systems will become increasingly important.**

**Objective 3.1 JAXPORT shall work with all appropriate agencies to encourage the planned development of a surface transportation system that will serve Port users.**

#### **Policies**

##### **3.1.1**

JAXPORT shall continue to maintain and upgrade the existing surface transportation systems on JAXPORT properties in order to improve efficiency and accessibility with Port areas. The cooperative effort among JAXPORT, the TPO, the Florida Department of Transportation, the Federal Highway Administration, and private railroad companies shall be continued to facilitate the necessary improvements to surface transportation systems in support of Port development activities.

##### **3.1.2**

The City shall coordinate with JAXPORT, the TPO, the State Department of Transportation, the local community and other entities as appropriate on a long-term plan

to address the impacts of Port growth on the surface transportation system, including financially feasible capacity improvements and long term maintenance planning.

**Objective 3.2 JAXPORT shall develop new and maintain existing navigation channels as necessary for current and expanded Port operations.**

### **Policies**

#### **3.2.1**

JAXPORT shall continue to sponsor maintenance dredging projects by the USACOE in the main channel of the lower St. Johns River.

#### **3.2.2**

JAXPORT shall identify channel improvements necessary for the development of new marine terminals, or for the enhancement of existing facilities.

**Objective 3.3 JAXPORT shall provide dredge spoil areas for public dredging projects in the lower St. Johns River located in Duval County, Florida and administer a dredged materials management program.**

### **Policies**

#### **3.3.1**

JAXPORT shall coordinate proposed maintenance dredging, acquisition/development of spoil disposal areas, and related environmental mitigation with the Florida Department of Environmental Protection, (FDEP) as well as the USACOE.

#### **3.3.2**

JAXPORT shall ensure its applications for permits for dredging, spoil disposal areas, etc., authorized pursuant to s.403.061 (38), F.S. shall include the requirements of s.311.105 (2) and (3), F.S.

#### **3.3.3**

JAXPORT shall coordinate with the USACOE to ensure that all prior conditions of the original permit(s) to construct the navigation channel/dredged material maintenance sites, turning basins, and harbor berths issued by FDEP for JAXPORT properties are met, in order to reduce environmental mitigation requirements in accordance with s.311.105(4), F.S.

#### **3.3.4**

JAXPORT shall coordinate with the USACOE and FDEP to ensure that, where feasible, suitable dredged materials will be deposited on Duval County beaches, subject to review and approval of affected municipalities and agencies.



## **GOAL 4**

**To develop financing mechanisms to facilitate the development and expansion of JAXPORT terminals in support of forecasted growth.**

### **Issue: Financing**

**JAXPORT has a positive impact on the local economy and is currently in a growth mode, which must be sustained to remain competitive. As long as the Port facilities remain competitive in world markets, the facilities will continue to contribute significantly to the local economy. The improvements necessary to maintain growth and competitiveness are costly. JAXPORT, however, has limited capabilities to fund the needed improvements. Some of the necessary improvements are outside the purview of JAXPORT.**

**JAXPORT currently receives an annual appropriation of \$800,000 of contributed capital from the City. It also receives non-operating income from telecommunication taxes. JAXPORT will need additional sources of revenue to make capital improvements in support of new growth.**

**Objective 4.1 Identify and obtain funding from other sources not currently utilized and update the Capital Improvements Program annually.**

### **Policies**

#### **4.1.1**

Pursue State and federal grants, loans and other forms of financial assistance.

#### **4.1.2**

Evaluate each land lease before renewal and update as feasible to stay current with land lease rates, throughput fees and dockage.

#### **4.1.3**

The JAXPORT Capital Improvements Program is a part of the City's Capital Improvements Element and shall be updated annually as part of the City's Annual Capital Improvements Element amendment.

## **GOAL 5**

**To provide for the protection and conservation of natural resources consistent with the operation, maintenance, and expansion of JAXPORT facilities.**

### **Issue: Environmental Protection**

**As growth occurs, there will be some environmental impacts as a reasonable consequence of the industrial processes to Port operations. In addition, it is important that water-related and water-dependent uses minimize their impacts**

upon the surrounding environment by adhering to the latest regulatory requirements.

**Objective 5.1 Operation and expansion of JAXPORT facilities shall be planned and conducted to protect and conserve coastal resources, to the extent feasible.**

## **Policies**

### **5.1.1**

Port activities shall be planned and conducted in accordance with both the general and specific policies pertaining to ports contained in the Conservation/Coastal Management Element of this plan for the purpose of protecting, conserving and improving wetlands, water sources, marine resources, coastal barriers, manatees, fish, shellfish, wildlife habitat, and groundwater.

### **5.1.2**

Port development and operation shall be conducted to protect water quality in the St. Johns River, and where practical, to enhance the quality of the estuary in accordance with both the general and specific policies pertaining to ports contained in the Conservation/Coastal Management Element of this plan.

### **5.1.3**

Port development in the coastal high hazard area shall be located when feasible, in areas where impacts from the high hazard area are minimized in order to reduce capital investment in infrastructure and related port facilities in such areas.

### **5.1.4**

Port development and operations shall be consistent with the Historic Preservation Element and Housing Element of this plan.

### **5.1.5**

All Port development shall be undertaken in a manner, which is consistent with the safety component of the Conservation/Coastal Management Element. Dedication of public land to conservation after permitting shall be encouraged, but must be balanced against the need to maximize land resources available for Port use.

### **5.1.6**

JAXPORT development and operations shall be subject to an evacuation plan, hurricane manual, emergency response plan or other documents as appropriate to address hurricane preparedness planning, general hazard mitigation and post disaster planning. JAXPORT shall participate as needed in City efforts to produce a post-disaster redevelopment plan consistent with Objective 7.5 of the Conservation/Coastal Management Element.

The appendices to this Port Master Plan contain the JAXPORT Hurricane Manual, the JAXPORT Emergency Response Plan and a power point report entitled Outlook for Global Economies / Containerized Trade Flows and US, With Special Emphasis on Florida's Ports by Piers Global Intelligence Solutions.

## **GOAL 6**

**Recognize that JAXPORT is unique in its ability to serve as an economic engine for the State of Florida and the Northeast Florida region.**

### **Issue: Port Expansion**

**JAXPORT has the possibility of expansion to sites not currently owned by JAXPORT. It operates out of diverse locations that are supported by private businesses that are part of a symbiotic relationship that benefits JAXPORT and the local economy. JAXPORT does not regulate private Port development.**

**Objective 6.1 JAXPORT must remain able to move efficiently when presented with new Port-related opportunities.**

### **Policies**

#### **6.1.1**

The JAXPORT Master Plan recognizes that various sites are under consideration for Port expansion as part of its JAXPORT Development Program. As work by JAXPORT on these sites progresses and funding is identified, projects required to support their Port development shall be added to the financially feasible capital improvement elements to address any potential impact they may have on Levels of Service in the City.

#### **6.1.2**

JAXPORT will be required to do environmental, transportation and infrastructure analysis as part of the permitting and submerged lands leasing process to meet City, State and federal requirements. The State shall review specific related impacts at the time of permitting and submerged land leasing. The analysis produced as part of the permitting and submerged land leasing process shall be provided to the City and the State and shall become part of the background data and analysis associated with the Port Master Plan.

# 2045 COMPREHENSIVE PLAN



## **JAXPORT Master Plan Background Section B**

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*City of Jacksonville 2045 Comprehensive Plan  
Conservation/Coastal Management Element  
JAXPORT Master Plan - March 2009*

## HISTORY OF THE JACKSONVILLE PORT AUTHORITY

The Jacksonville Port Authority, known by the trade name JAXPORT, is an independent government agency created by the Florida legislature. JAXPORT owns, operates, manages and controls the public seaports and ancillary facilities in Duval County. Physical facilities owned by JAXPORT include docks and wharfs, cranes, a passenger cruise terminal, warehouses, railroad line, paved open storage areas and road connections to the public highway system. Generally, JAXPORT provides and maintains the terminals with their equipment and manages the overall public and private use of the facilities.

The original Jacksonville Port Authority was created by a special act of the Florida Legislature in 1963 to own, develop, maintain and market Jacksonville's seaport facilities. In 1963, these facilities included the areas now known as Talleyrand Marine Terminal and Blount Island. Talleyrand consisted of deteriorating wooden docks. Blount Island was an undeveloped spoil site. Aviation responsibilities were added in 1967.

In 2001, the Jacksonville Port Authority was divided into two entities, a new seaport authority, which retained the name Jacksonville Port Authority, hereafter known as JAXPORT, and an aviation authority, the Jacksonville Airport Authority. At this time, JAXPORT created a strategic plan to address increasing seaport business. Specific items of the strategic plan included increased cargo volumes, greater intermodal efficiency, higher throughput, increased revenues, quality employment opportunities and investment in new and existing facilities.

Port development pursuant to Chapter 163.3178(3), Florida Statutes, was exempted from Development of Regional Impacts (DRIs) provided the development is in compliance with the City Comprehensive Plan and consistent with projects identified in Section 311.07(3)(b) and Section 311.09(3), Florida Statutes. JAXPORT and the City submitted the JAXPORT Master Plan along with goals, objectives and policies meeting the requirements of the Florida Statutes governing the DRI process as well as JAXPORT responsibilities and operations. Florida Law 2000-465 outlined the powers and responsibilities of JAXPORT, which include, among other items, the authority to construct, repair, or improve projects, to acquire property for projects, to issue bonds and enter into contracts with companies that promote the mission of JAXPORT.

## **ECONOMIC IMPACT**

JAXPORT is an independent authority within the City, operating as a separate business. Funding for the daily operations of JAXPORT is provided by private companies paying for the use of JAXPORT facilities through user fees, leases and other charges.

JAXPORT's operating revenues yield positive net income each year. JAXPORT capital improvements are eligible for State and Federal funding through a variety of programs.

An economic impact study completed in 2005 (DBA Martin Associates) stated cargo services associated with JAXPORT account for more than 12,000 direct and indirect jobs provided by the private companies doing business at the JAXPORT facilities. An additional 22,000 related jobs are provided by consignees utilizing Port facilities. Employment includes longshoremen, truck drivers, warehouse workers, steamship and railroad employees and employees in support services such as repairs, environmental and legal consultation, insurance and retail sales. This same 2005 economic impact study indicates business revenue impacts generated over \$550 million. This revenue includes direct personal earnings, local purchases by maritime services companies and state and local taxes.

Orlando-based Fishkind and Associates Inc., in 2004, completed an economic impact study for the cruise ship industry in Jacksonville. The study indicated the cruise industry could grow to create more than 2,700 area jobs and generate \$1.5 billion in cumulative economic impact over 20 years. The Northeast Florida Regional Council completed a 2003 study, which indicated the industry had already created approximately 715 new jobs and more than \$36 million in new annual economic impact for the region.

## **SECURITY OVERVIEW**

JAXPORT considers security to be of paramount importance. JAXPORT developed a comprehensive security program to protect JAXPORT employees, tenants, property and assets, consistent with JAXPORT's threat exposure. JAXPORT has implemented tighter security standards at its marine terminals over the last several years under this program.

Some of the improvements include increased security fencing around tenants' facilities, augmented patrols by security forces on the terminals, full time presence by the Jacksonville Sheriff's Office, and the installation of high-mast lighting and security cameras. Additionally, the installed S.T.A.R. and V.A.C.I.S. systems are methods by which U.S. Customs can randomly check a container's cargo for smuggled goods.

JAXPORT is currently implementing 33 CFR 105 Federal Regulation and Florida Statutes 311.12 (Seaport Security Act) to establish a safe and secure port. At this time, JAXPORT is the only major cargo port in Florida that is in substantial compliance with the Florida Seaport Security Act.

## **CARGO OVERVIEW**

JAXPORT consists of three operating terminals, Talleyrand Marine Terminal, Dames Point Marine Terminal and Blount Island Marine Terminal. About seven million short tons of cargo are shipped through these ports annually with an additional 10 million tons of

cargo moved through private facilities located along the St. Johns River. Approximately half of the seven million tons is imported and half is exported. Cargo is moved quickly, sometimes within 24 hours. JAXPORT cargo is characterized into four main categories; vehicles, containerized cargo, bulk cargo and breakbulk cargo.

Vehicles are primarily imported and exported passenger cars and trucks, but on occasion include other vehicles, which can be rolled on or off a ship (Ro/Ro, including ambulances, school buses and construction equipment). JAXPORT handles almost 600,000 vehicles per year.

Containerized cargo accounts for approximately 60% of all cargo at JAXPORT. This cargo is carried in metal containers. The containers are loaded and unloaded using cranes on the dock adjacent to the ship. The containers are then placed on trains or trucks and transported from the terminals. This type of cargo can be any consumer good such as computers, furniture, clothing and food.

JAXPORT facilities handle over one million tons of bulk cargo each year. This cargo is considered “loose” cargo, meaning it is not carried in a container. The cargo is carried in a ship’s hold and poured into piles. Examples include coal, woodchips, granite, limerock and gravel. Liquid cargo such as oil and corn syrup is considered “liquid bulk”.

Breakbulk cargo examples include pallets of lumber, bales of cotton, rolls of steel, pallets of chicken and wood pulp. This cargo is generally moved on pallets, while other breakbulk cargo comes in bales or rolls. These cargos may need to be stored in a warehouse for protection from the elements.

**JAXPORT Five Year Cargo Statistics**

<b>Port Statistics</b>	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004
Vessel Calls	1,592	1,587	1,611	1,539	1,582
<b>Tonnage</b>					
Containerized	3,796,925	3,544,607	3,717,503	3,751,251	3,927,437
Breakbulk	609,901	672,165	698,568	703,803	830,716
Bulk	1,805,845	1,668,770	1,666,158	1,699,584	1,862,704
Automobiles	901,413	971,357	1,036,892	1,146,378	1,067,411
Total	7,114,084	6,856,899	7,119,121	7,301,016	7,688,268
<b>Units</b>					
Containers (TEUs)	708,028	698,903	683,836	692,422	727,660
Automobiles	538,408	579,924	615,030	544,062	533,227

Source: JAXPORT

**Monthly JAXPORT Tonnage Statistics**  
**May 2005 – 8 Month to Date**  
**Fiscal Year 2004-2005**

**Imports**

Tonnage Statistics	Current May-05	YTD FY-04/05	Previous May-04	YTD FY-03/04	Month Inc/Dec	YTD Inc/Dec
Containerized	87,106	671,060	86,653	632,061	1%	6%
Breakbulk	36,087	446,568	17,438	351,051	107%	27%
Bulk Cargo	14,1247	1,558,017	121,323	1,089,259	16%	43%
Auto/Tractors	73,944	486,686	54,957	570,561	35%	-15%
<b>Total</b>	<b>338,384</b>	<b>3,162,331</b>	<b>280,371</b>	<b>2,642,932</b>	<b>21%</b>	<b>20%</b>

Source: JAXPORT

**Exports**

Tonnage Statistics	Current May-05	YTD FY-04/05	Previous May-04	YTD FY-03/04	Month Inc/Dec	YTD Inc/Dec
Containerized	238,437	2,146,516	246,916	1,983,222	-3%	8%
Breakbulk	20,030	123,107	21,704	104,117	-8%	18%
Bulk Cargo	10,786	78,976	11,823	80,328	-9%	-2%
Auto/Tractors	26,130	224,351	15,787	176,033	66%	27%
<b>Total</b>	<b>295,383</b>	<b>2,572,950</b>	<b>296,230</b>	<b>2,343,700</b>	<b>0%</b>	<b>10%</b>

Source: JAXPORT

**Import/Export Totals/Ratio**

Tonnage Statistics	Current May-05	YTD FY-04/05	Previous May-04	YTD FY-03/04	Month Inc/Dec	YTD Inc/Dec
Containerized	325,543	281,7576	333,569	2,615,283	-2%	8%
Breakbulk	56,117	569,675	39,142	455,168	43%	25%
Bulk Cargo	152,033	1,636,993	133,146	1,169,587	14%	40%
Auto/Tractors	100,074	711,037	70,744	746,594	41%	-5%
<b>Grand Total</b>	<b>633,767</b>	<b>5,735,281</b>	<b>576,601</b>	<b>4,986,632</b>	<b>10%</b>	<b>15%</b>
<b>Inbound Cargo Ratio</b>	<b>53%</b>	<b>55%</b>	<b>49%</b>	<b>53%</b>		



Outbound Cargo Ratio	47%	45%	51%	47%		
Source: JAXPORT						

**JAXPORT Tonnage (Short Tons)  
Fiscal Year 2004**

Containers	3,927,437
Vehicles	1,067,411
Bulk	1,862,704
Breakbulk	803,716
TOTAL	7,688,268
Source: JAXPORT	

**Major JAXPORT Imports**

Venezuela	gas, oil, cement
Virgin Islands	molasses, fish, paper
Canada	gravel, limestone, oil
Colombia	coal, coffee, bananas
Bahamas	limestone, seafood, beer
Source: JAXPORT	

**Major JAXPORT Exports**

Venezuela	auto parts, aluminum, cars
Puerto Rico	food, cars, furniture
Brazil	cars, machinery, aluminum
Mexico	paper, machinery, fabrics
Bahamas	electronics, food, tractors
Source: JAXPORT	

**JAXPORT TENANTS**

TENANT	LOCATION	TYPE OF BUSINESS
Agents' House	Talleyrand	Freight forwarder and customs broker
APM Universal/Horizon Lines	Blount Island	Terminal operator
APS East Coast Inc. (AMPORTS)	Blount Island	Portside vehicle processing
Andrew Vazques, Inc. (AVI Services)	Blount Island	Vehicle & cargo surveys for damage prevention & claims settlement
Bayer Polymers	Talleyrand	Industrial specialty maintenance

<b>TENANT</b>	<b>LOCATION</b>	<b>TYPE OF BUSINESS</b>
Berman Bros	Talleyrand	Steel distributors & warehousing
C. Martin Taylor	Talleyrand	Export, customs broker
Ceres Marine Terminal	Blount Island	Vehicle and container handling
Coastal Maritime Stevedoring, LLC	Blount Island	Stevedore services
Crowley Liner Services	Talleyrand	Container & Ro/Ro handling
Crowley – Bond Street	Talleyrand	Container & Ro/Ro handling
Distribution & Auto Service	Blount Island	Vehicle processing
E. I. Dupont Neumours	Talleyrand	Chemical processing
Foreign Trade Zone Operators	Talleyrand	Various companies providing FTZ assistance, services
GSA	Talleyrand	Provides workplace needs to government agencies
Hamburg Sud North America	Talleyrand	Cargo handling
Hual North America, Inc.	Blount Island	Vehicle export
ICS, Logistics, Inc.	Talleyrand	Dry warehousing services, stevedoring and transportation services
ICS-Goodnight	Talleyrand	Cold storage
International Transport Logistics	Blount Island	Intermodal services, warehouse availability
International Waste Control (Fleetwash)		
J. M. Family Enterprises, Inc. (SE Toyota)	Talleyrand	Vehicle processing
Kerr Norton Strachan	Dames Point	Shipping agency
Maersk Sealand	Blount Island	Ocean cargo carriers for containers
Marine Terminals Corp	Talleyrand	Stevedore operations
Martin Marietta	Dames Point	Dry bulk cargo handlers
MBT Enterprises LLC	Blount Island	Vehicle processing
MOL	Dames Point	Shipping company
Moran Towing	Talleyrand	Harbor towing services
MTMC Office Lease		
North Florida Shipyard	Talleyrand	Ship repair facilities
PPG Industries	Blount Island	
Rail Link, Inc.	Talleyrand	Talleyrand terminal railroad
Rinker	Dames Point	Aggregate imports

TENANT	LOCATION	TYPE OF BUSINESS
Safe Harbor Haven, Inc.	Dames Point	Residential facility for troubled youth, teaching seamanship skills
Sea Star Line	Blount Island	Stacked container & Ro/Ro operations
SSA/Cooper LLC	Blount Island	Breakbulk services
TICO Corp	Blount Island	Equipment supplier, solutions to distribution sectors of transportation industry
Trailer Bridge and HUAL North America	Blount Island	Container & vehicle export
USA Superroutes/D/B/A American Transbridge	Talleyrand	Container equipment & services
Wallenius Lines N.A., Inc.	Blount Island	Vehicle processors
Westway Trading	Talleyrand	Bulk liquid storage

Source: JAXPORT

### JAXPORT TERMINALS

Jacksonville's main shipping channel is a 23-mile stretch of the St. Johns River extending from its mouth at the Atlantic Ocean to Talleyrand Marine Terminal just north of downtown Jacksonville.

#### General Information – Three Terminals

	Blount Island	Talleyrand	Dames Point
Location	North of Fulton Dames Point cutoff channel. Nine miles from sea buoy.	Approximately 21 miles from the mouth of the St. Johns River.	Ten miles from sea buoy. Entrance located on August Drive off Hecksher Drive.
Terminal Area	754 acres, paved, lighted and secured.	173 acres, paved, lighted and secured.	585 acres
Cargo Types	Vehicles, pleasure boats, containers, breakbulk (wood pulp, rolled steel,	Passenger vehicles, containers, breakbulk (frozen	Bulk cargos, containers and cruise operation

	<b>Blount Island</b>	<b>Talleyrand</b>	<b>Dames Point</b>
	paper, aluminum, others)	poultry, beef, steel, lumber, others)	
Use	Containers, Ro/Ro, breakbulk & general cargo	Containers, Ro/Ro, liquid bulk & general cargo (steel, lumber, poultry)	Bulk cargos & cruise operations, breakbulk, Ro/Ro & containers.
Facilities	Transit shed 240,000 sf Forest product storage – 50,000 sf Container freight station – 90,000 sf	On-dock warehousing – 160,000 sf including 120,000 sf of refrigerated / freezer space	
	Container freight station – 90,000 sf	Dry storage – 40,000 sf	Cruise terminal – 63,000 sf
	Inside storage – 50,000 sf	550,000 sf cold storage	
General Berths	#20 – 750 linear feet	#3 – 700 linear feet	#10 – 1200 linear feet #18 – 1200 linear feet
	#22 – 600 linear feet	#4 – 800 linear feet	Cruise berth – 1200 linear feet
	#30 – 700 linear feet	#5 – 800 linear feet	
	#31 – 900 linear feet	#6 – 800 linear feet	
	#32 – 900 linear feet	#7 – 800 linear feet	
	#33 – 1000 linear feet	#8 – 900 linear feet	
	#34 – 1000 linear feet		
	#35 – 750 linear feet		
Load capacity / sf	800 lbs for all except #22 which is 900 lbs		
Apron Width	Berth #20 – 111 feet	80 feet	
	Berth #22 – 80 feet		

	<b>Blount Island</b>	<b>Talleyrand</b>	<b>Dames Point</b>
	80 feet in front of transit shed; 150 feet elsewhere		
Depth alongside MLW	Berths #20 & #22 – 38 feet	38 feet	40 feet + 1
	Berths #30-#35 – 40 feet + 1		
Deck Height above MSL	Berths #20 & #22 - +10 feet	7 feet	8 feet
Mechanical Handling Facilities	8 container cranes ; 3 - 50 ton, 3 - 45 ton, 2 – 40 ton	6 container cranes ; 1 – 50 ton, 2 – 45 ton, 3 – 40 ton	
	1 – 100 ton gantry whirly crane	2 rubber tired gantry cranes	
	1 – 40 ton straddle crane	1 – 100 ton multi-purpose whirly crane	
		3 – 40 ton container stackers	
On-Dock Rail Connection	CSX Corporation	Rail Link to CSX, Norfolk Southern, Florida East Coast Railway	CSX Corporation
Highway Connections	I-95 & I-295 – State Road 9A leading to Heckscher Drive (State Road 105)	I-95 & I-10 to US 1 leading to 8 <sup>th</sup> , 11 <sup>th</sup> , or 21 <sup>st</sup> Streets	I-95 & I-295 – State Road 9A leading to Heckscher Drive (state Road 105)

Source: JAXPORT

All three terminals are identified as Foreign Trade Zones (FTZ), a site within the United States, which streamlines customs clearance. These zones assist companies involved in importing, exporting and manufacturing to operate more efficiently. In 2002, state legislation provided flexibility to the zone area initially assigned to JAXPORT (FTZ #64). This flexibility expanded the zone outside of Duval County allowing hundreds of businesses along the First Coast to take advantage of FTZs. In addition to the

JAXPORT terminals, Jacksonville International Airport and several industrial parks are included in the FTZ.

### **BLOUNT ISLAND MARINE TERMINAL (MAP 8)**

Blount Island Marine Terminal is located nine nautical miles from the Atlantic Ocean and has 6,600 linear feet of berthing space on 40 feet of deepwater. This terminal has an additional 1,350 feet of berthing space on 38 feet of water. The location of the terminal allows easy access to major highways; less than one mile to SR 9A and only minutes to I-95, I-295 and I-10. I-75 is one hour's drive to the west.

Blount Island also is one of the largest vehicle import-export centers on the East Coast, in addition to handling recreational boats, tractors, paper, wood pulp, forest products and a variety of general cargos. The entire terminal is identified as a foreign trade zone and can be activated for qualified users.

A 300-foot JEA transmission line easement and elevated coal conveyor divides Blount Island nearly in half. JAXPORT operates the marine terminal on the westerly half. This 754-acre terminal is JAXPORT's largest container facility, dedicating 150 acres to container storage and 240,000 square feet of dockside transit shed to store a variety of commodities such as stainless steel, linerboard, wood pulp and other cargos requiring warehousing. The terminal uses one 100-ton whirly crane and eight container cranes to efficiently move cargo. For cross-dock efficiency, the terminal has a 90,000 sf Container Freight Station. The movement of cargo is facilitated by the terminal's on-dock rail served directly by CSX Corporation. Blount Island is also used to process passenger vehicles. Processing includes cleaning, inspecting and adding equipment.

The easterly half of Blount Island is owned by the federal government and occupied by the United States Marine Corps, Blount Island Command. This unit is responsible for attainment, maintenance, refurbishment, and sustainment of the 16 Maritime Prepositioning Force (MPF) ships. The MPF provides forward deployed equipment and logistic support to the Marine Expeditionary Force.

Access to the Blount Island Terminal is provided by State Road 105 (Heckscher Drive), a major 4-lane arterial that connects with SR9A/I-295 approximately 1 mile west of the terminal. Unlike Talleyrand, the Blount Island terminal is served by only one Class 1 railroad, CSX. As a result, most containers moving through the Terminal are handled by truck. Containers that ultimately are handled by rail are drayed (trucked) to and from the Terminal to the established CSX and Norfolk Southern intermodal yards located off I-295 on the western side of the City. There are limited rail deliveries of vehicles and liquid bulk cargoes directly to Blount Island.

## **TALLEYRAND MARINE TERMINAL (MAP 9)**

Talleyrand Marine Terminal is located 21 miles from the Atlantic Ocean on the St. Johns River. This 173-acre terminal has a 38 foot depth along the docks. This depth will be increased to 40 feet with a dredging project expected to start in 2009. Talleyrand handles South American and Caribbean containerized cargos, automobiles and breakbulk commodities such as steel, paper, frozen and chilled goods and liquid bulk commodities such as turpentine and vegetable oil.

Mechanical handling facilities include six container cranes, two rubber-tired gantry cranes, one 100-ton whirly crane, tanker discharge facilities and three 40-ton container stackers. The rubber-tired gantry cranes have 50-long-ton capacity and are able to straddle four on-dock rail spurs.

Transit shed and warehousing facilities include 160,000 square feet of on-dock warehousing complete with cold storage, freezer and dry space and an additional 550,000 square feet of on-dock warehousing. This warehouse is used as dry space for imported finished Finnish paper.

The Talleyrand terminal is serviced by three Class 1 railroads; Norfolk Southern, CSX Corporation and Florida East Coast Railway. Talleyrand Terminal Railroad, Inc. provides direct switching for these railroads. The terminal is reached by I-95 and I-10 leading to U.S. 1 and Jacksonville's 20th Street Expressway (Martin Luther King Parkway). This terminal is located in a Foreign Trade Zone and can be activated for qualified users.

The Talleyrand Terminal is located near downtown Jacksonville and approximately 21 miles from the mouth of the St. Johns River. The terminal is well served by public infrastructure. Highway access to the Terminal is provided via the Martin Luther King (MLK) Parkway, which intersects with Interstate 95. The MLK Parkway is accessed from 8th Street and 21st Street. The FDOT recently completed interchange improvements at 8th Street and the MLK Parkway and has programmed a complete rebuild of the MLK Parkway/Phoenix Street Interchange.

## **DAMES POINT MARINE TERMINAL (MAP 10)**

JAXPORT's newest terminal is the Dames Point Marine Terminal. This terminal has approximately 300 acres of waterfront property and another 75 acres of non-waterfront industrial/commercial sites. This terminal is presently home to JAXPORT's "Temporary" Cruise Terminal and a 30-acre dry bulk terminal operated by Martin-Marietta. The Terminal is also home to the soon-to-be constructed 25 acre Rinker Materials dry bulk terminal, the 158-acre container terminal to be operated by the Asian carrier Mitsui OSK Line and its terminal operator TraPac, and the conversion of the temporary cruise terminal site to container terminal operations. Other planned projects for JAXPORT's Dames Point properties include the construction of a JAXPORT Security Operations Center and

the development of Port related industrial uses. Once these facilities are constructed, the Dames Point Marine Terminal will be essentially built-out.

The Dames Point Marine Terminal is accessed via SR 105 (Heckscher Drive) which links directly with SR9A/I-295 to the east, and I-95 to the west. Because of the planned development of the Dames Point container terminal, the FDOT and JAXPORT will be implementing a short-term plan to increase the traffic capacity at the SR 9A/I-295 interchange with Heckscher Drive and the Heckscher Drive intersection with New Berlin Road, which will serve as the Terminal's main entrance. The FDOT has committed to conduct a PD&E Study for this area in the next year to identify future improvements to the transportation system, which may be required. In 2003, JAXPORT entered into a Fair Share Contract (no. 26411) with the City of Jacksonville for the "Ed Austin Marine Terminal" (now know as Dames Point) consisting of 4,300,000 enclosed square feet of industrial space on approximately 430+- acres of property located on Hecksher Drive, between August Drive and State Road 9A. This Agreement required JAXPORT to cause Heckscher Drive to be expanded to four lanes from August Drive to New Berlin Road. This project was completed in 2004. This terminal, like Blount Island is served exclusively by CSX Railroad. Adequate water, sewer, and electric services are provided by the JEA.

It is one of the few major greenfield sites that can offer extensive expansion capability. JAXPORT is currently expanding the bulk terminal by 25 acres and plan to add support facilities for breakbulk cargos. This terminal is an identified Foreign Trade Zone and benefits are available to qualified users. Dames Point is a 585-acre peninsula located just ten miles from the Atlantic Ocean and provides a 40-foot deep channel. Dames Point is within 10 minutes of Interstates 95, 295, 20 minutes to Interstate10, and less than two hours from I-75.

Bulk cargo operations are located on the southern end of the terminal where a 1,200-foot long berth and nine breasting and mooring dolphins are available. Another 250 acres is available for breakbulk, container and Ro/Ro cargos. On-dock rail infrastructure may be included in the development plans for this additional 250 acres. A recent contract with Mitsui OSK Lines LTD, a Japanese shipping company, identifies first phase development on Dames Point for a cargo terminal with two 1,200-foot berths and six cranes. This phase will consist of 158 acres adjacent to Martin Marietta with options to expand to 200 acres. Rinker, also a new contract, will occupy 25 acres east of the Dames Point Bridge and adjacent to the British Plaster Board plant. This site will be used to process aggregate imports.

Mentioned earlier was the location of JAXPORT's "Temporary" Cruise Terminal at Dames Point. The JAXPORT Cruise Terminal is located on the western portion of the Dames Point Terminal. This site consists of a 63,000 square foot terminal, which includes a 9,000 square foot embarkation area and 8,000 square feet used by the Bureau of Customs and



Border Protection. The facility can accommodate 500 passenger cars on a paved parking area providing security, lighting, and fencing.

The reference to “Temporary” relates to the original decision to locate the cruise terminal on Dames Point. In 2003, when the decision was made by JAXPORT to enter the cruise market, the Lines (Celebrity and Carnival) gave JAXPORT only eight months notice before their first scheduled ship deployment. Given that JAXPORT did not have an adequate facility to handle the vessel or the passengers’ needs, the current location represented the least cost and most easily developed option. Over the past several years, this facility has served the needs of the cruise lines very well. The issue at hand is the fact that the Terminal is located west of both the JEA power lines that cross Blount Island and the St. Johns River, and the Dames Point Bridge. Both of these represent major impediments to JAXPORT’s ability to grow the cruise business as the newer generation of cruise ships are too tall to pass beneath. The solution for the cruise business is to find an alternative location east of the JEA power line in order to develop a more permanent facility. By doing so, the area on Dames Point, which is currently impacted by the cruise operation, could be utilized for containerized cargo expansion.

In 2004, the inaugural year for cruise ship service in Jacksonville, 170,000 passengers were processed through this terminal. This figure represents passengers embarking and debarking where a cruise begins and ends in Jacksonville. Carnival Cruise Lines offers year round service to Freeport and Nassau, the Bahamas and Key West. The number of passengers is expected to grow to 300,000 in fiscal year 2005.

Orlando based Fishkind and Associates, Inc. completed a study in 2004 indicating the cruise industry may grow in Jacksonville to create 2,700 jobs and generate \$1.5 billion for the local economy over the next 20 years.

### **ST. JOHNS RIVER FERRY**

The City transferred ownership of the St. Johns River Ferry (Ferry) to JAXPORT in 2007. The Ferry, which historically has an annual operating revenue deficit, is an integral part of U.S. highway A1A. In addition, this strategic link reduces the travel distance between Mayport and Fort George Island by over twenty (20) miles when compared to alternative highway routes. The single ferryboat operates on a fixed schedule that results in a maximum wait time of thirty (30) minutes.

Annual ridership historically has been 279,000 2-axle vehicles.

### **RAIL, ROAD AND INTERMODAL ACCESS**

Due to the location of Jacksonville at the southeastern corner of the United States, Port facilities have access to the best intermodal connections in the South Atlantic. More than 33 million consumers are within an eight-hour truck drive of all three JAXPORT marine terminals, each of which is minutes from an interstate highway. More than 100 trucking

and drayage firms operate in and around Jacksonville's Port to take advantage of Jacksonville's highway system. Jacksonville is directly served by Interstates 95, 10 and 295. Interstate 75 is less than a two-hour drive west of Jacksonville.

JAXPORT terminals are serviced by three Class I railroads, including Jacksonville-based CSX Transportation (CSX), Florida East Coast Railway (FECR) and Norfolk Southern (NS). Rail links for Talleyrand on-dock services is provided by Talleyrand Terminal Railroad, Inc. (Rail Link, Inc.)

CSX provides Port customers with access to its 23,000-mile route network that reaches 23 states, the District of Columbia and two Canadian provinces - Ontario and Quebec. On-dock rail service at Blount Island and Dames Point terminals is provided by CSX.

Norfolk Southern (NS) has a 21,500-mile route network. The railroad now has eight through freight trains in and nine out of Jacksonville daily. Additionally, NS operates six-yard trains per day in the Jacksonville area.

Florida East Coast Railway offers intermodal service between Jacksonville and the Florida cities of Fort Lauderdale and Miami on six southbound and four northbound scheduled trains daily. It is the only railway serving locations from Jacksonville to West Palm Beach.

On-dock rail facilities at Talleyrand are operated by Talleyrand Terminal Railroad, Inc., also known as Rail Link, Inc. This company provides direct switching for Norfolk Southern and CSX. The terminal is only minutes from Florida East Coast Railway's intermodal ramp. JAXPORT recently added two 95-foot wide rubber-tired gantry (RTG) cranes and four new on-dock rail spurs totaling 4,800 linear feet.

## **HARBOR DEEPENING**

As the owner and manager of Jacksonville's public ship terminals, JAXPORT considers maintaining a deep harbor essential to keeping the Port viable. A competitive harbor depth allows the Port to accommodate the water depth (draft) requirements of fully loaded cargo vessels and to meet the needs of newer larger cargo ships of the future. For every additional foot of channel depth, generally an additional 600 – 20-foot cargo containers or 8,000 barrels of oil can be carried by a ship.

The St. Johns River harbor deepening project was coordinated with the U.S. Army Corps of Engineers to increase depth from 38 feet to 40 feet (plus two feet overdredge) in phase 1, completed in 2003. This phase deepened the St. Johns River at the Blount Island Marine Terminal and Dames Point Terminal to mile marker 14.7 to a depth of 40 feet.

Phase II of the dredging plan is scheduled to start in 2008 and will continue to deepen the channel to the Talleyrand Marine Terminal to an estimated 40 feet.

Currently under study is the impact of deepening the main channel for the St. Johns River to a depth of 45 feet. Preliminary study results should be available in 2008.

Each phase and any future phases of dredging projects are coordinated through the USACOE as the lead agency. Environmental assessments and identification of potential impacts are provided by several environmental agencies, including the St. Johns River Water Management District, the Florida Department of Environmental Protection, the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency.

### **IN-WATER FACILITY MAINTENANCE**

JAXPORT conducts regular inspections of all of its in-water facilities. Table A (below), JAXPORT Facilities Inspection Schedule, shows the scheduled inspections for the Blount Island, Talleyrand and Dames Point Terminals, the St. Johns River Ferry (a/k/a Mayport Ferry) and the spoil sites, including Bartram and Bucks Islands. The table shows the inspections scheduled through 2013. The 10 year in-water facility maintenance consists of these same scheduled inspections for the period through 2018. In addition, as new and expanded facilities are developed, they are added to the Inspection Schedule.

JAXPORT established a repair schedule for its in-water facilities for five-year periods, which is updated annually, based on results of the inspections. The Capital Improvements Program (see Appendix D) includes the dock repairs that are identified in the annual inspection reports. These repairs are prioritized according to the risk associated with delaying the repair work. Emergency and safety issues related to ongoing operations are repaired immediately and the highest priority tasks are then programmed into the upcoming year's budget.

Table B (below), the Facilities Repair Table, shows the scheduled repairs for the period through Fiscal Year 2012. As stated above, repairs are scheduled annually based on the results of inspections and thus the repair schedule is modified for each fiscal year. Repairs and maintenance for the Dames Point Terminal are the responsibility of JAXPORT's private shipping tenants. The St. Johns River Ferry docking facilities are governed by the Florida Department of Transportation inspection schedule and no repairs are schedule in the next five years at this time.

In addition, JAXPORT maintains a regular maintenance-dredging schedule. Table C (below), Maintenance Dredging Quantities, describes the amount of dredging (in cubic yards) that has occurred historically (for fiscal years 2004, 2005, 2006, 2007, and 2008) and projected for fiscal years 2009 through 2013. This schedule will be modified each year to reflect data and information resulting from the on-going inspection program for the years 2014 through 2018 and thereafter.

**Table A JAXPORT Facilities Inspection Schedule**

JAXPORT FACILITIES INSPECTION SCHEDULE																					
1984	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	ITEM	PERIOD	2007	2009	2010	2011	2012	2013	
														Blount Island							
93-012			96-007			99-049B			AE-1054			AE-1210	General Facilities	3 years		X	\$389,000				
1994									X		AE-1134A		RR Bridge	2 years	AE-1227	X	77,000			X	
	94-002						99-050		AE-1051		AE-1134A		2 Lane Bridge (720146)	2 years	AE-1227	X	38,000			X	
	94-007						99-050		AE-1051		AE-1134A		4 Lane Bridge (720550)	2 years	AE-1227	X	32,000			X	
														4 Ln Brg. S. ramp (720550)	Annually					X	X
											AE-1134D		Bridge Scour Analysis	Annually		X	25,000			X	X
							99-049B		AE-1054			AE-1210	Dave Rawls Flower	3 years		X	31,000			X	
							99-049B		AE-1054			Under Repair	Blount Island Blvd Overpass	3 years		X	18,000			X	
							99-049B		AE-1054	X		AE-1210	Main Wharf	3 years	AE-1227					X	
							99-049B		AE-1054			AE-1210	West Wharf # 1	3 years		X	62,000			X	
							99-049B		AE-1054			AE-1210	West Wharf # 2	3 years		X	58,000			X	
								X			AE-1134A		Tri-level Wharf	3 years						X	
								X			AE-1134A		Transit Shed #3 Roof	3 years						X	
93-012			96-007						AE-1054			AE-1210	AmPorts Bldg Roof	3 years		X	\$3,500			X	
93-012			96-007						AE-1054			AE-1210	DAS Bldg Roof	3 years		X	\$4,500			X	
			96-007						AE-1039		AE-1134A		Inspect 4 ponds	Annually	AE-1227	X	\$5,000			X	
											AE-1173		SWPPP Samples	Annually	AE-1227	X	\$10,000			X	
									AE-1085			AE-1202								X	
													Talleyrand								
									AE-1054			AE-1210	General Facilities	3 years		X	\$48,500			X	
93-012			96-007				99-049B		AE-1054			AE-1210	Main Wharf	3 years	AE-1227					X	
			95-002				99-049B			X	3YR INTERVAL									X	
			96-007								AE-1134B		Transit #1 Shed Roof	3 years						X	
											AE-1172		SWPPP Samples	Annually	AE-1227	X	\$10,000			X	
													Dames Point								
											AE-1134C		Sheet pile Wharf	3 years			\$19,300				
													Terminal Bldg. Roof	3 years						X	
											AE-1134C		Inspect 3 ponds	Annually	AE-1227	X	\$5,000			X	
									AE-1039A			AE-1210	August Drive Bridge (724322)	2 years		AE-1259A	\$14,300			X	
													Bartram Island								
									X		AE-1134A		Dike Structures	2 years	AE-1227	X	\$6,000			X	
							99-050				AE-1134A		Weir Structures	2 years	AE-1227	X	\$2,500			X	
							99-050		X		AE-1134A		Weir Structures	2 years	AE-1227	X	\$3,500			X	
													Bucks Island								
													Dike Structures	2 years	AE-1227	X	\$21,000			X	
							99-050		X		AE-1134A		Weir Structures	2 years	AE-1227	X	\$2,500			X	
							99-050		X		AE-1134A		Weir Structures	2 years	AE-1227	X	\$3,500			X	
							99-050		X		AE-1134A		Access Bridge	2 years	AE-1227	X	\$15,000			X	
													Mayport Ferry								
													North Bridge (720634)	2 years			\$0			X	
													South Bridge (720633)	2 years						X	
													N & S Fender Systems	2 years						X	

Table B Facilities Repair

<b>Blount Island Marine Terminal</b>	Five Year Total	<b>\$24,605,175</b>
<b>Talleyrand Marine Terminal</b>	Five Year Total	<b>\$19,764,500</b>

Budget Year	Marine Terminal	Facility	Repair Description	Sub cost	Total Cost
07/08	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	Repair of 52 spots of spalling and exposed rebar on the underside of the prestressed precast deck panels. Repair of 8 broken and deteriorated piles. Repair of 5 large holes in the sheet pile wall. Repair of 5 location from berth 31 to 33 of upper dock deck settling and spalling along with severely corroded utility pits.	\$826,000	\$1,200,000
		2 Lane Bridge	Replace one girder beam anchor bolt. Re-stripe the deck surface. Replace badly corroded Inspection/Work access ladder and landing.	\$70,000	
		4 Lane Bridge	Replace joint seal in the abutment to prevent rain water from eroding the fill and slope materials. Repair undermined fill and slope protection. Repair drainage system hangars that are corroded. Replace 36 liner feet of damaged railing with epoxy injection.	\$22,000	
		Railroad Bridge	Repair 1 pile with a bad spall that has exposed the internal steel reinforcement. Repair the non-operating navigational lights.	\$19,000	
		Bartram Island Dike Repair	Reshaping is required of 600' section of dike inner slope to prevent eminent failure of the dike wall.	\$124,000	
		Berth 20 & 22	In berth 22, repair 5 piles that are deteriorated to a point that they are no longer structurally functional. On berth 20 the deck grouting on the catwalk that serves those tying up the ships has deteriorated to a point platform is unstable. At berth 20, 17 piles and 5 pile caps, berth 22, 27 piles and 4 pile caps require repair of large spalls and delaminated concrete. There are miscellaneous safety items to be corrected on both docks.	\$139,000	
	Talleyrand Marine Terminal	Main Wharf (Berth 4 Through 8)	Repair of 47 piles with encasement jackets. Repair of 4 large holes in the sheet pile wall. Repair 9 large spalls on pile caps through out berth 4 through 8. Repair 7 large spalls on the dock face. Repair two large spalls on the underside of the dock deck.	\$150,000	\$900,000
		Dock Stations 25+25 and 26+00	Partially replace bulkhead, landside cap, batter piles, and landside crane rail piles to repair severely deteriorated bulkhead.	\$750,000	

Budget Year	Marine Terminal	Facility	Repair Description	Sub cost	Total Cost
08/09	Blount Island Marine Terminal	Main Warf (Berth 30 Through 35)	Repair of 54 piles and 9 areas on pile caps that have moderately larger spalls and/or delaminating of concrete. There are 7 locations on the deck slabs and 62 large spalls on the dock face that need spalls repaired.	\$1,081,120	\$1,473,780
		2 Lane Bridge	There are 4 columns that have delaminated and spalled areas with exposed and corroding steel reinforcements. The bridge railing has cracks in 13 lin ft. that require repair as well as 210 lin ft of joint seal that is no longer effective and requires replacement.	\$132,660	
		4 Lane Bridge	10 columns have delaminated and/or spalled areas exposing the steel reinforcements. There are also 8 lin ft of abutment and 3 lin ft of girder that have damage that requires repair. The bridge deck has a 50 sq. ft area that has moderate damage requiring repair to prevent further damage. 686 lin ft of joint seal requires replacement.	\$150,000	
		Railroad Bridge	There are medium to large spalls and delaminated areas on 50 piles and 13 pile caps. A medium crack and some delaminating is occurring on the concrete deck panels.	\$110,000	
		Talleyrand Marine Terminal	Main Wharf (Berth 4 Through 8)	There are 37 piles and 9 pile caps that are in moderate condition currently that require repair to protect exposed prestressed steel elements. The wharf face has 7 large spalls that need repair to protect from further damage. The wharf deck underside has two locations that require spall repair. The completion of the immediate repairs to the partial replacement of the bad sheet pile area stated in 2008 Capital Budget.	\$725,000

9/10	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	This year will begin the effort to make complete repairs of the wharf structure	\$7,250,000	\$7,431,395
		Buck Island	Repairs will be needed to the access bridge slope protection timbers and the center levees between the eastern and western cells.	\$181,395	
	Talleyrand Marine Terminal	Main Wharf (Berth 5 through 8)	This year will begin the effort to make complete repairs of the wharf structure	\$6,046,500	\$6,046,500

10/11	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	Complete Reconditioning of the wharf structure continues.	\$7,250,000	\$7,250,000
	Talleyrand Marine Terminal	Main Wharf (Berth 5 Through 8)	Complete Reconditioning of the wharf structure continues.	\$6,046,500	\$6,046,500

11/12	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	Complete Reconditioning of the wharf structure continues.	\$7,250,000	\$7,250,000
	Talleyrand Marine Terminal	Main Wharf (Berth 5 through 8)	Complete Reconditioning of the wharf structure continues.	\$6,046,500	\$6,046,500

**Table C Maintenance Dredging Quantities**

	<b>TMT</b>	<b>DPMT</b>	<b>BIMT</b>	<b>CUBIC YARDS</b>	
	93,250	99,750	13,000	<b>FY04</b>	<b>206,000</b>
	90,365	124,865	44,038	<b>FY05</b>	<b>259,268</b>
	233,990	142,790	82,502	<b>FY06</b>	<b>459,282</b>
	19,655	43,560	23,004	<b>FY07</b>	<b>86,219</b>
	48,445	52,682	0	<b>FY08</b>	
				<b>101,127</b>	

	<b>TMT</b>		<b>DPMT</b>		<b>BIMT</b>		<b>MAYPORT</b>	<b>CUBIC YARDS</b>
<b>Average</b>		<b>97,141</b>		<b>92,729</b>		<b>32,509</b>		
<b>Projected Yearly Quantity</b>		<b>100,000</b>		<b>100,000</b>		<b>40,000</b>		
<b>Add B16, 17, &amp; Turning Basin</b>				<b>150,000</b>				
			<b>Estimated Annual Dredge Volume for FY09-13</b>					<b>390,000</b>
Source: JAXPORT								

**NATURAL RESOURCES**

**St. Johns River**

Access to the St Johns River from the Atlantic Ocean is between two jetties, each over two miles long extending in an east-west direction across the ocean bar from the river mouth. The entrance channel leads southwestward along the inshore end of the south entrance jetty from St. Johns Point to Mayport Basin (Ribault Bay).

Dredged deepwater channels generally follow the river’s natural course to the upstream limit of the USACOE maintenance project at the Florida East Coast Railway Bridge. The only exception is the Dames Point-Fulton Cutoff, created to shorten a natural meander of the St. Johns River around present Blount Island. The dredging was a USACOE project that placed the spoil material on Blount Island.

The USACOE currently maintains the 26.8 miles of harbor channels within the St. Johns River. Between the ocean and mile marker 14.7, the channel is 40 feet deep and varies in width from 400 to 1200 feet. The channel is 38 feet deep to the south to JAXPORT’s



docks and 34 feet deep from there to Commodores Point. The harbor channel is 30 feet deep to the Florida East Coast Railway Bridge. The USACOE also maintains a 38-foot channel in the Blount Island west channel.

Anchorage for deep-draft vessels waiting outside the river's entrance are located in the Atlantic Ocean off Ft. George Inlet, northeast of the jetties, in water depths of 36-50 feet. Federally designated anchorages within the St. Johns River are provided at several locations for vessels of different draft and for special purposes, such as awaiting quarantine inspection, explosives, and naval fuel depot.

The mean tidal range is 4.9 feet at the mouth of the St. Johns River and about 1.2 feet at the Florida East Coast Railway Bridge. At the Talleyrand Terminal, the range is about 2 feet and nears 3.5 feet at the Blount Island Marine Terminal.

Tidal currents in the river can reach 1.9 knots on the flood tide (upriver or inland) between the jetties and 2.3 knots at the ebb tide (downriver, toward the ocean). Mayport velocities are 2.2 knots on the flood and 3.1 knots on the ebb. Velocities at Mile Point 27 above the mouth of the river are about 2.8 knots and at Commodore Point, about 1 knot. The flood current is increased by northeasterly and easterly winds while the ebb current is influenced by southwesterly and westerly winds.

Aquatic life in the St. Johns River and its tributaries is addressed in the Conservation Coastal Management Element, along with endangered, threatened and species of special concern. JAXPORT recognizes the need for natural resource protection and all development plans are to be consistent with the goals, objectives and policies associated with resource protection. Due to the nature of operations and location of port facilities, two species that are addressed by JAXPORT in more detail are the West Indian Manatee and North Atlantic Right Whale.

### **West Indian Manatee**

The Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973 are federal laws protecting the West Indian Manatee. The Florida Manatee Sanctuary Act of 1978, a State law, also provides protection for manatees. These laws make it illegal to harass, hunt, capture, or kill any marine mammal. The Florida Manatee Recovery Plan, coordinated by the U.S. Fish & Wildlife Service, was developed as a result of the Endangered Species Act with the intended goal of upgrading their endangered species status. In 1989, Florida's Governor and Cabinet directed the Florida Department of Environmental Protection to work with 13 "key" counties to reduce injuries and deaths to manatees. Duval County was one of these "key" counties.

Chapter 95 City of Jacksonville Ordinance Code created the Jacksonville Waterways Commission specifically for the following purposes related to the St. Johns River and its tributaries: To study and make recommendations to the Council with respect to the

improvement, development and protection, to formulate an overall plan for problems that may exist, and to devise methods of future development.

The Jacksonville Waterways Commission, for the Jacksonville City Council, engaged Jacksonville University to conduct research on manatees and their habitat. This research resulted in the Duval County Manatee Protection Plan with provisions to review and update the plan on an annual basis. JAXPORT played an integral part through financial assistance and participation in the Jacksonville Waterways Commission meetings and workshops. Aerial sightings identified manatees in areas around port facilities, and as a result, JAXPORT activities are planned and conducted in accordance with the Conservation/Coastal Management Element policies regarding manatee protection.

JAXPORT implemented manatee protection measures at their facilities such as wharf fenders and cantilever docks. Wharf fenders are inflatable bumpers generally 10 feet by 5 feet in size. The fender provides approximately 4 to 5 feet of space between the vessel and the bulkhead. This prevents an animal from being caught between a slowly docking ship and the wharf. Cantilever docks work in the same manner as a building balcony. A portion of the dock is located on land and the remaining portion hangs over the water. This leaves space under the dock as a protection area preventing trapping animals. Cantilever docks can also be embedded into a concrete bulkhead.

Each year, JAXPORT provides financial assistance to fund the City's Manatee Protection Program, a continuing Jacksonville University program gathering information and increasing awareness and protection among area boaters and residents. Education plays a vital role in manatee protection. Public education materials include pamphlets with basic manatee information, kiosks at major boating facilities and traveling kiosks and specialty maps for special events, and public service announcements. Jacksonville University offers a slide presentation that can be incorporated into school curriculums and civic organization events.

### **North Atlantic Right Whale**

JAXPORT also helps to fund protection programs for North Atlantic Right Whales. Right whales are classified as endangered species with a population of less than 400. Initially the low population count was due to commercial whaling. Today, recovery is threatened due to competition for food resources, entanglements in fishing gear, ship strikes and a naturally low rate of reproduction.

JAXPORT along with federal, state and local agencies financially assists the Right Whale Early Warning System. This program sponsors aerial surveys of the southeastern U.S. coast to locate, photograph and report positions of right whales in their habitats. The whale positions are broadcast to ships in order to avoid whale-occupied areas. JAXPORT also supports the Mandatory Ship Reporting System, a Coast Guard regulation requiring large vessels to report their location and intended track to Georgia and northeastern

Florida ports. The Coast Guard can then provide recent whale sightings so ships can avoid interaction.

Additional JAXPORT support for right whale protection is the participation in the Southeast Right Whale Recovery Plan Implementation Team. This association is comprised of scientists, government agencies and private businesses focused on right whale protection.

### **Historic Resources**

No known historic resources are located on existing JAXPORT terminal properties of Talleyrand, Dames Point, or Blount Island. Any expansion outside the current boundaries will be consistent with the 2030 Comprehensive Plan Historic Resources Element. This element, a requirement of Chapter 163 Florida Statutes, was implemented in accordance with Chapter 307 of the City of Jacksonville Ordinance Code and the Certified Local Government Program through an agreement with the Florida Department of State, Division of Historical Resources.

### **Coastal High Hazard Areas**

JAXPORT, with the majority of its facilities located within the coastal high hazard areas, along the coast, acknowledges the potential impact of hurricanes to these facilities.

Due to the water dependent nature of Port facilities, it is difficult to locate Port facilities and operations completely outside coastal high hazard areas. When feasible, capital improvements will be located outside the hazard areas. In addition, JAXPORT completed a Hurricane Preparedness Plan to address issues relating to hazard areas and has committed to further address and minimize these impacts through the goals, objectives and policies identified in the Conservation Coastal Management Element.

### **WATER RELATED / WATER DEPENDENT LAND USE**

Port and related Port activities, both public and private, are located on both sides of the St. Johns River from the Atlantic Ocean to the Hart Bridge. Facilities include a range of uses from ship mooring and repair to general cargo shipping. The majority of these properties are classified in the Water Dependent/Water Related (WD/WR) land use category of the 2030 Comprehensive Plan. This future land use category protects and supports the sound expansion of Port facilities.

In addition to Port related activities in the WD/WR category, there are additional Port activities operating under the Central Business District (CBD), Community General Commercial (CGC) and Public Buildings and Facilities (PBF) land use categories. The CBD properties are located between the Hart and Matthews Bridges. CGC properties are located just north of the Matthews Bridge and south of Talleyrand Marine Terminal. PBF designated properties can be found in various parts of the City.

Although the land use categories for Port related operations and activities are not always WD/WR, the importance of the areas currently used for such purposes should not be minimized. The properties are located along the waterfront, are at the perimeter of existing nodes of Port activity and have access to necessary infrastructure.

The purpose of identifying existing Port related activities and property with the appropriate land use category is to maintain these properties for future growth and expansion. Future Port development is dependent on the availability of property located along the waterways and those areas currently identified for Port and Port related activities need to be protected from future land uses that restrict expansion or decrease necessary waterfront acreage. Private companies may relocate and government uses, specifically military bases, may close. Should this be the case, the City needs to maintain the use of the property for JAXPORT development, or at the least, development dependent on water access.

Blount Island (eastern half) is a prime example of a site appropriate for future JAXPORT development. This area has the necessary infrastructure in place to support future Port activities and is located adjacent to the Blount Island Marine Terminal. Other areas currently used by the military should also be identified as potential JAXPORT usage in the event of base closures or realignments.

The accompanying Map 17 identifies current JAXPORT properties and properties with existing Port related uses. The main privately operated companies and government branches are listed here. This is not meant to be an exhaustive list, merely a sampling of the diverse uses located along the riverfront.

Amerada Hess, Phillips 66 Company, Atlantic Drydock and Marine, Southeast Toyota, Chevron USA Inc., Standard Oil Company, Container Land Associates, Support Terminals Operating Partnership, Crowley American Transport, United States Army Corps of Engineers, Gate Concrete Company, United States Gypsum Company, Jacksonville Electric Authority, United States Marine Corps

### **EXISTING INFRASTRUCTURE**

The Port is a multi-modal operation bringing together 36 shipping lines, more than 100 truck lines and tie-ins to three rail systems. The success of the Port is contingent, in part, on the accessibility to the various transportation modes to the Port facilities. All of Jacksonville's major Port facilities are located near a part of the City's expressway system, which, in turn, connects the Port facilities to the remainder of Northeast Florida.

Talleyrand Corridor Port facilities are adjacent to the Hart and Mathews Bridges and close to the 20th Street Expressway (Martin Luther King Parkway), a limited access highway connecting with I-95. Blount Island and Dames Point have access to I-95 and I-295 via

Heckscher Drive and State Road 9A, respectively. I-95 and I-295 provide access to I-10, an east-west interstate starting in Jacksonville and terminating in San Diego, California.

Norfolk Southern Railway Systems, CSX Transportation and Florida East Coast Railway serve Talleyrand. Just under 40% of the terminal, pier, wharf and dock facilities have direct rail system access. CSX maintains rail service to Dames Point and Blount Island.

JAXPORT facilities are served by the Jacksonville Electric Authority (JEA) for electricity, wastewater treatment and potable water supplies. JEA owns and operates three generating plants and all transmission and distribution facilities. A fourth power plant, the St. Johns River Power Park (SJRPP), is owned jointly by JEA and the Florida Power & Light Company (FPL) and operated by JEA. In addition, JEA produces 3.2 megawatts from a methane-fueled generating facility at the Girvin Road Landfill. JEA's net generating capability is 2,361 megawatts.

In 1994, the Cedar Bay Generating Plant began commercial operation and is operated by PG&E Generating. This plant provides electricity to FPL and process steam to the recycling facility of Smurfit-Stone Container Corporation. Cedar Bay is a 269 megawatt, coal-fired cogeneration plant.

## **EXISTING DEMAND**

### **Containers**

Since 1994, container tonnage has increased at an average of 2.8% per year with the majority of import/export container cargo from Puerto Rico and South America. Caribbean and European markets account for other container cargo. Historically, container cargo has accounted for half of all tonnage at JAXPORT.

Blount Island handles approximately two thirds of JAXPORT container traffic. In 2004, this accounted for approximately 520,000 TEUs. There are four key operators at Blount Island Coastal Maritime Services, Sea Star Line, APM Universal/Horizon Lines and Trailer Bridge.

Three key operators at Talleyrand handled approximately 100,000 TEUs during the same period. These operators include Hamburg Sud North America, Crowley Liner Service and Industrial Cold Storage.

### **Vehicles and Ro/Ro Cargo**

Blount Island handles approximately 68%, or 362,000 units with the remaining 170,000 units handled at Talleyrand. Although there was a slight decrease in units handled during 2004, the period from 1997 through 2003 increased steadily at 3.6%.

Over the 215 acres dedicated to vehicle and Ro/Ro cargos on Blount Island, operators indicated a storage density of approximately 150 autos per acre per turn. Per turn

identifies the amount of time a vehicle is stored at the facility to the time it is moved to the consumer. The average of 21 storage days was used for these calculations. This provides a current capacity of 560,000 units, 200,000 above current operations. Talleyrand however is operating just under capacity.

**Breakbulk Cargo**

An increase in paper and steel products has provided JAXPORT with a growth rate for breakbulk cargos of approximately 9.7% over the past five years. Tonnage of poultry products has been fluctuating due to closures of production facilities. In 2004, over 140,000 tons of poultry and 280,000 tons of steel were handled at Talleyrand. The capacity at Talleyrand is 480,000 tons for all breakbulk cargo however, steel is at capacity. Any amount of steel over the 280,000 tons is unloaded at Blount Island.

Operations at Blount Island are near capacity, handling approximately 500,000 tons per year. This includes paper, steel coils and rods and plywood.

**Bulk Cargo**

JAXPORT handles approximately 1.9 million tons of bulk cargo, both liquid and dry. Dry bulk cargos account for about 20-25% of the total tonnage handled by JAXPORT.

At Talleyrand, there is a capacity of 16,000,000 gallons for liquid bulk cargo. This cargo consists of chemicals used in agricultural markets and paper manufacturing. The anticipated growth rate is 3% per year, with the current demand, measured in tons, of 300,000 – 400,000 tons per year. Dames Point handles dry bulk cargos and is the only public terminal to do so. This facility handles 1,000,000 – 1,500,000 tons per year with the capability of an additional 500,000 tons. Over the past five years, dry bulk growth has averaged 3.1% increase per year.

**Summary of Cargo Capacity**

FACILITY	CARGO	CAPACITY
BLOUNT ISLAND	Containers	459,800 moves
	Vehicles	560,000 vehicles
	Breakbulk	500,000 tons
TALLEYRAND	Containers	129,250 moves
	Vehicles	170,000 vehicles
	Breakbulk	480,000 tons
	Liquid Bulk	16,000,000 gallons
DAMES POINT	Bulk	2,000,000 tons
Source: JAXPORT		

## FUTURE FORECASTS

### Containers

Terminal operators and carriers anticipate growth of existing services and potential growth from new services. The following table shows the growth of existing markets and potential cargo opportunities based on information provided by the four main operators at Blount Island and three main operators at Talleyrand. In addition to the existing carriers, JAXPORT recently signed agreements at Dames Point to move up to 800,000 units per year.

<b>CONTAINER MOVES</b>				
<b>BLOUNT ISLAND</b>	<b>BASE MOVES</b>	<b>EXISTING SERVICES</b>	<b>POTENTIAL SERVICES</b>	<b>TOTALS</b>
2004	259,103			
2005		267,106	138,368	405,474
2010		311,570	167,305	478,875
2015		364,658	203,682	568,340
2020		428,351	249,708	678,058
<b>TALLEYRAND</b>	<b>BASE MOVES</b>	<b>EXISTING SERVICES</b>	<b>POTENTIAL SERVICES</b>	<b>TOTALS</b>
2004	99,967			
2005		99,080	11,119	110,199
2010		119,130	12,841	131,971
2015		143,300	14,839	158,139
2020		172,452	17,157	189,609

Source: John C. Martin Associates, 2005

### Vehicles and Ro/Ro Cargo

Jacksonville is geographically in a position to take advantage of land constraints on the west coast and the inability of consistent, high volume rail movement of units. There is a growing market for distribution to the Southeast and the Jacksonville location can decrease delivery times to consumers in this area. Volumes handled by the main Talleyrand carrier, SE Toyota, may decrease as future expansion for this carrier moves to their inland facility. Overall sales and demands however are expected to continue increasing. Based on 3.6% increase from 1997 through 2003, the following estimates are calculated relating to future growth potential.

<b>VEHICLE – RO/RO CARGO</b>			
BLOUNT ISLAND		TALLEYRAND	
2004	360,000	2004	170,000
2005	372,960	2005	176,120
2010	445,104	2010	210,188
2015	531,202	2015	250,845
2020	633,955	2020	299,368
Source: JAXPORT			

### Breakbulk Cargo

Overall breakbulk cargo handled by JAXPORT increased 9.7% over the past five years. The table below projects potential cargo tonnage through 2010 provided the increase remains steady.

<b>BREAKBULK CARGO</b>			
BLOUNT ISLAND		TALLEYRAND	
2004	500,000	2004	420,000
2005	548,500	2005	460,740
2010	871,384	2010	731,963
2015	1,384,340	2015	1,162,845
2020	2,199,257	2020	1,847,376
Source: JAXPORT			

### Bulk Cargo

Dry bulk cargo is tied to local companies, specifically cement, concrete and asphalt production. The JEA consumes limestone for certain processes. Provided these local consumers are maintained, the growth rate for dry bulk cargo is approximately 3.1% per year. The liquid bulk operators expect a 3% increase. The future projections with a steady growth increase are shown below.



<b>BULK CARGO</b>			
BULK		LIQUID	
2004	1,250,000 (average)	2004	350,000 (average)
2005	1,288,750	2005	360,500
2010	1,501,281	2010	417,918
2015	1,748,861	2015	484,482
2020	2,037,270	2020	561,647
Source: JAXPORT			

### **PASSENGER CRUISE INDUSTRY**

According to Cruise Lines International Associations, the number of cruise ship passengers has increased 8% per year over the last 15 years. Ships are added to accommodate this growth taking advantage of first time passengers as well as repeat passengers by adding amenities to the newer ships. Older ships are repositioned to new ports for cruise market expansion. Potential new ports are identified in several ways. One is the emerging market of passengers that prefer to drive to the port rather than fly. This identifies the population for the potential market at four, six and eight hour drives to the port. Although the focus is on driving to the port, an assessment is made as to hotel and flight availability. Infrastructure is also a major factor; roadway infrastructure in particular. Facilities must be suitable for ship turnarounds as well as the ability to accommodate the larger ships.

JAXPORT is in a position to attract a portion of the cruise ship industry due to Jacksonville's location. South Florida ports are close to reaching maximum capacity and therefore cruise companies will need to look at other ports for space relief. Destinations to the Caribbean, Bahamas and northern states can be reached from Jacksonville in a reasonable amount of time. Cruise ship service from Jacksonville began in 2004 with 170,000 passengers embarking and debarking. This number is expected to grow to 300,000 passengers in 2005. To determine the potential number of passengers, the 8% growth rate is applied to the predicted 2005 number of passengers, 300,000 and projected through 2020. The projections do not start in 2004 as this was the inaugural year. The projections assume a steady increase in the cruise industry and a continued presence in Jacksonville.

## Jacksonville Homeport Projections

YEAR	PASSENGERS
2005	300,000
2008	377,914
2010	440,798
2012	514,147
2015	647,677
2018	815,887
2020	951,651
Source: JAXPORT	

### SYSTEM NEEDS AND SOLUTIONS

Several improvements or changes need to be considered in order to address current and potential cargo demands at the three terminals. All the projections assumed a steady annual increase through 2020. However, it is reasonable to state that markets fluctuate and types of cargo may change leaving growth potential to fluctuate. The following comments are based on current conditions, operator needs and potential growth.

#### Dames Point Marine Terminal

- JAXPORT recently expanded the Dames Point bulk terminal by 25 acres with plans to add facilities to support new services.
- Mitsui O.S.K. Line will develop a cargo terminal on 158 acres that will include two 1,200-foot berths and six cranes. The company has options to expand to 200 acres in a later phase.
- New marine terminal development with possible on-dock rail infrastructure is included in the expansion plans.

#### Blount Island Marine Terminal

- Future growth potential indicates additional acreage is required to meet projected demand.
- Due to insufficient warehouse space, some business has been turned away. It is estimated that an additional 100,000 sf of warehouse could be used immediately for breakbulk cargo.
- Additional storage capacity for vehicles may be increased by reducing storage times and re-striping yard layouts.

#### Talleyrand Marine Terminal

- Operators are concerned about rail capacity to accommodate projected future volumes. One key operator projects a 10% increase in rail capacity needs while a second anticipates an additional 30 railcars per day for paper business. JAXPORT is working with Talleyrand Terminal Railroad to increase railcar storage capacity

at Duffer and F&J yards adding 5,000 feet of track between the two yards as a short-term solution.

- Acreage is limited for terminal expansion. JAXPORT is investigating two properties; the Smurfit-Stone property for potential warehouse expansion and a 30-acre parcel adjacent to the CSX export yard to be used for railcar storage or breakbulk storage.
- Steel discharge has reached capacity. To alleviate the capacity issue, steel is unloaded at Blount Island as a temporary solution.
- A 553,000 sf on-dock warehouse for paper and forest products has been constructed. This warehouse is equipped to handle an additional 800,000 – 1,000,000 tons annually. The operator indicated another 200,000 to 250,000 sf of warehouse space would attract a key forest product account.
- Efficiency was improved by use of a Rubber Tire Gantry (RTG) Cranes to stack containers. A more efficient method than reach stack containers.
- A change in vessel sizes increase cargo amount but decrease port calls, freeing some time on berth use.

### **Passenger Cruise Terminal**

In order to take advantage of the growing cruise industry, JAXPORT has several factors to consider. Site selection for a permanent terminal needs to address air draft restrictions. Over the next ten years, 50% of the new cruise ships will require in excess of 175 feet air draft. Berths should be 1,100 feet with 34-foot drafts. Cruise activity should not impact or restrict cargo activities. The site needs ample space for parking, security and passenger processing. Infrastructure to support the cruise ship, such as road access, must be in place.

## **JAXPORT DEVELOPMENT AND EXPANSION PROGRAM**

### **Background**

JAXPORT an independent public authority is charged with the acquisition, planning, development, management and marketing of the public marine terminals within the City. JAXPORT's facilities generally serve as a transfer point for waterborne cargo and inland distribution points. With the exception of the automobile import business, JAXPORT's facilities generally do not include processing, assembly or other industrial functions. In addition, JAXPORT serves as the local sponsor with the USACOE, which has ultimate responsibility for the development and maintenance of the federal channel in the St. Johns River that serves all users of the River. As local sponsor, JAXPORT is required to fund the entire non-federal portion of all channel capital improvements, to provide dredge material storage facilities for the federal channel dredging and to represent the interests of users of the River with the USACOE. JAXPORT has no legal or planning authority over the private users of the River.

JAXPORT created by an act of the Florida Legislature in 1963, is governed by a seven member appointed Board of Directors. The Mayor of the City appoints four members and the Governor appoints three to the Board. JAXPORT acts as an enterprise function in that revenues generated by the use of its assets pay for all of its operating expenses and a large portion of its capital requirements. Public funding in the form of grants and loans from the State, the City and the Federal government assists with capital infrastructure.

Private tenants lease space on JAXPORT's facilities and compensate JAXPORT through land leases, dockage, wharfage and equipment use fees. Because of its operating structure, expansion of JAXPORT capacity is driven by market demand and economic analyses, which allow JAXPORT to maintain its independent status. Projects may not be justified on the basis of economic impact (i.e., job creation) alone, as may be the case for State owned and controlled port authorities, but rather they must represent financially sound investments.

The City Comprehensive Plan recognizes the importance of the public seaport facilities to the economic well-being of the community. Specific policies are contained within the Future Land Use Element and the Conservation/Coastal Management Element, in addition to this Port Master Plan, which address the need to protect the existing Port facilities from encroachment of non-waterfront dependent uses and to direct the development of new Port facilities to locations within the community, which are most appropriate. The areas deemed most appropriate for JAXPORT development are described below and shown on Map 17 JAXPORT Map. These areas are located predominantly along the western and northern shores of the St. Johns River, generally north of the Mathews Bridge. In making these determinations, the City and JAXPORT reviewed surrounding land uses, neighborhood conditions, transportation access, utilities and environmental concerns. Specific policies are also contained within the Conservation/Coastal Management Element, which recognizes the need to balance the impacts of Port development with protection of significant environmental resources.

Marine Terminals by their nature are generally not large consumers of public utilities. JAXPORT's container cranes are presently fueled by diesel fuel and potable water is occasionally provided to the vessels. The terminals do have electrical power requirements for overhead high mast lighting and for the various office and warehouse structures. These utilities are all provided for adequately by the public utility system.

## **PORT EXPANSION**

### **CARGO TERMINALS**

International trade is forecasted to continue to grow at a very rapid rate as evidenced in the attached market analysis performed by the Port Import Export Reporting System (PIERS). The impact on the Port and all eastern seaboard ports will be determined by a given port's ability to respond with additional port facility capacity. In Jacksonville, that

capacity will be gained primarily through the acquisition of additional property and the development of Port terminals, while some capacity gains may occur through the more efficient use of existing facilities.

JAXPORT conducted a survey of potential Port expansion properties in 2005 and 2006, which is reflected in Map 17.

Future expansion sites for cargo terminals should consider the following: (1) the proximity of the site to the main channel of the St. Johns River; (2) the site should be of sufficient size to amortize the fixed costs associated with terminal construction; (3) the existing land use and zoning of the site; (4) the site's proximity to road and rail systems, and (5) the site's proximity to other industrial areas. In identifying potential cargo sites, the JAXPORT Board has made the policy decision to avoid established residential communities and environmentally sensitive locations. Should existing port-related industrial sites become available for JAXPORT use, either in whole or in part, they would be reviewed and evaluated accordingly. Redevelopment of existing industrial sites would be given some level of priority consideration over development of "Greenfield" sites. The following sites have been identified as potential JAXPORT development properties.

#### **LaFarge (Map 11)**

The LaFarge Property is approximately 47.5 acres of upland property, located along the Blount Island west channel. The property is currently designated as Water Dependent/ Water Related land – use and is zoned Industrial Waterfront. The site has limited water frontage, approximately 400 feet, for major deep-water Port use. The property is accessed from New Berlin Road via Heckscher Drive (State Road 105).

Surrounding land uses include the British Plasterboard facility adjacent to the southern border, Eagle Transport (a commercial trucking company) and the New Berlin Residential Enclave to the north and vacant JAXPORT property and a small CSX rail yard to the west. JAXPORT is currently working on plans to relocate a portion of Dames Point Road to the western boundary of the LaFarge property to improve safety and access to the British Plasterboard and LaFarge properties as it builds out its Dames Point Marine Terminal. JAXPORT and LaFarge are currently exploring development opportunities for this parcel, which may include additional Port facilities (most likely conveyable bulk material) and Port-related industrial uses, including distribution centers.

#### **Zion Jacksonville (Map 12)**

This property, which lies northwest of the Dames Point Marine Terminal, between Dunns Creek and the Broward River, is approximately 880 acres in size. The property is generally bound by the St. Johns River on the south, Dunns Creek on the east, Faye Road on the north and Eastport Road on the west. The property is bisected by Heckscher Drive (State Road 105). With frontage on Eastport Road, Faye Road and

Heckscher Drive, traffic may be dispersed to and from the existing Interstate system at several locations. The current land use designation for the property north of Heckscher Drive is Light Industrial with an Industrial Business Park zoning. The southern portion of the property, south of Heckscher Drive is designated Industrial Waterfront. Adjacent uses include the Hess Oil Terminal, Jefferson Smurfit paperboard plant and the Cedar Bay electric generating station.

Heckscher Drive, which has been designated as a Strategic Intermodal System Connector is presently under design for widening to a four lane divided roadway, with construction scheduled in 2008. The planning on this project has been closely coordinated between JAXPORT and the Jacksonville Transportation Authority, which has taken responsibility for the improvements to the roadway. This widening will pose some challenges to the development of the Zion property, in that development of the site into a marine terminal will require lands on both sides of the roadway. The configuration of the site and the current market conditions dictate that the most viable short-term port uses for the property include conveyable bulk materials (liquid and dry) and perhaps containers. Container use of the property will require that a portion of Heckscher Drive, which bisects the property, will have to be elevated to allow unimpeded access across the property, while bulk cargoes could conceivably be conveyed over the top of an at-grade Heckscher Drive. The ultimate use of the property will dictate the type and extent of berthing facilities that will be required.

JAXPORT is in the process of negotiating the acquisition of 185 upland acres of the southernmost portion of the property, including the submerged lands, which Zion Jacksonville holds title to. Also being acquired will be a 100-foot access easement from the property boundary to Eastport Road and a 50-foot easement from the property to the CSX railroad. The mix of truck and rail activity at this site will ultimately depend on the cargo use of the property. The remaining portion of the property not being acquired by JAXPORT will remain available for other industrial uses, Port-related or other.

### **Bostwick (Map 13)**

The Bostwick Trust property, located west of the Broward River, is bisected by Heckscher Drive (State Road 105). The total parcel is approximately 350 acres with 100 useable upland acres located south of Heckscher Drive. This property has very little useable waterfront which limits its port potential. The land use designation for the property is Water Dependent/Water Related and the zoning classification is Industrial Waterfront.

The property has direct access to Heckscher Drive (State Road 105) and the CSX Railroad. The property is also situated adjacent to the Imeson Industrial Park and other port and industrial users including the Navy Fuel Dock and the BP Oil Tank Farm.

As noted earlier, with the limited waterfront accessibility, the site is best suited for a conveyable bulk material (liquid or dry) and perhaps roll-on roll-off cargo, or related non-waterfront industrial development. The mix of traffic, between road and rail, would be dependent on the type of cargo handled at the site.

#### **Navy Fuel Dock (Map 14)**

The U.S. Navy currently operates a fuel depot for military vessels on a 245-acre site. This depot is comprised of 12 storage tanks, a docking facility and associated pipelines and ancillary facilities. JAXPORT is in discussions with the Navy to determine if the fuel tanks could be repositioned on the site in order to make available 100-120 acres of property for port expansion.

The site has access to Heckscher Drive (State Road 105) via Somers Road and direct access to a CSX rail line. The site is located along the Federal channel of the St. Johns River and would be easily developed into a marine terminal for nearly any cargo type. The site is presently designated as WDWR in the Future Land Use Element and is zoned Industrial Waterfront.

#### **Talleyrand North Terminal Map (Map 15)**

Part of this former paper mill property was recently purchased by JAXPORT for Port development. The property is located in the Talleyrand area, on Wigmore Street. It contains approximately 27 acres located on the St. Johns River and 11 acres west of Wigmore Street. The property is directly served by the Norfolk Southern railroad. Surrounding waterfront uses are industrial in nature, either direct port use or other water-dependent uses. There is a transitional residential community also in close proximity. The property has a land use designation of Water Dependent/Water Related and a zoning classification of Industrial Waterfront.

The property's configuration allows for consideration of a full range of port uses. JAXPORT has been approached by automobile users, container operators, break bulk and bulk cargo interest. The combination of location on deep water, direct rail service and adequate road access via Wigmore Street (Talleyrand Avenue) and 21st Street to Martin Luther King Parkway and I-95 makes this an excellent Port property. The property is served by public utilities and is located within the City of Jacksonville Enterprise Zone and Brownfields Area.

It is anticipated that the property will be under active redevelopment to port use in 2009. The determination of the cargo type or types, which will be handled at the property, has not been made. The traffic and other impacts for development of the property will vary dramatically depending on ultimate use. For example, should the property be utilized for containers or automobile there would be a significantly higher

volume of truck traffic generated by the terminal than it the property were to be used for imported coal, in which case there would be a significantly higher rail volume.

The principal ingress and egress to the property is via Wigmore Street, which is essentially the northerly extension of Talleyrand Avenue north of 21st Street. Wigmore Street is presently a two-lane road, which carries a combination of industrial and residential traffic, and operates at a Level of Service C, with 891 peak hour trips available.

#### **Kerr-McGee (TRONOX) (Map 16)**

Kerr-McGee (TRONOX) Chemical Company owns a parcel of property between JAXPORT's Talleyrand Marine Terminal and the Crowley Maritime privately owned marine terminal, on Talleyrand Avenue. The waterfront site, which is approximately 30 acres in size, formerly housed a pesticide and fertilizer blending and distribution facility. The site is significantly contaminated by the pesticides and is under a Consent Order with the Environmental Protection Agency. It is believed that the clean-up plan will significantly outweigh the value of the land for port use. The Authority has evaluated the use of this site for both container terminal expansion associated with the Crowley terminal and for automobile expansion associated with the adjoining Toyota processing facility. This property is not currently being pursued by the Authority, pending final clean up by Kerr-McGee.

#### **Other Property Development**

In addition to the potential marine terminal properties discussed previously, JAXPORT is also actively pursuing the acquisition and development of other parcels of property to support its mission. These properties, generally non-waterfront and smaller in size, fill a critical need for terminal support and community protection. In order to increase the efficiency and cargo throughput of its existing terminals, JAXPORT must seek opportunities to locate or relocate those terminal functions that do not require waterfront locations. These uses include, but are not limited to, the storage of empty containers and chassis and office and administrative support uses. In addition, the JAXPORT is interested in acquiring properties surrounding the operating terminals to serve as a buffer from adjoining uses. These properties are generally acquired as they become available and fit within JAXPORT annual capital budget.

JAXPORT owns approximately 7.5 acres of land in Mayport. This land is not a part of this Port Master Plan and any plans for development of this property by JAXPORT will require an amendment to this Plan.

JAXPORT also owns a 2.5 acre (approximately) parcel located in the southeast quadrant of State Road 9-A and U.S. Highway 17 (Main Street). This parcel is not a part of this Port Master Plan and any plans for development of this parcel will require an amendment to this Plan.



## **JAXPORT DEVELOPMENT AND EXPANSION PROGRAM: POTENTIAL IMPACTS**

JAXPORT identified existing and potential development sites on Map 17 entitled “JAXPORT MAP” as adopted into the JAXPORT Master Plan. Market forces and technological advances are factors, which may account for site-specific uses in Port development. Rather than identify specific development to a specific site, the approach is to identify all types of potential development or development categories which are acceptable Port uses or Port related uses. These potential development sites are categorized by one of the following scenarios:

- Scenario 1: Existing Port development converted to a similar use  
Converting to a similar use is defined as a new use at a previously developed Port site, consistent with the Comprehensive Plan and does not require additional or new permits. No review is necessary by City, State or federal agencies. Therefore, the project is deemed consistent and moves forward without additional analysis.
- Scenario 2: Existing Port development converted to development requiring permits.

Although the new use is on a site already impacted by existing Port development, the proposed development is such that new or additional permits must be obtained for the conversion. All associated analysis will be completed to satisfy permit requirements and the appropriate City, State and federal agencies have the opportunity to review and comment on the proposed development.

- Scenario 3: Sites where no previous Port development exists

Undeveloped sites require the most analysis. These analyses are determined by the proposed use and subsequent permit requirements. In some cases, land use amendments and rezoning may be necessary. Land use amendment applications require information relating to soils, natural vegetation and wildlife, wetlands (type, location and amount of acreage to the nearest one-hundredth acre), topography and flood prone areas, historic and archaeological resources, and aquifer recharge areas. The land use amendment process provides City, State and federal agencies the opportunity to review proposed land use impacts and issues prior to zoning change requests and permitting.

The following tables identify the development or development categories defining Port development. The first table relates to existing Port development converted to a use requiring permits, the types of impacts related to the use and the potential sources of funding. The second table relates to Port development at a previously undeveloped Port site, the types of impacts related to the use and the potential sources of funding. The

types of impacts guide the analysis and reports required and reviewed by the various City, State and federal agencies.

**Existing Port Site – Permit Required (Scenario 2)**

<b>CATEGORIES</b>	<b>IMPACT OR ISSUE</b>	<b>FUNDING SOURCES</b>
Cruise Terminal	Transportation: traffic, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Water retention	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Containers (RO/RO and Bulk)	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Automobiles/Heavy Equipment (RO/RO)	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Bulk/Conveyable Bulk	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Warehouse/ Break Bulk	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Ports Council – State Organizations

<b>CATEGORIES</b>	<b>IMPACT OR ISSUE</b>	<b>FUNDING SOURCES</b>
		Federal Agencies
Tank Storage – Hazardous	Transportation: traffic, roadways, rail, waterways Utilities Water retention EPA: hazardous material storage Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Tank Storage – Non-Hazardous	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Accessory Uses: Office, Restaurant, Marinas, Operations, Buildings, Port Support Structures	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT

### **New Undeveloped Port Site (Scenario 3)**

<b>CATEGORIES</b>	<b>IMPACT OR ISSUE</b>	<b>FUNDING SOURCES</b>
Cruise Terminal	Transportation: traffic, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies

CATEGORIES	IMPACT OR ISSUE	FUNDING SOURCES
	Environmental: wetlands, listed species, coastal high hazard	
Containers (RO/RO and Bulk)	Transportation: traffic, rail, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Automobiles/Heavy Equipment (RO/RO)	Transportation: traffic, rail, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Bulk/Conveyable Bulk	Transportation: traffic, rail, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies

<b>CATEGORIES</b>	<b>IMPACT OR ISSUE</b>	<b>FUNDING SOURCES</b>
Warehouse/ Break Bulk	Transportation: traffic, rail, roadways, waterways Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Tank Storage – Hazardous	Transportation: traffic, rail, roadways Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard EPA: hazardous material storage	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Tank Storage – Non-Hazardous	Transportation: traffic, rail, roadways Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Accessory Uses: Office	Transportation: traffic, roadways Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT

## **ARCHAEOLOGICAL SENSITIVITY REVIEWS FOR EXPANSION SITES LISTED IN THE JAXPORT DEVELOPMENT AND EXPANSION PROGRAM**

Blount Island North (Marine Corps): High Sensitivity – An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

LaFarge Property: High Sensitivity – and an archaeological site is located in this area. Archaeological site # DU00123 “Yellow Bluff Fort” Due to the known presence of an archaeological site – a Phase 1 Archaeological Survey is recommended

Zion Property: High Sensitivity – An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

Bostwick Property: On RE# 11065 000 an archaeological site is located in the area under #DU00100 “Meld.” Due to the known presence of an archaeological site – a Phase 1 Archaeological Survey is recommended. The rest of the area is a mix of High, Medium and Low Sensitivity – An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

Navy Fuel Dock: Mix of High, Medium and Low Sensitivity. FMSF 4508 located on area “Phase 1 Historic Resource Survey, Fleet Industrial Supply Center” 12/95 #4508. An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

Talleyrand North Terminal: Mostly High, some Medium and Low Sensitivity. An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area

Kerr McGee (TRONOX): Mix of High and Low Sensitivity. An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area

## **FLOOD ZONE REVIEWS FOR PROPOSED EXPANSION SITES LISTED IN THE JAXPORT DEVELOPMENT**

- LaFarge Property: AE Flood Zone
- Zion Property: No Flood Zone
- Bostwick Property: AE Flood Zone
- Navy Fuel Dock: AE, X5 and VE Flood Zones
- Talleyrand North: AE and AO Flood Zones
- Kerr McGee: AE, X5, and VE Flood Zones

Source: City of Jacksonville Planning and Development Department

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# 2045 COMPREHENSIVE PLAN



## **JAXPORT Master Plan Definitions Section C**

Berth - The place where the vessel is secured. This usually includes the water area, which a ship occupies, the dock to which it is moored, and the area immediately behind it. The type of berth is sometimes characterized by the type of commodity it serves.

Breakbulk Cargo - The general cargo method where the cargo is usually handled on pallets which are loaded by crane and slings in much the same way that sailing ships were loaded.

Bulk Cargo - A method of handling cargo in "loose" form that is not packaged in any way.

Coastal High Hazard Area – As defined in the Conservation/Coastal Management Element.

Containerized Cargo - A cargo handling system utilizing specially designed containers or boxes from 20 to 53 feet long. These containers are usually transported in specially designed ships, lifted with specially designed cranes, and are handled with specially designed carriers.

Dolphin – Pile, cluster of piles or buoy, which a vessel can moor in open water or used as a fender at a dock entrance.

Drayage – Transportation used to haul goods.

Dry Bulk Cargo - Refers to solid materials such as coal or iron ore, and is usually handled by specially designed ships, special high-capacity ship loaders and un-loaders, and conveyer systems, and stored by special stacking and reclaiming equipment.

FDEP – Florida Department of Environmental Protection

FDOT – Florida Department of Transportation

Hazardous Waste- Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

Jacksonville Port Authority (JAXPORT) - An independent authority responsible for owning, operating and managing public marine terminals in Jacksonville.

JAXPORT- Refers to the Jacksonville Port Authority trade name and those public facilities owned by the Jacksonville Port Authority.

Liquid Bulk - Refers to materials in a liquid state such as petroleum and petroleum products. Special ships, special loading arms at the docks, pipelines and storage tanks are required.

Long Ton – 2,240 pounds

LOS - Level of Service - An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

MLW – Mean Low Water

MSL – Mean Sea Level

Natural Drainage Features – The naturally occurring features of an area which accommodate the flow of significant amounts of stormwater, such as streams, rivers, lakes, sloughs, floodplains and wetlands.

Natural Drainage Flow - The pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regrading.

Port of Jacksonville (Port) - All Port facilities whether public or private in Jacksonville.

Roll-on/Roll-off (RoRo) - A cargo handling system utilizing specially designed ships with openings in the stern area or in the side area which permits the loading and unloading of wheeled-vehicles such as automobiles or tractors to docks by way of internal and external ramps.

Short Ton (net ton) – 2,000 pounds

Stevedore – To load or unload cargo from a ship.

Stormwater Management System – A system that has the meaning described in Rule 17-40.210(21) F.A.C.

Talleyrand Corridor Area - That part of the Port of Jacksonville, which lies on the western bank of the St. Johns River, south of 21st Street, east of Martin Luther King Parkway and north of the Hart Bridge.

Terminal Areas - An area adjacent to the water which serves as a dock for the ship, the transfer of its cargo, and the storage of its cargo for a short duration until it is moved to longer-term storage.

TEUs – Unit measurement for container units, measured in twenty (20) foot equivalent units.

Throughput Fees – Fee for handling a container and includes movement necessary to complete delivery from the stevedore, and to or from an inland carrier.

USACOE - U.S. Army Corps of Engineers. Federal agency responsible for maintenance and construction of the main shipping channels in the St. Johns River.

Water-Dependent - Land uses and activities that must be located on waterfront property in order to function.

Water-Related - Industries or facilities that are located adjacent to water for the convenience of conducting business, but are not necessarily dependent on Port facilities directly.

# 2045 COMPREHENSIVE PLAN



## **JAXPORT Master Plan Maps Section D**

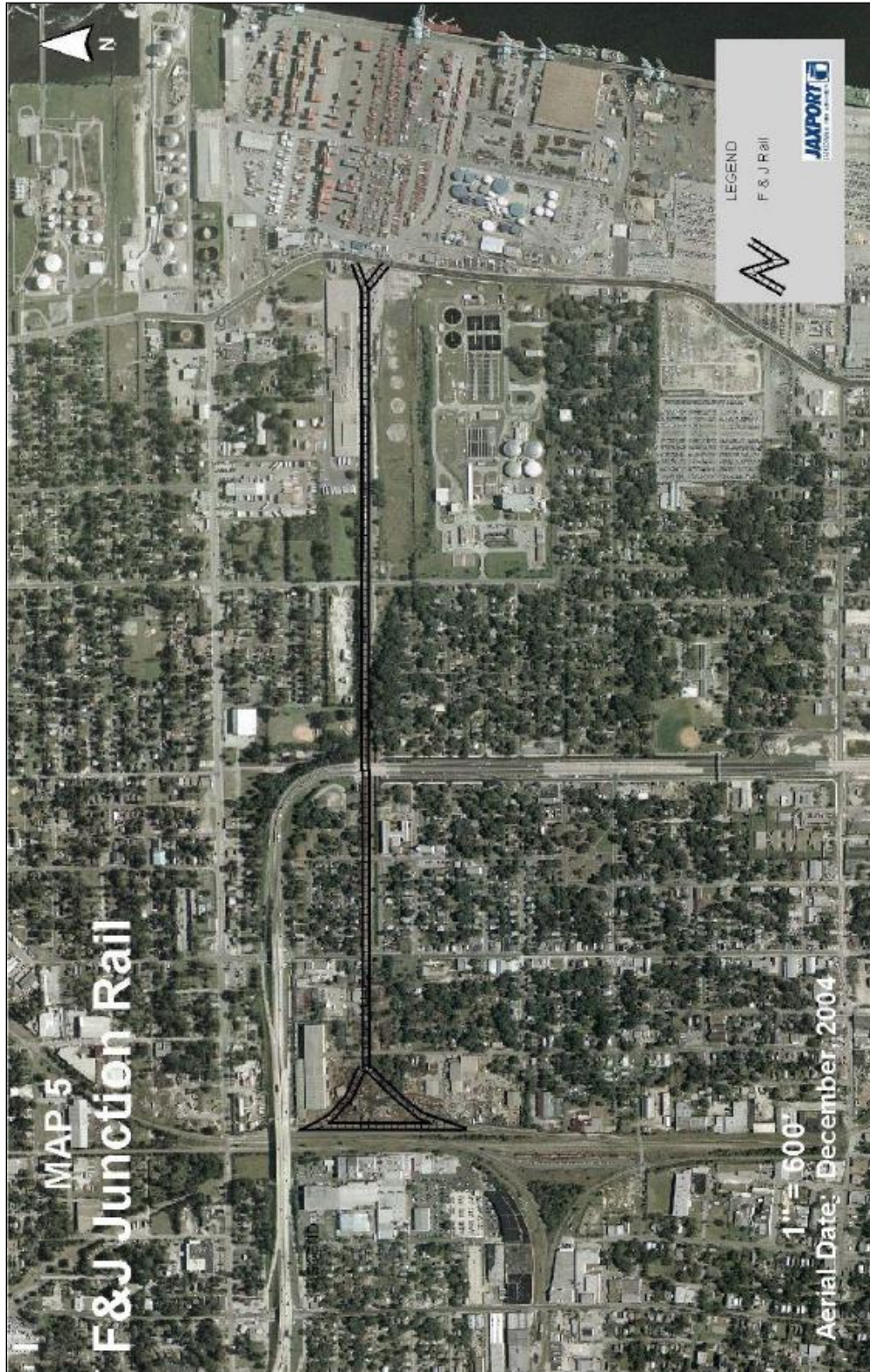






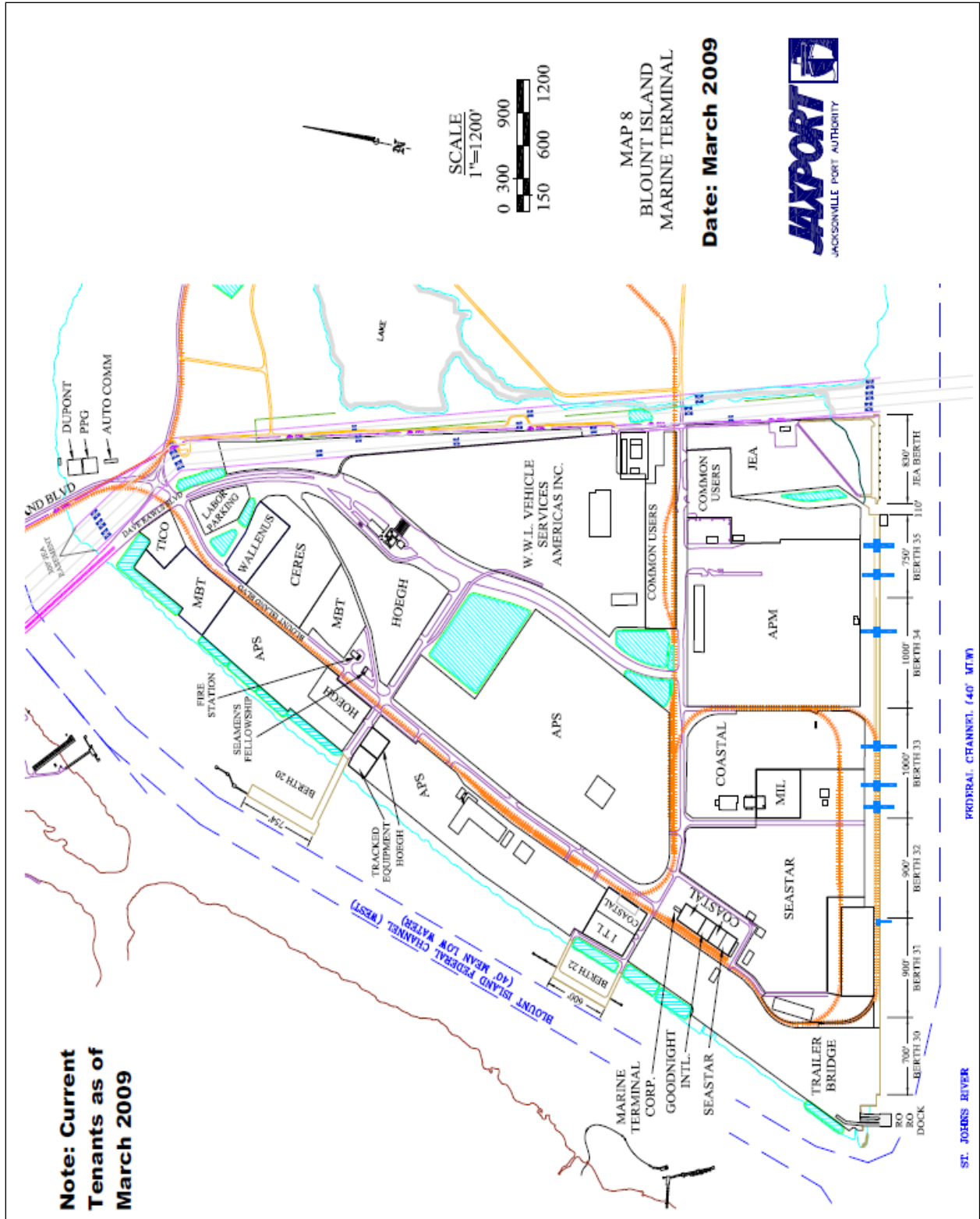


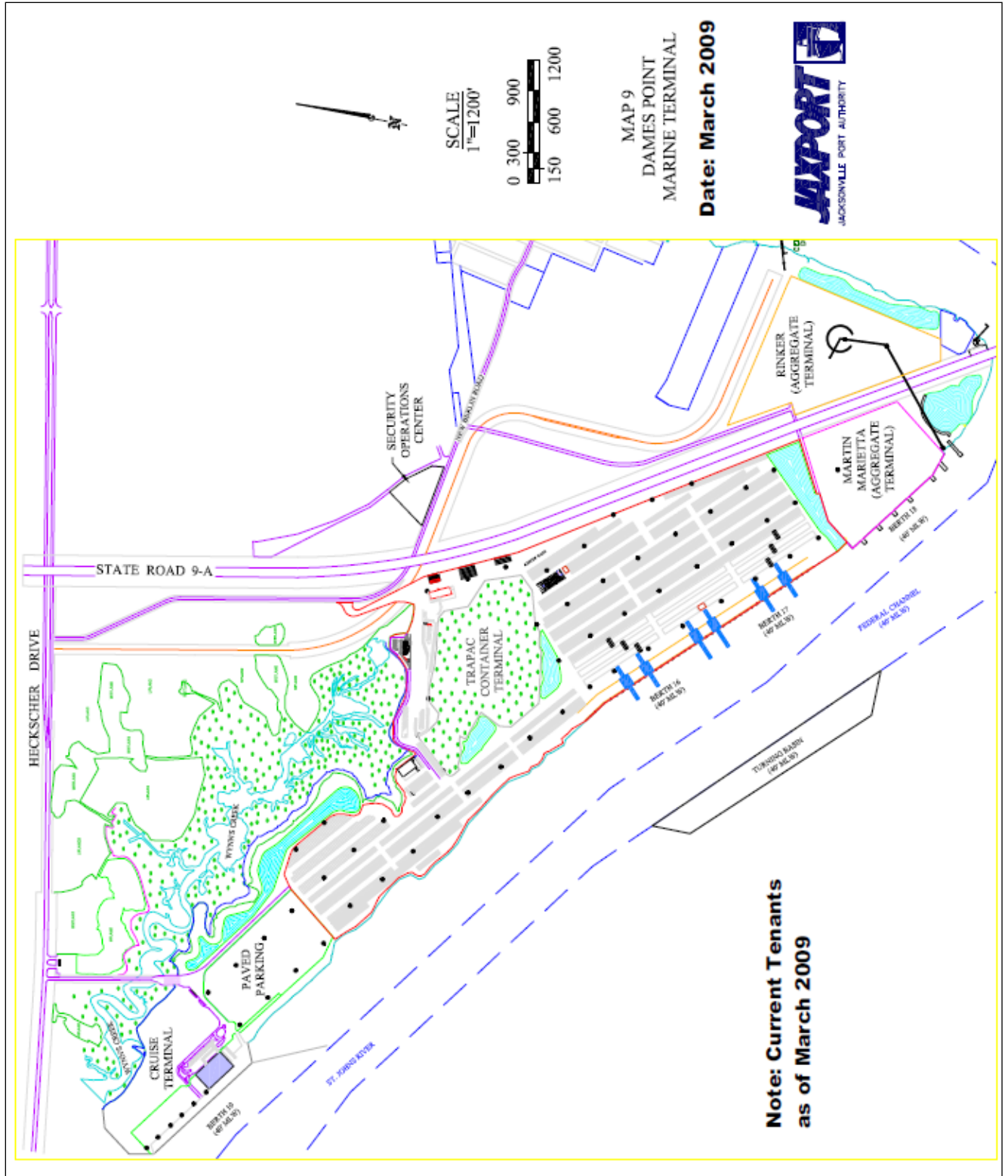




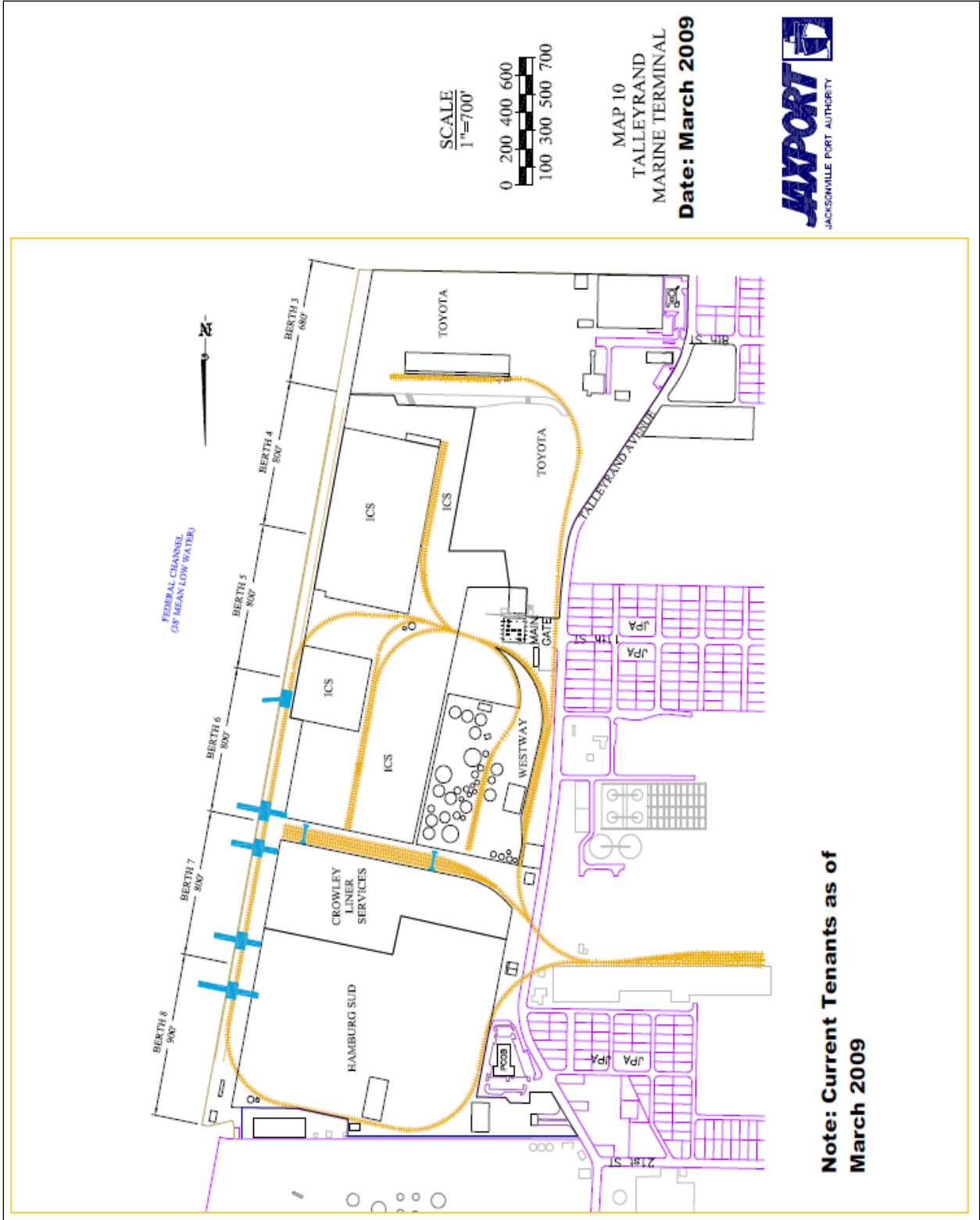








City of Jacksonville 2045 Comprehensive Plan  
 Conservation/Coastal Management Element  
 JAXPORT Master Plan - March 2009









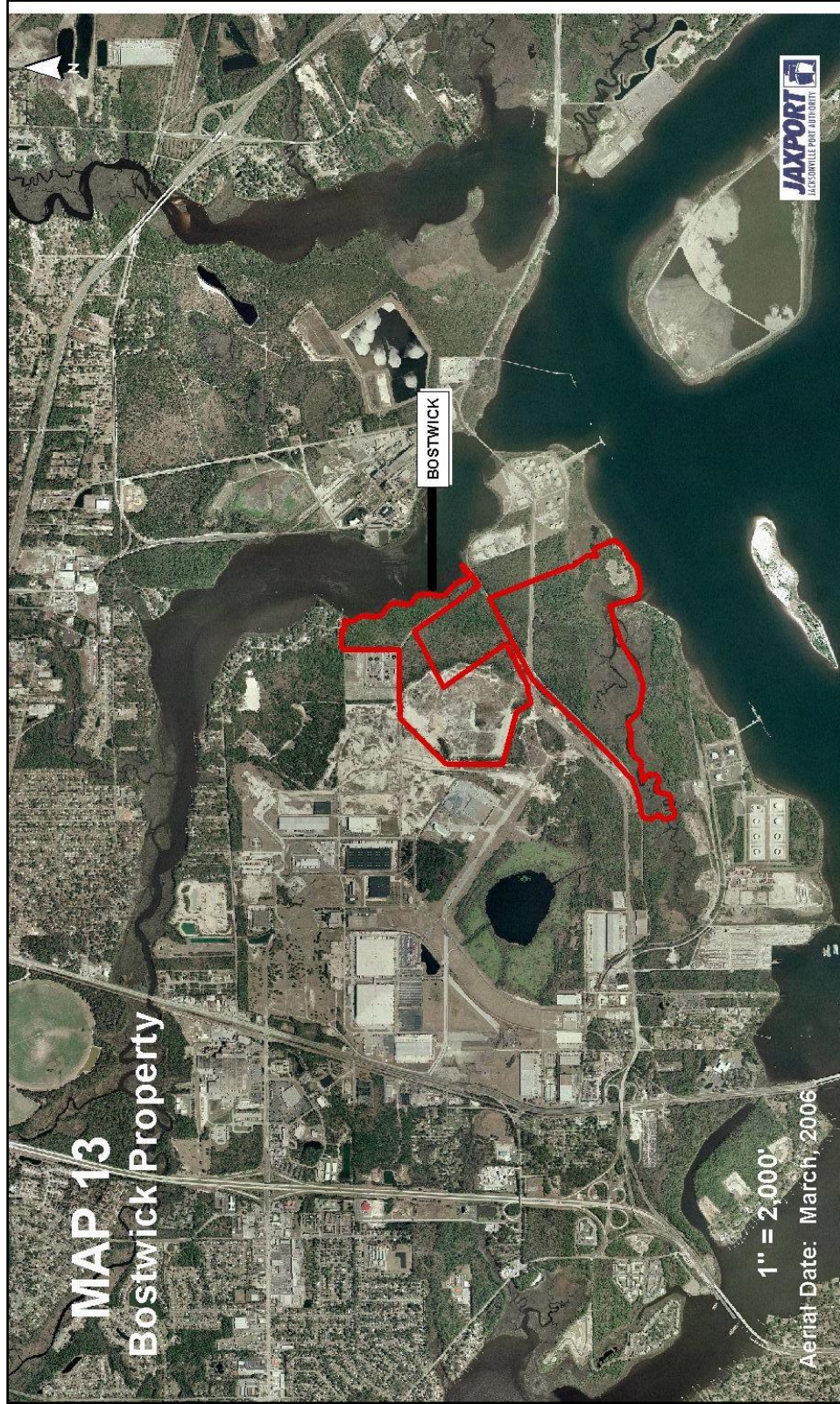
**MAP 12**  
**Zion Property**

ZION  
PROPERTY

RE #109708-0000

Scale 1" = 2,000'  
Aerial Date: March, 2006  
Created By: Melanie Lumkin





City of Jacksonville 2045 Comprehensive Plan  
Conservation/Coastal Management Element  
JAXPORT Master Plan - March 2009

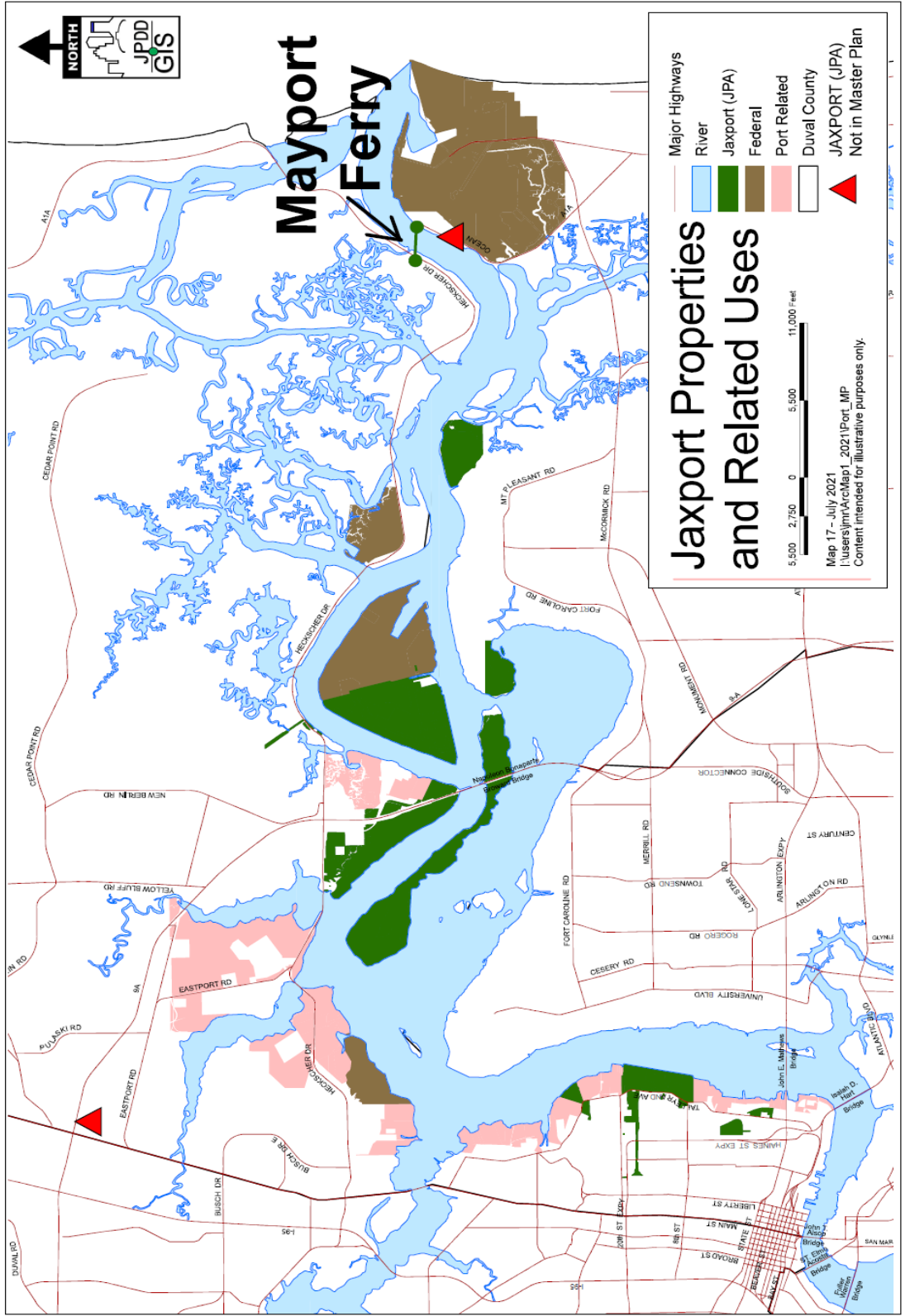


City of Jacksonville 2045 Comprehensive Plan  
Conservation/Coastal Management Element  
JAXPORT Master Plan - March 2009



City of Jacksonville 2045 Comprehensive Plan  
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City of Jacksonville 2045 Comprehensive Plan  
 Conservation/Coastal Management Element  
 JAXPORT Master Plan - March 2009

# 2045 COMPREHENSIVE PLAN



## **JAXPORT Master Plan Appendices Section E**



# APPENDIX A

## JAXPORT QUICK REFERENCE EMERGENCY RESPONSE PLAN

## **APPENDIX B**

# **PIERS – OUTLOOK FOR U. S. / GLOBAL ECONOMIES POWERPOINT**

# APPENDIX C

## JAXPORT HURRICANE MANUAL

# 2045 COMPREHENSIVE PLAN

## FUTURE LAND USE ELEMENT



March 2024

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**FUTURE LAND USE ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## GOALS, OBJECTIVES, AND POLICIES

### GOAL 1

To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

**Objective 1.1** Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

### Policies

#### 1.1.1

The City shall ensure that all new development and redevelopment after the effective date of the 2010 Comprehensive Plan, and all subsequent Plan updates, is consistent with the Future Land Use Map series, and textual provisions of this and other elements of the Comprehensive Plan, as provided in Chapter 163 (Part II), Florida Statutes (F.S.).

#### 1.1.2

As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

#### 1.1.3

The Development Areas should be reviewed for expansion during updates to the Comprehensive Plan planning timeframe and during updates to the mobility system. In addition, because the development capacity of the Future Land Use map fluctuates with time, Development Areas will be periodically reevaluated as part of the Plan review and amendment process.

#### 1.1.4

The Land Development Regulations shall include locational criteria and standards for all zoning or subdivision site plan requests for densities or intensities of use for each future land use category including appropriate criteria related to development areas, street classification, availability of public facilities and services, land use compatibility, development and redevelopment potential, site design factors, ownership patterns, environmental impacts, relevant adopted plans and studies, and principal and secondary

uses as described in the Plan Category Descriptions of the Operative Provisions. In order to ensure the development of a variety of neighborhoods and living environments, the Land Development Regulations shall include several zoning districts with different minimum lot size and density of development requirements in each residential land use category.

#### **1.1.5**

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

#### **1.1.6**

Ensure that all future development and redevelopment meets or exceeds the requirements of all Land Development Regulations, including, but not limited to zoning, subdivision of land, landscape and tree protection regulations, and signage, as established and adopted by the City, State of Florida, and the federal government, unless such requirements have been previously waived by those governmental bodies.

#### **1.1.7**

Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

#### **1.1.8**

Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

#### **1.1.9**

Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties



- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

**1.1.10**

Ensure that mixed and multi-use projects enhance, rather than detract from, the character of established developed areas by requiring site plan-controlled zoning such as Planned Unit Developments (PUDs), TODs or TNDs for all mixed and multi-use projects and conforming with the following criteria:

1. The type of land use(s), density, and intensity is consistent with the provisions of the land use category, particularly the category's predominant land use;
2. The proposed development is in conformity with the goals, objectives, policies, and operative provisions of this and other elements of the Comprehensive Plan; and
3. The proposed development is compatible with surrounding existing land uses and zoning.

**1.1.11**

Exempt the internal arrangement of uses within the Central Business District (CBD) Land Use Category and Developments of Regional Impact (DRIs) from the nodal and other locational criteria of the Comprehensive Plan, subject to required local and regional reviews.

**1.1.12**

The Planning and Development Department shall develop a land use mediation conflict resolution process to assist public and private entities in siting locally undesirable land uses (LULUs).

**1.1.13**

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

1. Creation of complementary uses;
2. Enhancement of transportation connections;
3. Use of noise, odor, vibration and visual/ aesthetic controls; and/or

4. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.

**1.1.14**

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

**1.1.15**

Prohibit scattered, unplanned, urban sprawl development without provisions for facilities and services at levels adopted in the Comprehensive Plan in locations inconsistent with the overall concepts of the Future Land Use Element and the Development Areas and the Plan Category Descriptions of the Operative Provisions.

**1.1.16**

The Downtown Investment Authority (DIA) or the Office of Economic Development (OED) shall offer economic incentives, greater marketing assistance, etc. to induce development to locate in the Urban Core, North, Northwest, and Southwest Planning Districts of the City rather than in the more congested areas of Greater Arlington and Southeast Planning Districts.

**1.1.17**

Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

**1.1.18**

Extensions of the Development Areas will be noted in each land use amendment where an extension is needed or requested concurrent with a Future Land Use Map Amendment. In addition, plan amendments shall meet the requirements as set forth in FLUE Policies 1.1.19 and 1.1.21.

**1.1.19**

Expansion of the Development Areas shall result in development that would be compatible with its surroundings. When considering land areas to add to the Development Areas, after demonstrating that a need exists in accordance with FLUE Policy 1.1.21, inclusion of the following areas is discouraged:

1. Preservation Project Lands
2. Conservation Lands

3. Agricultural Lands, except when development proposals include Master Planned Communities or developments within the Multi-Use Future Land Use Category, as defined in this element

The following areas are deemed generally appropriate for inclusion in Development Areas subject to conformance with Policy 1.1.21:

1. Land contiguous with the Development Area and which would be a logical extension of an existing urban scale and/or has a functional relationship to development within the Development Area.
2. Locations within one mile of a planned node with urban development characteristics.
3. Locations within one-half mile of the existing or planned JTA premium transit station.
4. Locations having projected surplus service capacity where necessary facilities and services can be readily extended.
5. Public water and sewer service exists within one-half mile of the site.
6. Large Scale Multi-Use developments and Master Planned Communities which are designed to provide for the internal capture of daily trips for work, shopping and recreational activities.
7. Low density residential development at locations up to three miles from the inward boundary of the preservation project lands. Inward is measured from that part of the preservation project lands closest to the existing Suburban Area such that the preservation lands serves to separate suburban from rural. The development shall be a logical extension of residential growth, which furthers the intent of the Preservation Project to provide passive recreation and low intensity land use buffers around protected areas. Such sites should be located within one-half mile of existing water and sewer, or within JEA plans for expansion.

### **1.1.20**

Extension of development entitlements from one Development Area to another may be permitted for a TOD without requiring a formal Development Area extension, provided all of the following criteria are met:

- A. The proposed development must be a TOD and must be for a development that is entirely located within one-half mile of a JTA premium transit station;
- B. Extensions of development standards shall not be granted beyond one-half mile of a JTA premium transit station;

- C. The Development Area subject to a development standards extension must be contiguous to the location proposed for receipt of additional development standards;
- D. The proposed extension of development standards shall not include land located within the Rural Area;
- E. The development standard extension shall be a logical expansion that facilitates the City's mobility goals and does not negatively impact surrounding neighborhoods; and
- F. Extension of development standards may be granted through a TOD Master Plan and TOD Zoning Overlay. If a development standard expansion is approved, it shall be noted in the TOD enabling legislation.

#### **1.1.21**

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

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

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

#### **1.1.22**

Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system, and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

### 1.1.23

To help ensure a more balanced population distribution and utilization of public resources, the City will focus greater efforts on revitalizing existing communities and developments through such measures as the Neighborhood Action Plan program, allocation of Community Development Block Grants, the use of economic incentives through the Office of Economic Development (OED) or the Downtown Investment Authority (DIA), and public funds distributed through the Northwest Jacksonville Economic Development Fund (NWJEDF).

### 1.1.24

The city will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown;
6. Use of site design features that engage and enhance the pedestrian experience abutting collector roads and higher (public art, social connection, recreation and open spaces, pedestrian entries and transparency); and
7. Create walkable neighborhoods.

### 1.1.25

The Planning and Development Department and JEA will coordinate the location of future water and sewer lines with land use designations in the City's comprehensive Plan in order to influence both the timing and location of future growth.

**Objective 1.2 Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with potable water, wastewater, solid waste disposal, stormwater management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.**

## **Policies**

### **1.2.1**

The City shall ensure that the location and timing of new development and redevelopment will be coordinated with the ability to provide public facilities and services through the implementation of growth management measures such as the Development Areas and the Plan Category Descriptions of the Operative Provisions, development phasing, programming and appropriate oversizing of public facilities, and zoning and subdivision regulations.

### **1.2.2**

No development order shall be issued which does not meet the standards of Section 163.3180, Florida Statutes. Specifically, necessary public facilities and services shall be in place; will be in place when the development impacts occur; are under construction; or are guaranteed by an enforceable development agreement.

### **1.2.3**

Permit development in areas with capacity for public facilities and in areas where needed facilities can be provided concurrently with development by the public or private sectors in conformance with the Comprehensive Plan.

### **1.2.4**

Limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and Suburban Area as identified in the Comprehensive Plan through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility Fee System which addresses roadways in order to minimize the cost of public facilities and service delivery and to conserve open space.

### **1.2.5**

Permit development of institutional, transportation, communication, or utility facilities in the Rural Area only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

### **1.2.6**

The City shall ensure through the implementation of Chapter 654, Ordinance Code (Code of Subdivision Regulations) that suitable lands and/or easements are available for the provision of utility and transportation facilities necessary to support proposed development, and implement improvements with minimum land use, social and environmental disruption. Consider the location and timing of new public facility construction in requests for Future Land Use Map series amendments.

### **1.2.7**

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

and potable water, through implementation of the Capital Improvements Element, which shall be updated annually and shall be coordinated with the growth projections for the City.

### **1.2.8**

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
  - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
  - b. Each lot is a minimum of ½ acre unsubmerged property.
  - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

### **1.2.9**

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

### **1.2.10**

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

**1.2.11**

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

**1.2.12**

As outlined in Chapter 752 of the Ordinance Code (Jacksonville Reuse of Reclaimed Water Program), the City will observe water conservation requirements when evaluating future land use patterns and shall require the proper disposal and reuse of wastewater for all non-sanitary purposes where connections are available.

**1.2.13**

Develop procedures through the JEA, Public Works, and Parks, Recreation, and Community Services Departments to update facility demand and capacity information as development orders and permits are issued.

**1.2.14**

The City shall give priority consideration to use of properties acquired in the implementation of the Master Stormwater Management Plan for recreational purposes where facilities are of substantial size.

**1.2.15**

The City's Land Development Regulations shall include standards and criteria for drainage and stormwater management in all types of development based on Level of Service standards established in the Comprehensive Plan.

**1.2.16**

When a specific maximum development density or intensity is not stated on the Annotated Future Land Use Map or in a site-specific policy, the City of Jacksonville shall use the following as the assumptions for maximum development when analyzing the impacts of amendments to the Future Land Use Map (FLUM). The following development impact standards do not limit the development potential of any site. For the purposes of this policy, Floor Area Ratio (FAR) is defined as the ratio of gross floor area of all structures on a lot to gross lot area.



**DEVELOPMENT STANDARDS FOR IMPACT ASSESSMENT OF LAND USE  
CATEGORIES ON FLUMS**

<b>LAND USE CATEGORY</b>	<b>SITE DEVELOPMENT POTENTIAL</b>
AGRICULTURE	1 Dwelling Unit Per 2.5 Acres
RURAL RESIDENTIAL (RR)	2 Dwelling Units Per Acre (With Water and Sewer) or 1 Dwelling Unit Per Acre (With No Water and Sewer)
LOW DENSITY RESIDENTIAL (LDR)	5 Dwelling Units Per Acre
MEDIUM DENSITY RESIDENTIAL (MDR)	15 Dwelling Units Per Acre
HIGH DENSITY RESIDENTIAL (HDR)	UPA: 60 Dwelling Units Per Acre UA, SA, RA: 45 Dwelling Units Per Acre
RESIDENTIAL/PROFESSIONAL/INSTITUTIONAL (RPI)	Scenario 1 UPA: 0.5 FAR (Non-Residential) Scenario 2: UPA 30, UA 23, SA/RA 15
NEIGHBORHOOD COMMERCIAL (NC)	Scenario 1: 0.45 FAR Scenario 2: UPA 30, UA 23, SA 20
COMMUNITY/GENERAL COMMERCIAL (CGC)	Scenario 1: 0.35 FAR Scenario 2: UPA 45, UA 30, SA 15
REGIONAL COMMERCIAL (RC)	Per Approved Development Plan/Policy
CENTRAL BUSINESS DISTRICT (CBD)	Per Approved Development Plan / Allocation of Development Rights Agreement
BUSINESS PARK (BP)	Scenario 1: 0.35 FAR Scenario 2: UPA/UA 30, SA 15
LIGHT INDUSTRIAL (LI)	0.4 FAR
HEAVY INDUSTRIAL (HI)	0.4 FAR
WATER DEPENDENT-WATER RELATED (WD-WR)	0.25 FAR
MULTI-USE (MU)	Per Approved Development Plan/Policy
PUBLIC BUILDINGS & FACILITIES (PBF)	0.3 FAR
RECREATION AND OPEN SPACE (ROS)	0.15 FAR

Residential Densities: Single-Family: 2.66 Population/Dwelling Unit; Multi-Family: 2.35 Population/Dwelling Unit

Source: City of Jacksonville Planning and Development Department

**1.2.17**

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

### **1.2.18**

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

**Objective 1.3 Continue to improve coordination between transportation and land use planning in order to optimize transportation system capacity, promote quality site design, and facilitate access to employment and daily goods and services.**

## **Policies**

### **1.3.1**

For sites located on a minor or major arterial or Strategic Intermodal System (SIS) facility, Administrative Deviations to reduce the required minimum front yard, as established by the Land Development Regulations shall not be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be given adequate opportunity to respond to the request for deviation and concerns expressed shall be considered prior to final determination.

### **1.3.2**

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

### **1.3.3**

The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.

### **1.3.4**

Unless the Planning and Development Department makes a specific finding that they are not necessary or appropriate, connections shall be required to be reserved in all proposed rezonings, subdivision reviews and site plans where there is the possibility of creation of a local or collector road system. Such reservation shall be for 5 years from the date of approval of the zoning or site plan, unless another time is agreed to by the city and landowner.

### **1.3.5**

All new master-planned communities shall contain an integrated and connected network of roads and provide multiple alternative travel paths or modes. The location of the roadways and rights-of-way shall be established in the local development agreements taking into consideration factors such as access and wetlands.

**Objective 1.4 Protect areas of unique natural beauty by including consideration of the natural features and physical characteristics of the City, such as soils, topography, vegetation etc., in all development orders.**

**Policies 1.4.1**

The City shall continue to amend the City's development review process to include a review by the appropriate City agencies of soil capability, stability, permeability and other relevant soil characteristics.

**1.4.2**

The City shall require development to use appropriate methods of controlling erosion and sedimentation to help minimize the destruction of soil resources during site development and use.

**1.4.3**

The future land use categories shall include development standards where centralized sewer and water connections are not available to serve development.

**1.4.4**

The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

**1.4.5**

Through Land Development Regulations and incentives and other means, the City shall require integration of natural topographic and other physical features in project designs in order to enhance the relationship of development to the natural environment.

**Objective 1.5 Maintain, enhance and conserve natural and environmental resources, especially coastal resources.**

**Policies 1.5.1**

The City shall protect the natural environment in part by implementing incentives to locate future urban growth into existing urbanized areas.

**1.5.2**

Permit no new development, expansion, or replacement of existing development in areas designated on the Future Land Use Map series as Conservation, unless development is undertaken by federal, state or local government in the public interest, and the impacts are mitigated.

**1.5.3**

Protect potable water well fields, areas of moderate to high aquifer recharge, known habitat areas of rare, endangered, or threatened species, and other significant natural resources through Land Development Regulations which limit activities having the

potential to contaminate soil, ground, or surface waters, or otherwise destroy these sensitive areas, consistent with the provisions of the Conservation/Coastal Management Element.

#### **1.5.4**

Coordinate the review and approval of development proposals through the Planning and Development Department with applicable federal, State, regional and local environmental agencies. Notify affected public agencies of any land development requests adjacent to environmentally sensitive lands held in public ownership.

#### **1.5.5**

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

#### **1.5.6**

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

#### **1.5.7**

Limit new construction to areas landward of the primary dune line, except as provided for by Florida's Coastal Construction Control Line regulation pursuant to Chapter 161, F.S. Prohibit the use of non-emergency or maintenance vehicles on the City's primary dune system except as provided pursuant to an approved beach management plan.

#### **1.5.8**

Protect moderate and high aquifer recharge areas and areas with high groundwater contamination potential, as identified in the Groundwater Aquifer Recharge Sub-Element, from adverse development impacts through a system of performance standards implemented jointly through the Planning and Development Department, JEA, EQD, and the Florida Department of Health in Duval County.

#### **1.5.9**

Through site plan review, the City shall encourage the following methods to support low impact development:

- The use of topography, physical environment and other natural features;
- Impact on wetlands;
- Listed species regulations.

#### **1.5.10**

In accordance with the Conservation/Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

### 1.5.11

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

**Objective 1.6 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.**

## **Policies**

### 1.6.1

Through implementation of the Land Development Regulations, the Future Land Use Map, and other studies and master plans, the City will target the development of workforce and affordable housing in areas where individuals and families can make the best use of transportation corridors and mass transit.

### 1.6.2

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

### 1.6.3

The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or re-developable parcels.

### 1.6.4

To interconnect various pedestrian routes within and among commercial projects, the Land Development Regulations shall be revised to require the use of an unobstructed pedestrian zone in between the roadway and the building façade along commercial corridors within the Urban Priority Area and Urban Area or some other alternative regulatory criteria that creates a safe and attractive pedestrian environment, consistent with the City's Design Guidelines and Best Practices Handbook.

### 1.6.5

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

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

## **Policies**

### **1.7.1**

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

### **1.7.2**

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

### **1.7.3**

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

## **GOAL 2**

**To enhance and preserve for future generations geographic areas with unique economic, social, historic or natural resource significance to the City.**

**Objective 2.1 Enhance protection of sites and structures of major historic and cultural significance in the City.**

## **Policies**

### **2.1.1**

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

### **2.1.2**

Regulate scale and height compatibility through Historic Preservation ordinances in the Land Development Regulations.

**Objective 2.2 The City shall establish, maintain and implement neighborhood improvement strategies to combat and prevent blight.**

## **Policies 2.2.1**

Where feasible, the City shall prepare a detailed and up-to-date inventory of the use and condition of all structures, as well as existing development patterns, in identified redevelopment areas and target neighborhoods.

### **2.2.2**

All new neighborhood plans and studies shall require consideration of infrastructure needs and improvements to further redevelopment and investment in blighted areas.

### **2.2.3**

The City of Jacksonville shall encourage the provision of affordable housing units, as defined in the Housing Element. A PUD rezoning may be used when a rezoning is necessary to facilitate the development of affordable housing units.

Options may include but are not limited to the following:

- Allowing a density increase in the designated zoning district (Density Bonus);
- Allowing additional units on an existing lot; and/or
- Requiring a financing mechanism in which a lease is created for the land beneath the affordable unit. The land is owned by a consortium. Since the homeowner does not own the land upon which the house sits, the unit is affordable and becomes part of a permanent inventory of affordable housing units.

### **2.2.4**

Maintain stable neighborhoods through coordinated rehabilitation and conservation action by the Planning and Development Department and the Housing and Neighborhoods Department. Protect residential areas from encroachment by incompatible land uses through proper zoning, and from through or heavy traffic by use of buffers and other mitigating measures.

### **2.2.5**

Develop incentive mechanisms to be used by the Housing and Neighborhoods and Planning and Development Departments to encourage redevelopment of physically or economically depressed areas. Use extension of public utilities and other capital improvement projects, and joint public-private projects, as catalysts to revitalize these areas.

### **2.2.6**

Use financial and regulatory incentives and local participation in related state and federal programs to encourage redevelopment and maintenance of declining areas. Develop regulatory incentives through the Planning and Development Department that will relax local site development standards in redevelopment areas and target neighborhoods in order to enhance the market feasibility of redevelopment projects. Such standards shall not adversely affect the existing cultural framework and character of the area nor result in any redevelopment or development approvals that are contradictory to community improvement efforts.

### **2.2.7**

Encourage the redevelopment and revitalization of run-down and/or under-utilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

### **2.2.8**

Develop and implement design criteria through the Land Development Regulations that will address the interface of incompatible land uses (e.g., commercial and residential) and provide mitigation techniques to guide the redevelopment of uses affected by road widenings.

### **2.2.9**

Amend the Land Development Regulations to prohibit construction of commercial parking lots and parking garages with access points deep into residential neighborhoods. Access shall be consistent with the required maximum and minimum distances when access to the parking facility is required to be located off a local roadway.

### **2.2.10**

The Land Development Regulations shall be amended to encourage the reorientation of existing curb cuts and/or parking lots and garages in redeveloping areas to minimize the negative impacts of non-residential development on adjacent residential uses.

### **2.2.11**

Adopt and implement plans through the Planning and Development Department, JTA and Public Works Department to facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment. Such plans should give priority to neighborhood and commercial redevelopment projects in those areas where conditions of physical, economic, and/or social blight exist.

### **2.2.12**

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

### **2.2.13**

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

### **2.2.14**

The City shall recognize and maintain neighborhoods through the development and implementation of district plans and/or neighborhood plans, which identify the needs of the City's neighborhoods and the opportunities to improve and maintain those



neighborhoods in light of continued growth and development pressures within and surrounding them.

#### **2.2.15**

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

#### **2.2.16**

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

#### **2.2.17**

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

**Objective 2.3 Continue to strengthen the Central Business District (CBD) as the regional center of finance, government, retail, and cultural activities for Northeast Florida.**

### **Policies**

#### **2.3.1**

Recognize the Central Business District (CBD) and its periphery as a significant urban area of the city appropriate for residential and mixed use projects at higher densities/intensities than the remainder of the City.

#### **2.3.2**

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

#### **2.3.3**

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

#### **2.3.4**

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

### 2.3.5

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

### 2.3.6

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

**Objective 2.4 Ensure the continued economic viability of the Port of Jacksonville, while mitigating adverse impacts on water quality and aquatic plant and animal life in the St. Johns River and its estuarine marshes, through appropriate regulatory measures and management programs, such as concentrating heavy industrial uses within the port and surrounding land areas, and by providing appropriate supporting public facilities.**

## Policies

### 2.4.1

Protect the Port of Jacksonville from new encroachment by incompatible land uses such as residential, through designation of existing and future port and port-related areas as Water Dependent/Water Related on the Future Land Use Map series and implement Land Development Regulations supporting such designations through the Planning and Development Department.

### 2.4.2

Redevelopment of areas in the vicinity of Talleyrand Avenue shall be reviewed by the Planning and Development Department and the Jacksonville Port Authority to ensure coordination with plans for the Port of Jacksonville, particularly the Port Master Plan.

### 2.4.3

The City shall revise and evaluate plans and capital improvement projects for development and redevelopment of port and port-related facilities consistent with all applicable elements of the Comprehensive Plan and federal, State, regional, and local regulations.

### 2.4.4

Identify and reserve suitable sites through the Jacksonville Port Authority (JPA) for maintenance dredge disposal, consistent with the requirements of the Conservation/Coastal Management and Transportation Elements.

**Objective 2.5 The City shall implement strategies to encourage the preservation of environmentally sensitive lands.**

## **Policy**

### **2.5.1**

The City shall allow the transfer of residential densities between contiguous parcels under a common site plan and PUD zoning district in order to protect wetlands, 100-year flood zones and floodways. Development may be clustered on a site in accordance with the following standards:

- a) Both the development and the remaining undeveloped environmentally sensitive land must be part of a site-plan-controlled zoning district (PUD) which stipulates that the maximum allowable density credit for the entire subject site has been transferred to the area of cluster development and may not be subsequently rezoned to the contrary without a comprehensive plan amendment.
- b) Units may not be clustered at densities which would exceed the threshold for wells, septic tanks and other such services, where applicable.
- c) Wetlands, 100-year flood zones and floodways for which density credit is given shall be recorded in perpetuity as conservation easements and be placed in the Conservation land use category.
- d) Transfer of development densities shall be subject to a case-by-case review for compatibility with surrounding development and for consistency with the Comprehensive Plan and Land Development Regulations.

**Objective 2.6 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.**

### **Policies 2.6.1**

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

### **2.6.2**

Continue to participate in reviews of development plans for Jacksonville's airports (civilian and military) and support opportunities for the development of compatible adjacent agricultural, recreational, industrial, and commercial uses.

### **2.6.3**

Continue to review airport development plans to ensure that development is consistent with FAA and United States Military land use guidance noise levels in existing developed areas.

### **2.6.4**

The Military AICUZ map, including noise and accident potential zones (APZ), is included on the Military and Civilian Influence Zones Map. This map also includes the Lighting Regulation Zone for Outlying Field (OLF) Whitehouse. Military Influence Zones are defined in this Plan. The following Policies 2.6.5 through 2.6.13 refer to the Navy Instruction Manual (OPNAV Instruction 11010.36.B), on file with the Planning and Development Department, excepting the density and intensity standards included in Table 3.

### **2.6.5**

Within the APZ 1 area depicted on the Military and Civilian Influence Zones Map, the City will limit new residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, and allows only limited non-residential development consistent with the Instruction Manual, subject to conditions regarding disclosure and noise attenuation in construction. All building permit applications will be provided to the U.S. Navy. For new subdivisions located partially or wholly within APZ 1, clustering of residences will be required to eliminate or minimize development in APZ 1. As listed in the Instruction Manual, mobile home parks, hospitals, motels/hotels, religious institutions, schools and similar uses are not allowed. All allowed development is subject to disclosure requirements.

### **2.6.6**

Within the APZ 2 area depicted on the Military and Civilian Influence Zones Map, the City does not permit single family residential density greater than 2 dwelling units per acre. Uses not allowed in APZ 1 may be allowed in APZ 2, however they too are subject to conditions regarding disclosure and noise attenuation in construction. As listed in the Instruction Manual, mobile home parks, hospitals, motels, religious institutions, schools and similar uses are not allowed. All allowed development is subject to disclosure requirements.

### **2.6.7**

Within the 75 Day-Night Sound Level (DNL) or higher area as depicted on the Military and Civilian Influence Zones Map, the City will limit new single-family residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, with 35 A-weighted decibels (dBA) average minimum noise reduction level in construction throughout the facility or dwelling. For new subdivisions located partially or wholly within a greater than 75 DNL, clustering of residences will be required to eliminate or minimize development in the greater than 75 DNL noise zone. As listed in the Instruction Manual, non-residential uses are allowed, subject to conditions regarding disclosure and from 25 to 35 dB average

minimum noise reduction level in construction in the habitable portion of the facility. All building permit applications will be provided to the U.S. Navy. Schools and religious institutions are not allowed. Entertainment assembly may be allowed when scheduled with the U.S. Navy. All allowed development is subject to disclosure requirements.

#### **2.6.8**

Within the 65 to 74.99 DNL noise zone as depicted on the Military and Civilian Influence Zones Map, the City does not permit mobile home parks. Single-family residential structures that are unable to achieve a 30dB noise level reduction are also not permitted. Again, as listed in the Instruction Manual, non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are not allowed. All allowed development is subject to disclosure requirements.

#### **2.6.9**

Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.

#### **2.6.10**

The Civilian Airport Influence Zones are identified in the Military and Civilian Influence Zones Map. The following policies refer to the City's Land Development Regulations.

#### **2.6.11**

Within the 75 DNL or higher area as depicted on the Military and Civilian Influence Zones Map, the City will limit new single-family residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, with 35 dBA average minimum noise reduction level in construction throughout the facility or dwelling. For new subdivisions located partially or wholly within a greater than 75 DNL, clustering of residences will be required to eliminate or minimize development in the greater than 75 DNL noise zone. Non-residential uses are allowed, subject to conditions regarding disclosure and from 25 to 35 dBA average minimum noise reduction level in construction in the habitable portion of the facility. Schools, religious institutions and entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

#### **2.6.12**

Within the 65 to 74.99 DNL noise zone as depicted on the Military and Civilian Influence Zones Map, the City does not permit mobile home parks. Single-family residential structures that are unable to achieve a 30 dBA noise level reduction are also not permitted. Non-residential uses are allowed, subject to conditions regarding disclosure

and noise attenuation in construction. Schools and most outdoor recreation uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

#### **2.6.13**

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

#### **2.6.14**

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

#### **2.6.15**

In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.

#### **2.6.16**

Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

### **2.6.17**

The City of Jacksonville supports compatible uses within the Military and Civilian Influence Zones using the following approaches:

Limiting incompatibility:

In instances where these policies result in limiting the ability of a landowner to utilize their land pursuant to its current land use and zoning designation, the City of Jacksonville will support land use map amendments and rezoning to a compatible use. If an incompatible non-residential use ceases for twelve consecutive months or more, it cannot be restarted under the land development regulations.

Acquisition:

In 2006, the City of Jacksonville supported acquisition of 1651 acres containing the potential for over 4000 units of residential development for perpetual preservation by the State of Florida. All of these lands are in the Military Influence Zone of OLF Whitehouse. The City of Jacksonville will continue to review residential lands within the Zones for their potential for acquisition for preservation.

Development Practices:

Within the noise zones, the City of Jacksonville will use the following techniques:

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

**Objective 2.7 Continue to encourage the rehabilitation of existing, and siting of new, heavy rail terminal facilities in proximity to other ground transportation networks, and coordinate the feasibility of developing a rail transit system to serve**

**the City as identified in the JTA's Commuter Rail Feasibility Study (2009) and the North Florida TPO's Long Range Transportation Plan.**

**Policies**

**2.7.1**

Require railroad companies to locate general yards in areas that will not create major vehicular traffic or land use impacts. Give preference in land use permitting to siting such facilities in the rural or industrial areas of the City.

**2.7.2**

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

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

**Policies**

**2.8.1**

Establish and maintain specific guidelines and standards for shoreline and coastal area development and redevelopment that will at a minimum:

1. Aid in the creation of a river corridor open space system accessible to the public in urban and suburban areas;
2. Promote visual access to waterways and their related vistas; and
3. Promote recreational uses of shoreline and related areas.

**2.8.2**

Develop and implement open space/public access plans through the Parks, Recreation, and Community Services Department to provide public access to the waterfront through a coordinated, functional system of public and private easements, rights-of-way, and open space.

**2.8.3**

Pursue the dedication of public access/visual easements along waterfront property by providing incentives to land owners in the development review process to provide public vistas, dedications of land interests, and pedestrian/bike paths that link public and private property within river corridors into a linear greenbelt system.

**2.8.4**

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



### **2.8.5**

Utilize public rights-of-way that adjoin the water for public access (e.g., street stub-outs), wherever economically and physically practical and in accordance with the Recreation and Open Space Element.

### **2.8.6**

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

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

### **2.8.7**

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

**Objective 2.9 Enhance the appearance and function of roadways through the designation and establishment of scenic transportation corridors in the City of Jacksonville.**

## **Policies**

### **2.9.1**

Establish criteria through the Transportation Planning Organization (TPO) and Jacksonville Planning and Development Department for the identification, designation, and preservation of scenic corridors to:

1. Create a boulevard system of roadways to connect different neighborhoods within the City;
2. Protect existing roadways that exhibit attractive or scenic characteristics;
3. Enhance the aesthetic appearance of roadways through the use of landscaping and buffering;

4. Protect existing and future collector and arterial roadways that have residential characteristics that are considered desirable to preserve;
5. Protect roadways where significant tree coverage and landscaping already exist from unplanned future commercial development; and
6. Reduce the impact on existing and proposed neighborhoods from the building of new roadways and the rebuilding of existing roadways through residential areas.

### **2.9.2**

Designate key stretches of roadways serving as gateways into the City of Jacksonville, and make them eligible for special treatment in terms of landscaping, buffering, and street tree plantings, in order to unify and enhance their identity as gateway areas.

### **2.9.3**

Develop all plans for scenic corridors or gateways, and their related landscaping plans, through the public review process, including input from affected citizens and groups, City departments and agencies, and, where applicable, the Florida Department of Transportation.

### **2.9.4**

Amend the sign control provisions of the Land Development Regulations to regulate the amount, type and size of signs within designated scenic corridors in accordance with the intent of the scenic corridor designation.

**Objective 2.10 Promote the development of complementary uses that include cultural, recreational, and vertically integrated commercial and residential components, by encouraging and incentivizing urban development characteristics in order to reduce the negative impacts of urban sprawl.**

## **Policies**

### **2.10.1**

The City shall incorporate, in the Land Development Regulations, a system of incentives to promote development and redevelopment opportunities through mixed and multi-use projects.

### **2.10.2**

The City shall include incentives in the development review process to encourage residential development with supporting uses such as retail, restaurant, recreation and open space that relate physically and visually to nearby areas of the City through a design concept, which includes, but is not limited to:

1. Residential development with a full range of urban uses and support facilities; and

2. Physically connected neighborhoods bound together by pedestrian paths and public spaces.

### **2.10.3**

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

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

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

### **GOAL 3**

**To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.**

**Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent,**

**sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the Comprehensive Plan and Land Development Regulations.**

**3.1.1**

The City shall eliminate incompatible land uses or blighting influences from potentially stable, viable residential neighborhoods through active code enforcement and other regulatory measures.

**3.1.2**

Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

**3.1.3**

The Planning and Development Department shall identify areas in the City meeting the criteria for residential enclaves as defined in this element. These areas will be protected from premature fragmentation by intrusive non-residential uses through review of development approvals and rezoning requests and according to criteria found in the Land Development Regulations.

**3.1.4**

The City shall allow expansion of residential uses within identified residential enclaves, and permit renovation and reconstruction of existing structures in these areas.

**3.1.5**

The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

**3.1.6**

The City shall recognize mobile and modular homes as a viable form of affordable housing, and permit their placement as provided in the Comprehensive Plan and the Land Development Regulations.

**3.1.7**

The City shall require new residential developments to include an efficient system of internal circulation and connection to adjacent developments and neighborhoods. The Land Development Regulations shall detail the requirements for public access and interconnectivity within and between developments based on standards that may include but are not limited to maximum separations between connections to adjacent

developments and rules relative to hours, operations, and public safety considerations for any restriction of access through the use of gates.

### **3.1.8**

The City shall protect residential neighborhoods from cut-through non-residential traffic by providing appropriate traffic calming mechanisms.

### **3.1.9**

The City shall allow residential land use plan designations adjacent to limited access highways when the negative impacts of the roadway can be mitigated through such techniques as site design, landscaping to buffer visual effects, and the use of sound and barrier walls.

### **3.1.10**

The City shall allow a broad mixture of supporting recreational, commercial, public facilities and services in mixed use residential developments utilizing the Transit Oriented Development (TOD) concept, the "Traditional Neighborhood Design" (TND) concept and in Locally Designated Historic Preservation Districts, in accordance with the standards and criteria in the Land Development Regulations without the application of locational criteria in this element. TND development within Commercial plan categories shall not require a TND zoning overlay.

### **3.1.11**

The City shall require the mitigation of impacts of future roadway construction and reconstruction on adjacent residential neighborhoods through such techniques as landscaping to buffer visual effects, and the use of sound and barrier walls.

### **3.1.12**

The City shall, through Land Development Regulations and land use category descriptions, require higher density residential development and supporting commercial uses to locate on or near arterial or collector roads used for mass transit routes and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

### **3.1.13**

The City shall adopt criteria and standards in order to limit the location of single-family attached and multi-family housing units to the periphery of established single-family detached neighborhoods and non-residential nodes, along collectors, arterials, and rail transit corridors, unless the higher density residential development is a component of a mixed or multi-use project.

### **3.1.14**

The Land Development Regulations shall include site design standards to ensure compatibility with adjacent uses and to protect neighborhood scale and character through transition zones, bulk, massing, and height restrictions.

### **3.1.15**

The City shall limit residential in the Rural Development Area as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions; and to locations most suitable for development, avoiding wetlands, natural habitat and other significant natural resources. Large contiguous parcels under common ownership, in the Agricultural Land Use Category, which are suitable for agriculture use, should be left intact through proper site design, and such other methods as clustering, etc.

### **3.1.16 (Formerly Policy 3.1.26)**

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

### **3.1.17**

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

### **3.1.18**

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

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

### **3.1.19**

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

### 3.1.20

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

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

### 3.1.21

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

**Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.**

## Policies

### 3.2.1

The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

### 3.2.2

The City shall encourage, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

### **3.2.3**

The City shall prohibit the expansion or replacement of commercial uses that do not meet applicable locational criteria of the Comprehensive Plan and have an adverse impact on adjoining or nearby uses unless compatibility and consistency with abutting development are addressed through site design measures. Consider office uses and high density residential development as a viable alternative in land use reviews.

### **3.2.4**

Permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

### **3.2.5**

The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

### **3.2.6**

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

### **3.2.7**

The City shall encourage the reorientation and combined use of existing curb cuts and/or parking lots to minimize the negative impacts of non-residential development on adjacent residential uses and the transportation system.

### **3.2.8**

The City shall prohibit construction of parking lots with intrusive ingress/egress into residential neighborhoods in conformance with the provisions of this and other elements of the Comprehensive Plan. When access is required to be located off a roadway, it should conform to the City's and State's minimum applicable curb cut separation distance requirements.

### **3.2.9**

The City shall encourage redevelopment and revitalization of rundown strip commercial areas through incentives such as the use of residential density credits for infill and mixed use development.



### **3.2.10**

The City shall continue to establish public/private partnerships and revitalization strategies that include incentives for private reinvestment in under-utilized commercial areas.

### **3.2.11**

The City shall support the location of intense commercial and industrial uses in areas already subject to excessive noise levels and surrounded by land uses that are compatible with such intense uses, subject to a case-by-case review for appropriateness. The Land Development Regulations shall include standards to buffer these intense commercial and industrial uses from adjacent residential or retail commercial development. Uses located within the airport noise/accident zones and other restricted use areas shall be guided by the provisions in the Land Development Regulations for such areas.

### **3.2.12**

The City shall encourage commercial uses at interstate interchanges to use site design measures which serve to unify the projects by such techniques as cross access and interconnectivity. The site design measure should minimize impacts to surrounding areas.

### **3.2.13**

The City shall encourage commercial uses, including hotels and motels, at locations with direct road access to interstate connectors and within the commercial node of an interstate interchange.

### **3.2.14**

The City has established and will continue to implement design guidelines through the Planning and Development Department that will encourage development and redevelopment of the City's major office and commercial activity centers as pedestrian places (e.g., signage, landscaping, public art, public spaces).

### **3.2.15**

The City shall where feasible, increase open space in site designs beyond what is currently specified by Zoning Code through site design techniques (e.g., clustering of structures), in order to promote a park-like quality in non-residential developments.

### **3.2.16**

The City shall, require the Land Development Regulations to include incentives for new industry to locate in the form of industrial parks, centers, etc., in areas shown for industrial use on the Future Land Use Map series. Allow light industry to locate as a supporting use in mixed use PUD's outside areas designated for industrial use when the locational criteria and other provisions of this element, and all applicable development regulations are met.

### **3.2.17**

The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

### **3.2.18**

The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.

### **3.2.19**

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

### **3.2.20**

The City shall permit extraction of natural resources only in the Rural Area, and where compatible with existing land uses. Use best management practices in the design and operation of extraction facilities in order to mitigate any adverse environmental impacts.

### **3.2.21**

The City shall encourage industrial uses to relocate from predominantly non-industrial areas through the use of incentives, such as, but not limited to, tax incentives.

### **3.2.22**

The area shown on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

### **3.2.23**

Where there is not an adopted neighborhood plan and/or study recommending the contrary, areas identified on the Industrial Preservation Map as Industrial Sanctuary shall not be converted to non-industrial land uses.

### **3.2.24**

Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water

Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

### **3.2.25**

Industrial Preservation shall be recognized as a means to preserve water dependent, transportation related industrial uses and recreational and commercial working waterfronts, as defined in Section 342.17, F.S. As of August 2020, 89.5% (5,164 acres) of properties designated Water Dependent/Water Related are located within Industrial Preservation and Industrial Sanctuary areas on the Industrial Preservation Map.

### **3.2.26**

The City shall implement, and amend as necessary, the land development regulations established to strengthen existing buffering standards and protect industrial lands from residential encroachment.

### **3.2.27**

Compatibility of new non-residential developments or high density residential developments with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

**Objective 3.3 Continue the successful redevelopment of Naval Air Station (NAS) Cecil Field into Cecil Commerce Center to reestablish and expand its economic**

**contribution while making efficient use of existing runways, buildings, infrastructure and public facilities, while ensuring land use compatibility and protecting natural resources.**

## **Policies**

### **3.3.1**

The City shall ensure that the development and reuse of NAS Cecil Field is consistent with the Future Land Use Map series (FLUMs) and textual provisions of the Comprehensive Plan. The planning horizon for Cecil Field and Cecil Commerce Center is year 2030. Notwithstanding the permitted uses of the foregoing, the uses within the natural and recreation corridor shall be consistent with the Memorandum of Understanding between the City of Jacksonville, the Jacksonville Port Authority, Clay County, the Department of Environmental Protection and the St. Johns River Water Management District.

### **3.3.2**

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

**Objective 3.4 Where feasible, the City shall encourage all new developments to conform to a compact and connected growth pattern with land use diversity and improved interrelationships among residential, business, commercial, recreational, and institutional uses.**

## **Policies**

### **3.4.1**

The City shall encourage new development that cannot be connected to and is not a logical extension of existing neighborhoods to incorporate urban development characteristics as defined in this element. Such development should place homes, jobs, schools, shopping and recreation in close proximity and should be linked with downtown Jacksonville and other important destinations by public transit.

### **3.4.2**

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

### **3.4.3**

The City will evaluate and, where appropriate, include incentives in the development review process to encourage residential development with supporting uses such as retail, restaurant, recreation and open space that relate physically and visually to nearby areas of the City through a design concept, which includes, but is not limited to:

1. Residential development with a full range of urban uses and support facilities; and
2. Physically connected neighborhoods bound together by pedestrian paths and public spaces.

Examples of these incentives may include expedited permitting, fee waivers, and density or height bonuses.

#### **3.4.4**

The city strongly encourages the functional and visual integration of existing or planned transit facilities into adjacent developments through the use of design features, including, but not limited to safe, convenient, and attractive pedestrian connections and features associated with context sensitive streets.

To further this policy, Land Development Regulations, including landscape and buffer requirements, shall be amended as necessary in order to allow for unobstructed and convenient pedestrian access between transit and adjacent developments.

#### **3.4.5**

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

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

### **Policies**

#### **3.5.1**

A radius of ½ mile measured from a JTA existing or planned premium transit station will be designated as the absolute TOD area in the TOD Master Plan, and will act as an aspirational area for TOD development and infrastructure improvements. Sites located within a 15 minute ped-shed, traveled using the existing or proposed pedestrian network, of a JTA existing or planned premium transit station will be designated as the actual TOD area in the TOD Master Plan. Sites located in the actual TOD area are presumed to be suitable locations, and are encouraged for TOD as described in this Element, subject to a case-by-case review of consistency with State and regional plans, the Comprehensive Plan and adopted neighborhood plans and studies.

#### **3.5.2**

For the purpose of planning and to support transitions from TODs to surrounding uses, TODs shall be divided into two classifications, TOD-1 and TOD-2. These areas shall be

identified in the TOD Master Plan and recommended TOD characteristics will be determined by the designated classification and its respective typology, as described in FLUE Policy 3.5.3. The transition zones are measured using a ¼ and ½ mile absolute radius from the premium transit station, as described in FLUE Policy 3.5.1.

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

### **3.5.3**

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

#### **Type 1 – Urban Center**

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

### Type 2 – Regional Center

The Regional Center Typology is located at emerging centers of regional significance. Regional Centers are medium to high density areas that occur outside of the Urban Core. They should be primarily commercial in nature, which draws patrons in from across the region. The moderate mix of uses supports a medium to high density when compared to other typologies. Due to their location outside the urban core, Regional Centers consist of mid and low rise buildings, and their infrastructure is comprised of irregular street patterns. The mix of infrastructure and residential density supports a medium to high volume of pedestrian activity within the station area. Modes of transportation should include a premium transit service, such as Bus Rapid Transit (BRT) or rail, or a mix of local or express bus services and alternative mobility solutions which emphasize feeding the premium transit service. There should also be an emphasis on active modes, such as walking and bicycling. Parking requirements shall enforce uncoupled structured parking, rear surface parking, and on-street parking, with no minimum parking requirement. The minimum residential density goals for the Regional Center Typology are 40 DU/Acre in the TOD-1 zone and 15 DU/Acre in the TOD-2 zone to support the commercial activity within the district. Typical building height is three to ten stories. Uses include mid-rise condominium residential use and multifamily residential use, major retail and office uses, and mixed-use buildings.

### Type 3 – Core Neighborhood

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

### Type 4 – Suburban Neighborhood

The Suburban Neighborhood Typology is located at commercial/retail nodes that support surrounding residential developments outside of the Urban Core. These sites are comprised of low-rise buildings, with suburban block patterns abutting a suburban “Main Street” urban design. The suburban scale of these areas supports both medium-low residential and employment density, as well as moderate pedestrian activity. Modes of

transportation should include a mix of Bus Rapid Transit (BRT) and local and express bus, walking and biking. Rear surface and on-street parking designs shall be required to ensure streetscapes can fully accommodate non-motorized modes, with no minimum parking requirement. Also, pedestrian and bicycle infrastructure should provide good connectivity to encourage these active uses. The minimum residential density goals for the Suburban Neighborhood Typology are 20 DU/Acre in the TOD-1 zone and 15 DU/Acre in the TOD-2 zone to provide adequate housing to support commercial uses. Typical building height is one to six stories. Uses include small lot single-family residential use, single-family residential use with an accessory dwelling unit, townhouse residential use, low-rise condominium residential use and multifamily residential use, neighborhood retail and office uses, and mixed-use buildings.

#### Type 5 – Special Use

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

#### **3.5.4**

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

#### **3.5.5**

The second phase of the two-step process is the creation of a TOD Zoning Overlay. The TOD Zoning Overlay builds, refines, and codifies the implementation tools outlined in the TOD Master Plan, and should reflect the recommended zoning, land uses, densities, height limitations, transitions to existing neighborhoods, sidewalk width, building frontage,



and entrance locations, and other design aspects. The TOD Zoning Overlay and designated land use categories are the mechanisms for the allocation of entitlements. The TOD Zoning Overlay is submitted to council for review and approval concurrently with the TOD Master Plan.

### **3.5.6**

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

### **3.5.7**

In order to ensure a mixture of high-intensity land uses within TOD areas, as specified in FLUE Objective 3.5, the JTA shall monitor changes over time in the density and intensity of development (cumulatively for TOD Station Areas and on individual parcels), total numbers of residential units and jobs, and the percentage composition of land uses, including ratio of jobs-to-housing. Data presented in the most recent land use analyses, and/or market analyses shall serve as the baseline data. Monitoring shall be conducted every five years and distributed to relevant public agencies.

### **3.5.8**

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

### **3.5.9**

The City and JTA shall develop incentives to encourage new transit oriented development and redevelopment. Incentives shall include allowing increased residential density, reduced automobile parking, pedestrian oriented open space, mixed use, and reduced setbacks in areas designated for mass transit stations.

## **GOAL 4**

**To ensure implementation of the Future Land Use Element of the Comprehensive Plan.**

**Objective 4.1 Maintain and enforce citywide Land Development Regulations that are consistent with the Comprehensive Plan.**

## **Policies**

### **4.1.1**

Upon completion of revisions to the Future Land Use Element and the other elements of the Comprehensive Plan, the City will identify necessary changes to the Land Development Regulations and all development orders consistent with those development regulations as per the timeframe provided for in Chapter 163 (Part II), F.S. but no later than one year after completion of the revised Comprehensive Plan. Land Development Regulations should be evaluated to identify and remove barriers to mixed-use, mobility-friendly, transit-supportive, and/or energy efficient development. Prior to adopting revisions to the Land Development Regulations, the City will consider implementation of mechanisms, such as form based zoning, to better enable mixed-uses to flourish.

Where a provision in the Land Development Regulations is in conflict with the adopted Comprehensive Plan, the provision in the Plan shall prevail. Land Development Regulations shall not permit any use(s) that is not permitted in the land use category depicted on the FLUMs.

Determination of consistency between the Comprehensive Plan and the Land Development Regulations will be made by the Director of Planning and Development. The decision made by the Director of Planning and Development may be appealed to the Council, who shall refer the matter to the appropriate committee of Council for a recommendation prior to acting upon the appeal.

### **4.1.2**

The City shall require that all development conform to the densities and intensities established in the Future Land Use Map series and Operative Provisions of this element and be consistent with the plan.

### **4.1.3**

The City shall revise existing Land Development Regulations and site plan review procedures to include the following:

1. Consideration of natural features in the development review process;
2. Regulation of the type and density/intensity of development in coastal high hazard areas in order to protect the public health, safety and welfare, and the natural environment;
3. Criteria and standards to define the location of a node, and land area and development rights therein, such as locational and siting considerations, appropriate street and highway frontages and access, and density/intensity; and
4. Consideration of opportunities to incorporate Crime Prevention through Environmental Design (CPTED) strategies into development projects.

#### **4.1.4**

Continue enforcement of existing Land Development Regulations in the City, which are consistent with this plan, including:

Zoning Code;  
Code of Subdivision Regulations;  
Flood Plain Regulations;  
Landscape and Tree Protection Regulations;  
Housing Safety Code;  
Unsafe Buildings and Structures Code;  
Community Redevelopment Programs; and  
Building Code.

#### **4.1.5**

The City shall determine the feasibility of implementing the following mechanisms:

1. Overlay district(s) for conservation areas
2. Incentives for infill and contiguous development
3. Incentives for revitalization of physically, socially or economically depressed areas
4. Protection of aquifer recharge areas, natural vegetation along estuarine shoreline and freshwater swamps, and other valuable ecological resources.

#### **4.1.6**

The City shall implement a concurrency management system that will ensure development proposals are approved only when utilities and other public facilities and services are available, at or above the Level of Service standards established in the Capital Improvements Element, concurrently with the impacts of the proposed development.

#### **4.1.7**

The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Amendments that are consistent with the relevant plan or study shall be presumed to be appropriate based on a case-by-case review of consistency with state and regional plans and the goals, objective and policies of the Comprehensive Plan.

#### **4.1.8**

The City shall require all new vision plans and neighborhood plans and studies to include specific and implementable recommendations; measurable, quantifiable implementation schedules; and a sunset date or schedule for updates to ensure the plan maintains relevancy.

#### **4.1.9**

Notwithstanding the permitted land uses according to the Future Land Use Map series (FLUMs), the permitted land uses within Category I (Saltwater Marsh Wetlands), Category II (Riverine/Estuarine Wetlands) and Category III (All Other Wetlands) as described in the definitions section shall be limited to the permitted land uses and associated standards provided in Goal 4 of the Conservation/Coastal Management Element.

#### **4.1.10**

Where appropriate, the Land Development Regulations shall be updated to promote mobility-friendly site and building design and scale. These updates should accommodate site and building design and scale that is oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques should also be included in the updates to address walkable and bikeable communities.

#### **4.1.11**

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

### **Objective 4.2 RESERVED**

**Objective 4.3 The City shall amend the Comprehensive Plan as necessary to incorporate policies that delineate all land uses allowed in specified Multi-Use Land Use Categories as identified on the Future Land Use Map series and consistent with the Operative Provisions and Multi-Use Category Description found in this element.**

### **Policies**

#### **4.3.1**

Regency Regional Activity Center (R.A.C.). Density and intensity of uses will be limited by traffic capacity based on specialized traffic studies and plans as agreed to by the City.

High Density Residential  
Medium Density Residential  
Business Park  
Community/General Commercial  
Public Buildings and Facilities  
Parks and Open Space

#### **4.3.2**

The Bartram Park DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Residential-Professional-Institutional (RPI), Neighborhood Commercial (NC), Community/General Commercial (C/GC), Business Park (BP), Light Industrial (LI), Recreation and Open Space (ROS), Public Buildings and Facilities (PBF), and Conservation (CSV), Wetlands and Water consistent with the Multi-Use Land Use Category.

#### **4.3.3**

The Nocatee DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Neighborhood Commercial (NC), Community/General Commercial (C/GC), Business Park (BP), Light Industrial (LI), Recreation and Open Space (ROS), Public Buildings and Facilities (PBF), and Conservation (CSV), consistent with the Multi-Use Land Use Category.

#### **4.3.4**

The Westport Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Business Park (BP), Light Industrial (LI), Community/General Commercial (CGC), Residential-Professional-Institutional (RPI), Medium Density Residential (MDR), Low Density Residential (LDR), Conservation (CSV), Recreation and Open Space (ROS), and Public Buildings and Facilities (PBF), consistent with the Multi-Use Land Use Category.

#### **4.3.5**

The Deerwood Town Center DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (C/GC), Medium Density Residential (MDR), and Recreation and Open Space (ROS), consistent with the Multi-Use Land Use Category.

#### **4.3.6**

The Freedom Commerce Center DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (C/GC), Business Park (BP), Light Industrial (LI), and Recreation and Open Space (ROS), consistent with the Multi-Use Land Use Category.

#### **4.3.7**

The Route 9A, J. Turner Butler Boulevard and Baymeadows Road Transportation Management Area, (Sector C-2) which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Residential-Professional-institutional (RPI), Community/General Commercial (CGC), Conservation (CSV), and Public Buildings and Facilities (PBF), consistent with 1) the Multi-Use Land Use Category, 2) the trip generation levels in Route 9A, J. Turner Butler Boulevard and Baymeadows Road Transportation Management Area, and 3) associated development agreements

approved on April 8, 1999, so long as such development agreements remain in effect. In no event shall development on this acreage (Sector C-2), as defined by legal descriptions and shown on the land use maps associated with Amendment 2002A-010, exceed 2,865 residential units and 1,209,007 sq. ft. of nonresidential use. Development under the HDR land use shall not exceed 526 of the allotted residential units. Land uses west of Baymeadows Road Extension may include Medium Density Residential (MDR), High Density Residential (HDR), Residential-Professional-Institutional, Community/General Commercial (CGC), and Public Buildings and Facilities (PBF) uses. Land uses east of Baymeadows Road Extension may include Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), and Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), Conservation (CSV), and Public Buildings and Facilities (PBF) uses.

#### **4.3.8**

That portion of Cecil Field and Commerce Center, which is a Multi-use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential, (MDR), Residential-Professional-Institutional (RPI), Neighborhood Commercial (NC), Community/General Commercial (CGC), Business Park (BP), Light Industrial (LI), Heavy Industrial (HI), Recreation and Open Space (ROS), Public Buildings and Facilities (PBF), and Conservation (CSV), consistent with the Multi-Use Land Use Category. The development densities will be governed through the Multi-Use land use category, the PUD, the Zoning Code and Table I, "Development Potential For The Preferred Reuse Plan", May 2002.

#### **4.3.9**

That part of Gran Park at Jacksonville DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC), Business Park (BP), Light Industrial (LI), and Conservation (CSV), and shall be consistent with the Multi-Use Land Use Category.

#### **4.3.10**

The Avenues Walk Regional Activity Center as approved by Ordinance 2004-234 and amended by Ordinance 2008-793, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC) for 799,000 square feet of commercial retail uses, 50,000 square feet of office uses and 400 hotel rooms, Medium Density Residential (MDR) for 1,050 multi-family residential units and Recreation and Open Space (ROS) for public open space uses consistent with the Multi-Use Land Use Category. The developer shall be allowed to increase and decrease the intensities and densities of the above uses or develop other uses permitted in the CGC and MDR land use categories within that portion of the Avenues Walk Regional Activity Center on the Future Land use Map, as identified in Ordinance 2010-382-E, provided that the mix of uses within the entire Avenues Walk Regional Activity Center shall not be projected to exceed 2,522 p.m. peak hour external trips using the methodologies set forth in the ITE Trip Generation Manual (8th edition), and applying the following conversion table:

Converting From		Hotel Room	Multi-Family (DU)	Office (1,000 sf)	Retail (1,000 sf)
Converting to	Hotel (Room)	1.0000	0.6410	1.9729	4.0597
	Multi-Family (Dwelling Unit (DU))	1.5600	1.0000	3.0777	6.3332
	Office (1,000 sf)	0.5069	0.3249	1.0000	2.0577
	Retail (1,000 sf)	0.2463	0.1579	0.4860	1.0000

Trip Rates

Multi-Family - 0.3782 per Dwelling Unit  
Hotel - 0.5900 per Room  
Office - 1.1640 per 1,000 sf  
Retail - 2.3952 per 1,000 sf

Furthermore, any conversions of the allowed uses shall be consistent with the following minimum and maximum allowable densities and intensities of uses, taking all of Avenues Walk and prior allocations of development rights into account:

Use	Minimum	Maximum
Commercial retail (s.f.)	250,000	799,000
Office (s.f.)	0	750,000
Hotel (rooms)	0	500
Multi-family (dwelling units)	100	1,050

Kimco Realty, Inc., or such other entity serving as master developer of the Avenues Walk project, shall provide an annual report to the City of Jacksonville in June of each year stating the amount of development rights assigned to others or developed by it as of the date of filing.

**4.3.11**

The Northwood Regional Activity Center as approved by Ordinance 2002-1221-E, and subsequently amended by 2007-380-E, 2007-1066-E, 2009-541-E, 2009-543-E and 2022-850-E, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC) for 400,000

square feet of commercial uses and 125 hotel rooms, Residential-Professional-Institutional (RPI) for 50,000 square feet of commercial/office uses, Light Industrial (LI) of up to 2,200,000 square feet of Industrial use, Low Density Residential (LDR) for 2,100 single family residential units and Medium Density Residential (MDR) for 900 multi-family residential units, Public Buildings and Facilities (PBF) for up to 20 acres, and a minimum of 600 acres of recreation (ROS) and/or conservation (CSV) uses, consistent with the Multi-Use (MU) Land Use Category.

#### **4.3.12**

The Route 9A/J. Turner Butler Boulevard/Baymeadows Road area of the Transportation Management Area (Sector A-3), which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), and Agriculture (II [AGR (II)]), consistent with 1) the Multi-Use Land Use Category, 2) the trip generation levels in the Route 9A/J. Turner Butler Boulevard/Baymeadows Road portion of the Transportation Management Area, and 3) associated development agreements approved on April 8, 1999, so long as such development agreements remain in effect. In no event shall development on this acreage (Section A-3), as defined by legal descriptions and shown on the land use maps associated with Amendment 2002A-010, exceed 5,463 residential units and 6,128,892 square feet of non-residential.

#### **4.3.13**

The Westlake DRI, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Business Park (BP), Community/General Commercial (CGC), Light Industrial (LI), and Recreation and Open Space (ROS), all consistent with the Multi-Use Land Use Category. The density and intensity of these uses within the Multi-Use Category shall be as follows:

- 1) 666.4 acres – Low Density Residential (LDR);
- 2) 174.2 acres – Medium Density Residential (MDR);
- 3) 273.2 acres – Business Park (BP), limited to 4,000,000 square feet of BP development rights;
- 4) 167.5 acres – Community/General Commercial (CGC), limited to 2,500,000 square feet of CGC development rights;
- 5) 1,570.0 acres – Light Industrial (LI), limited to 17,000,000 square feet of LI development rights; and
- 6) 437.7 acres – Recreation and Open Space (ROS).



#### **4.3.14**

The Palmetto Bay Regional Activity Center, which is a 1,760+/- acre Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC) for 200,000 square feet of commercial uses and 500 hotel rooms, Residential-Professional-Institutional (RPI) for 100,000 square feet of office uses, Low Density Residential (LDR) for 1499 single family residential units, Recreation and Open Space (ROS) for an eighteen hole golf course and other amenities, and Conservation (CSV) consistent with the Multi-Use (MU) Land Use Category.

#### **4.3.15**

The Pecan Park Regional Activity Center, which is a 847.6-acre Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: 120.7 acres of Community/General Commercial (CGC) for 115 hotel rooms and 799,000 square feet of commercial uses, 289.9 acres of Light Industrial (LI) for 6,000,000 square feet of light industrial uses, 30.0 acres of Heavy Industrial (HI) for 400,000 square feet of heavy industrial uses, 142.0 acres of Business Park (BP) and Residential-Professional-Institutional (RPI) for 325 multi-family dwelling units and 499,000 square feet of office uses, and 265.0 acres of Conservation (CSV) consistent with the Multi-Use (MU) Land Use Category consistent with the Multi-Use Land Use Category.

#### **4.3.16 RESERVED**

#### **4.3.17**

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

#### **4.3.18**

The Braddock Family Parcel which is a 2,235 acre Multi-Use Area on the Future Land Use Map, as approved with Ordinance 2020-390-E and amended by Ordinance 2020-001-E, and 2022-747-E, shall include the following provisions consistent with the Multi-Use land use category:

1. The types of land uses permitted in the MU land use category at the Property consist of those land uses permitted in the AGR, LDR, MDR, CGC, PBF, ROS and CSV land use categories.
2. The percentage (by gross acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:

- 25-40% acres residential;
  - 1-5% acres non-residential uses;
  - 30-70% parks and green/open space; and
  - 3%-10% public uses, including the right-of-way for the future extension of Braddock Road described below.
3. There shall be a mix of residential densities in the MU land use category at the Property, with the following applicable maximums (in percentage of gross acres devoted to residential uses):
    - Up to 95% a maximum of four (4) units/acre;
    - Up to 30% a maximum of eight (8) units/acre; and
    - Up to 10% a maximum of twenty (20) units/acre.
  4. The maximum number of residential units shall be 2,350 units. The maximum non-residential (CGC) intensity is 700,000 sq. ft., generally located at the intersection of Braddock Road and Lem Turner Road.
  5. Uses on the Property other than those permitted in the AGR land use category and AGR zoning district may be permitted only by a Planned Unit Development rezoning, which shall be consistent with these MU policies and the policies set forth in the Future Land Use Element's description of the Multi-Use land use category. Such PUD shall provide for connectivity and functional relationship among uses and phasing to address the provision of supporting uses and services. Within the portion of the Property which lies south of Braddock Road and west of Lem Turner Road, the PUD (i) will not permit multifamily uses and (ii) will provide an appropriate buffer and visual screen between any new non-residential use and any existing residential uses, including either a minimum 50-foot buffer and wall or a minimum 100-foot buffer and landscaping (to achieve the visual screen).
  6. Prior to or contemporaneous with the PUD rezoning sought within the Property under this MU land use category, one or more development agreements shall be entered into with the City providing for: (i) a reservation of the right-of-way described below, and (ii) the provision of central water and sewer.
  7. The development agreement(s) described above shall provide for a reservation of right-of-way for the future extension of Braddock Road east to the eastern boundary of the Property (providing for the potential of an extension east to Pecan Park Road). The right-of-way width, alignment and term shall be as mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of the right-of-way for anything less than fair market value entitles the landowner to credit against transportation-related fees, including proportionate share fees and mobility fees.

8. The mix of uses at build-out within the property shall not be projected to exceed 4,304 p.m. peak hour external trips.
9. Development of the property will avoid and minimize wetland impacts consistent with the regulations of the State and Federal regulatory agencies and will address buffers around, and the conservation of, non-impacted wetlands through the permitting and mitigation processes with these regulatory agencies. Pursuant to those processes and where practicable, (i) wetland impacts will be limited to road and utility crossings at narrow portions of wetland systems or along existing trail systems, and (ii) development will provide an average buffer of 25-feet, with a minimum buffer of 15- feet, around wetlands (not including wetlands which, pursuant to permits from the regulatory agencies, may be impacted or created).
10. Passive parks, green/open space, and conservation areas should be located so as to connect wetland areas and buffers as much as possible and provide viable habitat and wildlife corridors. The Master PUD shall include any such wildlife corridors and provisions for the ability of the wildlife to traverse.
11. The provisions identified within this policy must also be included in the accompanying Master PUD application.
12. The Planned Unit Development (PUD) zoning to implement this MU land use designation shall not be filed prior to review and approval of the traffic study by the Chief of the Transportation Planning Division, the Chief of the Traffic Engineering Division, and the Florida Department of Transportation (FDOT).
13. The PUD ordinance implementing this MU land use designation shall include conditions as agreed upon between the applicant and the FDOT to address impacts to transportation resources and facilities of state importance. These conditions shall be included in the adoption transmittal book to the Florida Department of Economic Opportunity for amendment package No. 22-02ESR.

#### **4.3.19**

The City National Bank of Florida, Trustee, Property which is a 2,216-acre Multi-Use Area on the Future Land Use Map, shall include the following provisions consistent with the Multi-Use land use category:

1. The types of land uses permitted in the MU land use category at the Property consist of those land uses permitted in the RR, LDR, MDR, CGC, PBF, ROS and CSV land use categories.
2. The percentage (by acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:
  - 50-70% acres residential;

- 5-15% acres non-residential uses; and
- 10-30% parks and green/open space.
- 3-5% public uses (for example, school(s) and the right-of-way for the future extension of Pecan Park Road/Park Avenue).

There shall be a mix of residential densities in the MU land use category at the Property, with the following applicable maximums (in percentage of gross acres devoted to residential uses):

- Up to 90 % a maximum of four (4) units/acre;
  - Up to 20% a maximum of eight (8) units/acre; and
  - Up to 10% a maximum of fifteen (15) units/acre.
3. The maximum number of residential units shall be 7,500 units. The maximum non-residential (CGC) intensity is 900,000 sq. ft., distributed over multiple locations.
  4. The residential densities in excess of four (4) units/acre and all non-residential uses shall be located pursuant to the locational/buffer criteria provided in the policies herein.
  5. Uses on the Property other than those permitted in the RR land use category and RR zoning district may be permitted only by a Planned Unit Development rezoning, which shall be consistent with these MU policies and the policies set forth in the Future Land Use Element's description of the Multi-Use land use category. Such PUD shall provide for: connectivity and functional relationship among uses; locational/buffer criteria for permitted uses, including a minimum separation distance (i) of 100 feet from proposed residential densities in excess of four (4) units/acre (MDR) to existing, developed residential uses outside the Property (measured from proposed building to property line of existing, developed residential use) and (ii) of 500 feet from proposed non-residential uses (CGC) to existing, developed residential uses outside the Property (measured from proposed building to property line of existing, developed residential use); and phasing to address the provision of supporting uses and services.
  6. Prior to or contemporaneous with PUD rezoning sought within the Property under this MU land use category, one or more development agreements shall be entered into with the City providing for: (i) a reservation of the right-of-way described below, (ii) a reservation of school site(s) described below, and (iii) the provision of central water and sewer.

7. The development agreement(s) described above shall provide for a reservation of right-of-way for the future extension of Pecan Park Road/Park Avenue east to Yellow Bluff Road. The right-of-way width, alignment and term shall be as mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of the right-of-way for anything less than fair market value entitles the landowner to credit against transportation-related fees, including proportionate share fees and mobility fees.
8. The development agreement(s) described above also shall provide for a reservation of any elementary school site(s) which may be required per the City's school concurrency system (or any successor system) at locations and within a term mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of any school sites for anything less than fair market value entitles the landowner to credit against any required mitigation for impacts upon the school system as may be determined in a schools concurrency review.
9. The mix of uses at build-out within the Property shall not be projected to exceed 7,794 p.m. peak hour external trips.
10. No residential development greater than the RR density can occur within the CHHA, as defined in Section 163.3178(2)(h), Florida Statutes, and as shown on The Coastal High Hazard Areas (CHHA) and Evacuations Zones Map of the Comprehensive Plan, unless and until the City adopts City-wide mitigation policies pursuant to Policy 7.1.1. At such time, any residential development within the CHHA shall comply with the densities provided above, subject to such adopted mitigation policies. This limitation shall not preclude the use of clustering and density bonuses as may be provided in other policies of the Comprehensive Plan, where such policies are applicable.
11. Development of the property will avoid and minimize wetland impacts consistent with the regulations of the State and Federal regulatory agencies and will address buffers around, and the conservation of, non-impacted wetlands through the permitting and mitigation processes with these regulatory agencies. Pursuant to those processes and where practicable, (i) wetland impacts will be limited to road and utility crossings at narrow portions of wetland systems or along existing trail systems, and (ii) development will provide an average buffer of 25-feet, with a minimum buffer of 15- feet, around wetlands (not including wetlands which, pursuant to permits from the regulatory agencies, may be impacted or created). Generally, non-impacted wetlands will be placed into conservation easements, pursuant to permits from the regulatory agencies.
12. Passive parks, green/open space, and conservation areas should be located so as to connect wetland areas and buffers as much as possible and provide viable

habitat and wildlife corridors. The Master PUD will include any such wildlife corridors and provisions for the ability of the wildlife to traverse.

13. Because the property is located adjacent to the Nassau River, an Outstanding Florida Waterway, development of the Property will comply with the provisions of Chapters 40C-42 and 62-25, Florida Administrative Code, as amended, governing design standards for stormwater treatment, and any other applicable provisions regulating the discharge of stormwater or other materials into an Outstanding Florida Waterway. The applicant is also currently researching the title and ownership on lands within the subject property for riparian rights at the site.

14. The provisions identified within this policy must also be included in the accompanying Master PUD application.

#### **4.3.20**

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

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

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

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

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

#### **4.3.21**

In accordance with Ordinance 2022-50, which designates a 1,097 acre MU land use category on the Future Land Map, the owner or authorized agent shall develop a conceptual long-term master plan addressing the entire 1,097 acre site. The conceptual master plan shall be subject to review and approval by the City Council prior to submittal of land development reviews and approvals. Development within the site shall be consistent with the conceptual master plan, and development shall not be permitted until such time as a conceptual master plan is approved by the City Council.

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

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

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

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

#### **4.3.22**

In accordance with Ordinance 2023-067, which designates a 6,174-acre MU land use category on the Future Land Map, the owner or authorized agent shall develop a conceptual long-term master plan addressing the entire 6,174-acre site. The conceptual master plan shall be subject to review and approval by the City Council prior to submittal of land development reviews and approvals. Development within the site shall be consistent with the conceptual master plan, and development shall not be permitted until such time as a conceptual master plan is approved by the City Council.

The permitted uses include a variety of single-family, townhome and multi-family residential, and neighborhood and regional commercial centers. More specifically, uses consistent with the following land use categories are permitted: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), Recreation and Open Space (ROS) and Conservation (CSV), all consistent with the Multi-Use Land Use Category.

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

Single-Family Residential (DU)	6,103
Townhome Residential (DU)	2,420
Multi-family Residential (DU)	2,052
Commercial/Office Uses (GSF)	915,000

Development shall be limited to the lesser of either the entitlements listed in this policy or the entitlements adopted into the approved master plan.

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

**Objective 4.4 The Planning and Development Department shall employ methods to establish maximum development potential or otherwise restrict development on specific sites.**

## **Policies**

### **4.4.1**

A symbol or notation other than an asterisk may be placed on the Future Land Use Map, as identified in the local government ordinance adopting the amendment to the Future Land Use Map. The Future Land Use Map shall be maintained by the Planning and Development Department and shall be available for public review on the City's web site and in the Department's offices. The local government ordinance shall place the symbol or notation on the Future Land Use Map and shall provide a reference to text related to development on the specific site.

### **4.4.2**

In addition to Policy 4.4.1, a site-specific policy may be adopted into the Comprehensive Plan. Site specific policies for sites within the Multi-Use Land Use category shall be listed under Objective 4.3

### **4.4.3**

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

### **4.4.4**

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2016-560-E for a small scale amendment is approved subject to the following site specific conditions: (1) Development shall be limited to a maximum of 140 dwelling units; (2) Development shall be exempt from the urban area development characteristics that require a mix of uses; and (3) Development shall be exempt from the urban area



development characteristics which restrict development of ground floor residential uses abutting roads classified as arterial or higher.

#### **4.4.5**

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

#### **4.4.6**

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

#### **4.4.7**

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2016), Ordinance 2017-213 for a small scale amendment is approved subject to the following site specific condition: As a result of community input the associated development includes two full access points along Brougham Avenue in order to enhance transportation connections, interconnect with surrounding land uses, encourage alternate methods of movement and promote convenient on-site traffic flow in accordance with FLUE Policies 1.3.8 and 1.1.16. Therefore and in accordance with FLUE Policies 1.3.8 and 1.1.16, the associated development shall be exempt from the provisions of FLUE Policy 1.3.6 and Transportation Element (TE) Policy 2.3.6 that limit access for parcels with frontage along two or more roadways to one access point per roadway.

#### **4.4.8**

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

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

#### **4.4.9**

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

#### **4.4.10**

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

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

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

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

**4.4.11  
Reserved**

**4.4.12  
Reserved**

**4.4.13**

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

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

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

#### **4.4.14**

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

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

#### **4.4.15**

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

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

#### **4.4.16**

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

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

#### **4.4.17**

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

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

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

#### **4.4.18**

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

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

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

abutting the roadways classified as arterials or higher on the Functional Highway Classification Map; and

2. Single use residential development shall be permitted on one hundred percent (100%) of the site.

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

#### **4.4.19**

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

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

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

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

#### **4.4.20**

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

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

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

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

#### **4.4.21**

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

1. Residential development will be allowed at up to two hundred (200) dwelling units. The site's location on the Starratt Road corridor provides a mix of commercial uses, supportive of a multi-family development. The allowable increase in density of the residential development supports FLUE Policy 1.1.25 as it encourages a range of densities and types of residential developments in the area.

#### **4.4.22**

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

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

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

#### **4.4.23**

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

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

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

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

and retail centers located within close proximity of the site. The inclusion of the City park on the site would foster a broader mix of uses in the area.

#### **4.4.24**

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

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

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

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

#### **4.4.25**

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

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

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

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

#### **4.4.26**

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



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

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

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

#### **4.4.27**

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-141 for a Small-Scale Amendment is approved subject to the following:

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

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

#### **4.4.28**

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

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

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

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

**4.4.29**

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

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

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

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

**4.4.30**

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

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

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

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

**4.4.31**

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

1. The following light industrial uses shall be allowed as principal uses within the Community/General Commercial (CGC) designation on the parcel located at

1082 Dennis Street (RE# 075459 0000) until such time as that portion of the property is redeveloped consistent with the CGC land use category:

- Wholesaling, warehousing, storage or distribution establishments (but not concrete batch mixing plants) and similar uses; and
- Light manufacturing, processing, packaging or fabricating.
- Building trades contractors with outside storage yards and heavy construction equipment.

The site-specific condition is intended to permit continued operation of an existing industrial distribution operation while supporting a new mixed-use development that is in line with the changing nature of the Rail Yard District area adjacent to the Central Business District (CBD) consistent with FLUE Policies 2.3.1 and 3.3.34. With the exception of the existing industrial operation, the remainder of the site is underutilized and abandoned. The proposed urban infill project introducing vertically and horizontally integrated commercial, office, and residential uses will serve to revitalize the area in furtherance of FLUE Policy 1.1.25. Moreover, the site is located in close proximity to the pending Emerald Trail and McCoy's Creek improvements and will advance FLUE Policies 2.7.3, FLUE Objective 3.4 and FLUE Policy 3.4.1. Finally, the proposed mixed-use project addresses challenges identified in the Urban Land Institute Rail Yard District Technical Assistance Panel and furthers objectives outlined in the North Riverside Neighborhood Action Plan and the Kings Road-Beaver Street Neighborhood Action Plan consistent with FLUE Policy 1.1.23.

#### **4.4.32**

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

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

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

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

#### **4.4.33**

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

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

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

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

#### **4.4.34**

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

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

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

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

#### **4.4.35**

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

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

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

2. Single use residential development shall not exceed 110 dwelling units and shall be exempt from mixed use requirements.

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

#### **4.4.36**

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

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

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

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

#### **4.4.37**

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

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

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

The amendment allows for the option of single use residential development. The amendment provides an additional location for residential uses, providing sufficient land

for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents.

#### **4.4.38**

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-824 for a small scale amendment is approved subject to the following:

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

- Development shall be exempt from the Community/General Commercial Urban Priority Area Development Characteristic prohibiting ground floor residential uses abutting the roadways classified as arterials or higher on the Functional Highway Classification Map.
- Development shall provide a mix of uses but residential uses shall not be limited to 80% of the development, as outlined within the Community/General Commercial land use category.

The amendment enhances the mix of uses along a commercial corridor within the Urban Priority Development Area. The amendment provides an additional location for residential uses, providing sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses. The site is located in close proximity to public transportation and connects to full urban services.

#### **4.4.39**

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-002 for a small-scale amendment is approved subject to the following:

To implement Policies 1.1.5 and 1.1.25 of the 2030 Comprehensive Plan Future Land Use Element, the following shall apply to this small-scale land use map amendment:

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

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

#### **4.4.40**

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2023-258 for a small scale amendment is approved subject to the following:

To implement Policy 1.1.24 of the 2045 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- Single use residential development shall not exceed 296 dwelling units.

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

#### **4.4.41**

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2023-293 for a small scale amendment is approved subject to the following:

To implement Policy 1.1.24 of the 2045 Comprehensive Plan Future Land Use Element, the following shall apply to this small scale land use map amendment:

- Multi-Family residential development shall not exceed 220 dwelling units.

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

#### **4.4.42**

Pursuant to Ordinance 2023-781, a small scale amendment is approved that designates a 6.15 acre RC land use category site on the Future Land Use Map. In order to implement a creative integration of uses to facilitate innovative site planning, infill development with vertical and horizontal integration of mixed uses, and smart growth techniques as called for in the RC land use category, development is subject to the following site specific conditions:

1. Development shall allow for the following uses: (a) various principal and secondary uses allowed in the High Density Residential (HDR) land use category; (b) various principal and secondary uses in the Community/General Commercial (CGC) land use category; and (c) existing or relocated wireless communications towers and antennas.
2. Development shall be limited to a maximum of 400 multifamily residential dwelling units and 20,000 square feet of non-residential uses, not including non-commercial recreation and open space uses for use of residents and their visitors.

## **GOAL 5**

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

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

### **Policies**

#### **5.1.1**

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

#### **5.1.2**

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

#### **5.1.3**

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

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

### **Policies**

#### **5.2.1**

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

#### **5.2.2**

The City should collaborate with the FDOH to release an annual health report of city residents in order to monitor health progress of the residents’ citywide. Data in the report should be provided by individual geographic locations in addition to demographic and socioeconomic sectors.

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



## **Policies**

### **5.3.1**

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

## **OPERATIVE PROVISIONS**

### **Guidelines and Standards**

At the core of the comprehensive planning process is the establishment of principles and standards governing the development and location of land uses based on the projection of future demand. Adherence to the provisions of this and other elements of the Comprehensive Plan will ensure that future growth will occur in an economic and orderly fashion. One of the primary objectives of the Future Land Use Element and other elements of the Comprehensive Plan is to insure protection of existing and emerging residential areas from encroachment by intrusive commercial, industrial and public/semi-public uses.

### **Locational Criteria**

All of the plan categories described in this element allow for a variety of uses. Each category has a set of principal uses, which are intended to be the indicator of the overall development pattern of the area, and various types of secondary or supporting uses, which may also be allowed. The locational criteria in this section describe the factors to be used in determining appropriate locations for: (1) principal land use plan categories in plan amendment requests; (2) density within plan use categories; and (3) supporting uses in residential and other plan category areas.

The following factors, which were used in determining appropriate land uses and their boundaries on the Future Land Use Map (FLUM) series, will be considered in evaluating all zoning or subdivision site plan requests to determine appropriate locations for future development, redevelopment and expansion of existing uses within the City.

*Development Areas:* As depicted on the FLUM series, the City is organized by five tiers of Development Areas ranging from high density in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category, as follows:

1. *The Central Business District (CBD):* The Central Business District (CBD) Development Area is coterminous with the CBD Land Use and the DIA jurisdictional boundaries. The exact location, distribution, and density/intensity of various types of land use in the CBD will be guided by the Allocation of Development Rights Agreements approved in accordance with the

Comprehensive Plan, Land Development Regulations, and other applicable plans and regulations.

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

Street Classification: Function, size, design capacity, programmed, improvements.

*Public Facilities and Services:* Availability of municipal utilities (sewer, potable water) in the urban service area, drainage, solid waste disposal, and recreational sites; ability to provide these facilities and services in a manner consistent with the level of service standards contained in the Capital Improvements Element and other applicable elements of the Comprehensive Plan. Non-mandatory level of service facilities and services, such as the location of school sites to serve residential uses, the location of major health facilities, and police, fire and emergency service protection at applicable urban or rural levels, and mass transit will also be considered.

*Land Use Compatibility:* Potential for the development of blighting or other negative influences, conforming with the goals, objectives and policies of this and other elements of the Comprehensive Plan.

*Development and Redevelopment Potential:* Stability of the area, development and economic trends.

*Structural Orientation and Other Site Design Factors:* Orientation of buildings to each other and to major and minor streets, height, bulk, and scale of buildings in relation to surrounding uses, buffering, lighting, signage, and parking.

*Ownership Patterns:* Single lot or large tract ownership as a guide to determine the appropriate scale and design of potential development.

*Environmental Impacts:* Demonstration that environmental damage will not occur and/or can be mitigated in conforming with the goals, objectives and policies of this comprehensive plan, and all applicable federal, state and local development regulations.

*Principal Uses:* Principal uses are land use categories depicted on the Future Land Use map series (FLUMs). Criteria and standards which will be applied in determining appropriate locations for plan category amendments on the Future Land Use map series and in issuance of development orders permitting new non-residential principal use development and redevelopment by type within the City are included in the appropriate land use category description herein or in the Land Development Regulations.

*Secondary Uses:* Secondary or supporting uses are land uses which may not be depicted on the FLUMs. These uses may be allowed in various principal land use categories shown on the FLUMs.

In order to preserve and enhance existing residential neighborhoods and provide for safe, convenient employment locations within the City, all development order requests for secondary or supporting uses will be subject to review under the criteria described in this element. Nodal development and corridor development patterns are preferred, and new secondary uses will be encouraged to locate in these areas. An exception to this standard may occur in areas where infill can occur on commercially designated sites and where (1)

infill would create a more compact secondary use pattern than development of new nodes in the same area, and (2) new development incorporates shared access with adjacent sites and/or direct access to a frontage or parallel facility, rather than a collector or arterial street. Locations for new secondary developments and redevelopment by type within the City shall be based on the location criteria included in this element.

The standards to be prepared as land development regulations and the criteria herein only designate locations that may be considered for secondary uses. Consideration does not guarantee approval of a particular use in any given location. With the exception of single-family residential uses and utility substations and other similar non-trip generating uses, secondary use sites should abut a roadway classified as a collector or higher facility on the adopted highway functional classification system map, which is part of the Comprehensive Plan.

## **DESCRIPTION AND INTERPRETATION OF THE FUTURE LAND USE MAP SERIES**

The Future Land Use Map series (FLUMs) depicts designated Development Areas and the generalized land use categories that will guide development and redevelopment through the planning period and has been prepared in conformance with Section 163.3177, F.S. Development Areas provide a tiered approach for density and development characteristics and each land use plan category permits a range of land uses, densities, and intensities through implementation of the City's Land Development Regulations. Minimum densities, as required in the various plan categories, do not apply to accessory uses such as security, watchmen or caretaker residences and, unless specifically stated otherwise in a plan category or for TOD, minimum densities shall not be construed to require residential uses. The exact type of land use, and the density and intensity appropriate at any one location will be determined using the criteria in this and the other elements of the Comprehensive Plan, as well as applicable Land Development Regulations.

In addition to the specific uses permitted in each land use category depicted on the FLUMs, as defined in this element, the following uses will be allowed in all Development Areas and land use plan categories subject to standards and criteria in the Land Development Regulations:

1. Roadways, public and private community facilities and essential services serving the areas;
2. Parks and open space areas;
3. Conservation and other natural areas, and
4. Agriculture, silviculture, and similar other low intensity open space uses.

## **DETERMINATION OF FUTURE LAND USE MAP DEVELOPMENT AREA BOUNDARIES**

Individual analysis of the conditions affecting Development Areas is necessary in order to determine the corresponding boundary lines. Generally, the Development Area boundaries follow existing or proposed geographic features such as roadways, rail and utility rights-of-ways, section lines, natural and man-made watercourses, and the edges of water bodies. In areas where such features do not exist, or are inappropriate, existing property boundaries shall be used whenever possible to delineate Development Area boundaries.

## **DETERMINATION OF FUTURE LAND USE MAP CATEGORY BOUNDARIES**

Individual analysis of the conditions affecting land use locations is necessary in order to determine plan category boundary lines. Generally, the boundaries between different land use categories depicted on the FLUMs follow existing or proposed geographic features such as roadways, rail and utility rights-of-ways, section lines, natural and man-made watercourses, and the edges of water bodies. In areas where such features do not exist, or are inappropriate, existing property boundaries shall be used whenever possible to delineate plan category boundaries.

## **PLAN CATEGORY DESCRIPTIONS**

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

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

*RESIDENTIAL*

The residential categories primarily allow for single-family dwellings, multi-family dwellings, group homes, foster care facilities, community residential homes and other congregate living facilities in appropriate locations. Not included are hotels, motels, campgrounds, travel trailer parks, 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.

***RURAL RESIDENTIAL (RR)***

**RR - GENERAL INTENT**

Rural Residential (RR) is a category intended to provide rural estate residential opportunities in the Suburban and Rural Development Areas of the City. Generally, single-family detached housing will be the predominant development typology in this category. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

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

Plan amendment requests for new RR designations are discouraged in the Urban Priority Area and the Urban Area.

**Suburban Area (SA) and Rural Area (RA) Intent**

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

**RR –GENERAL USES**

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

**Principal Uses**

Single family dwellings.

**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: Borrow pits; Animals other than household pets for non-commercial use; Foster care homes; and Drive through facilities in conjunction with a permitted use.

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

**RR – DENSITY**

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

**Urban Priority Area (UA), Urban Area (UA) and Suburban Area (SA) Density**

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

**Rural Area (RA) Density**

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

***Low Density Residential (LDR)***

**LDR - GENERAL INTENT**

Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicles Miles Traveled, and cul-de-sacs should be avoided. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

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

**Urban Priority Area (UPA) Intent**

LDR in the Urban Priority Area is intended to promote neighborhoods in need of redevelopment and to provide a compact single-family development typology that is supportive of transit, neighborhood commercial uses and services. In these instances, the category provides a higher density than LDR in other Development Areas of the City. The application of this higher density must be supported by a Council approved neighborhood plan or study.

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

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

**Rural Area (RA) Intent**

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

**LDR – GENERAL USES**



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

**Principal Uses**

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

**Secondary Uses**

Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments; Home occupations. Golf, yacht, tennis, driving ranges, country clubs and similar supporting uses may be allowed as part of a residential community that is developed subject to a site plan approval. Community residential homes; Cemeteries and mausoleums but not funeral homes or mortuaries; Bed and breakfast establishments in appropriate locations in the designated historic residential districts.

In addition the following secondary uses may also be permitted: Borrow pits; Animals other than household pets for non-commercial uses; Foster care homes; Drive through facilities in conjunction with a permitted use; Nursing homes and similar facilities not including residential treatment facilities, so long as said facilities are located within three miles of a hospital and on an arterial roadway; and Neighborhood commercial retail sales and service establishments, offices and restaurants when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.

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

**LDR - DENSITY**

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

gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

#### **Urban Priority Area (UPA) Density**

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

- The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be 4 units/acre and the minimum lot size shall be  $\frac{1}{4}$  of an acre if either one of centralized potable water or wastewater services are not available.
- The maximum gross density shall be 15 units/acre when there is a supporting City Council approved neighborhood plan or study; except for sites within the Coastal High Hazard Area (CHHA), unless appropriate mitigation is provided consistent with the City's CHHA policies, the maximum gross density shall be 7 units/acre.

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

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

- The maximum gross density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be 4 units/acre and the minimum lot size shall be  $\frac{1}{4}$  of an acre if either one of centralized potable water or wastewater services are not available.

#### **Rural Area (RA) Density**

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

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

#### ***Medium Density Residential (MDR)***

### **MDR - GENERAL INTENT**

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Development within the category should be compact and connected and should support multi-modal transportation. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept and Transit Oriented Development (TOD) are permitted. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

### **Urban Priority Area (UPA) Intent**

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

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

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

### **Rural Area (RA) Intent**

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

### **MDR – GENERAL USES**

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

#### **Principal Uses**

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

#### **Secondary Uses**

Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments; 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; Foster care homes; Rooming houses; Residential treatment facilities; Private clubs; and Neighborhood commercial retail sales and service establishments, offices and restaurants when the site is located at the intersection of roads classified as collector or higher on the Functional Highway Classification Map, however logical extensions and expansions of preexisting commercial retail sales and service establishments are exempt from the roadway classification and intersection requirements.

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

#### **MDR - DENSITY**

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

#### **Urban Priority Area (UPA) Density**

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

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

- In the absence of the availability of centralized potable water and/or wastewater, the gross density of development permitted in this category shall be the same as allowed in LDR without such services.
- There shall be no minimum density for single family dwellings when the predominant surrounding development typology is single family.

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

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

- For sites located within the Urban Area, the maximum gross density shall be 30 units/acre when the site does not abut land in LDR or RR; except for sites within the Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units/acre, unless appropriate mitigation is provided consistent with the City’s CHHA policies.
- For sites located within the Suburban Area and the Rural Area, the maximum gross density shall be 30 units/acre when the site fronts along a road classified as a collector or higher and where the site does not abut land in LDR or RR; except for sites within the Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units/acre, unless appropriate mitigation is provided consistent with the City’s CHHA policies.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.
- There shall be no minimum density for single family dwellings when the predominant surrounding development typology is single family.

***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.

**COMMERCIAL**

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

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

***RESIDENTIAL-PROFESSIONAL-INSTITUTIONAL (RPI)***

**RPI - GENERAL INTENT**

Residential Professional Institutional (RPI) is a category primarily intended to accommodate medium to high density residential, office, and institutional uses. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods may also be a part of single or mixed-use developments. RPI is generally intended to provide transitional uses between commercial, office and residential uses, although it may also provide a transition between industrial and residential uses when industrial uses pose no health or safety risks to residents. Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA mass transit system station or Premium Transit Station. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

**Urban Priority Area (UPA) Intent**

RPI in the Urban Priority Area is intended to provide compact medium to high density residential development and office uses. Development which includes medium to high density residential and office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. Vertical integration of a mix of uses is encouraged.

**Urban Area (UA) Intent**

RPI in the Urban Area is intended to provide compact medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

**Suburban Area (SA) Intent**

RPI in the Suburban Area is intended to provide low to medium density residential development. Development which includes medium density residential and professional office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled.

**Rural Area (RA) Intent**

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

**RPI – GENERAL USES**

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

**Principal Uses**

Multi-family dwellings; Office; Institutional, including large scale institutional uses, which require supporting residential and office components; Nursing homes and similar uses; Neighborhood commercial retail sales and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios; Live/Work Units; Microbreweries; Financial institutions; Restaurants (without drive-in or drive-thru facilities); Single Room Occupancies (SROs); Off street parking lots and garages when combined with another principal use; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2010 Comprehensive Plan; and Uses associated with and developed as an integral component of TOD.

Single-use developments shall be limited to residential, institutional, restaurant, or office uses, unless the following requirement is met:

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

Developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and shall be subject to the limitation that

uses that are not permitted as single-uses shall not exceed 90 percent of a development.

### **Secondary Uses**

Secondary uses permitted in all residential land use categories; Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, Home occupations, Golf, yacht, tennis and country clubs, Driving ranges, Community residential homes, Cemeteries and mausoleums but not funeral homes or mortuaries, Bed and breakfast establishments in appropriate locations in the designated historic residential districts, and Stormwater facilities.

Secondary uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: Trade schools and colleges, hospitals, medical centers, clinics, and sanitariums; Museums; Art galleries; Theaters for stage performances (but not motion picture theaters) and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; Transit stations; and Off street parking lots and garages that serve principal or secondary uses permitted within the RPI category.

In addition, the following secondary uses may also be permitted: Single-family dwellings; Veterinary Offices; and Filling stations.

### **RPI - DENSITY**

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

### **Urban Priority Area (UPA) Density**

The maximum gross density within the Urban Priority Area shall be 40 units/acre and the minimum gross density shall be 10 units/acre; except as provided herein.

- Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 30 feet of the abutting property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.

- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting LDR, in which case the maximum gross density shall be 20 units/acre within 40 feet of the abutting property. Density may be clustered away from the abutting LDR and/or RR property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- For sites within the Coastal High Hazard Area (CHHA), the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- There shall be no minimum density for single family dwellings which were originally constructed as single family dwellings prior to adoption of the 2010 Comprehensive Plan or when single-family dwellings are permitted as a secondary use.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

#### **Urban Area (UA) Density**

The maximum gross density within the Urban Area shall be 30 units/acre and there shall be no minimum density; except as provided herein.

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

- For sites within the Coastal High Hazard Area (CHHA), the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

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

The maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum density; except that Transit-Oriented Development (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre. However, in the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

***NEIGHBORHOOD COMMERCIAL (NC)***

**NC - GENERAL INTENT**

Neighborhood Commercial (NC) is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of Vehicles Miles Traveled. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

**Intent – All Development Areas**

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

**NC - GENERAL USES**

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

**Principal Uses**

Offices, including veterinary offices; Multi-family dwellings; Microbreweries as defined and limited in the RPI category; Financial institutions; Restaurants; Filling

stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2010 Comprehensive Plan; and Neighborhood commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

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

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

### **Secondary Uses**

Secondary uses permitted in all residential land use categories; Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, and Home occupations. Golf, yacht, tennis and country clubs; Driving ranges; Community residential homes; Cemeteries and mausoleums but not funeral homes or mortuaries; Bed and breakfast establishments in appropriate locations in the designated historic residential districts.

In addition, secondary uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: Trade schools and colleges, hospitals, medical centers, clinics, and sanitariums; Museums; Art galleries; Theaters for stage performances (but not motion picture theaters) and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; Transit stations; and Off street parking lots and garages.

### **NC - DENSITY**

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

### **Urban Priority Area (UPA) Density**

The maximum gross density in the Urban Priority Area shall be 40 units/acre and there shall be no minimum density; except as provided herein.

- Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 30 feet of the abutting property line. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

#### **Urban Area (UA) Density**

The maximum gross density in the Urban Area shall be 30 units/acre and there shall be no minimum density; except as provided herein.

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

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

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

**COMMUNITY/GENERAL COMMERCIAL (CGC)**

**CGC - GENERAL INTENT**

Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA premium transit station. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

**Urban Priority Area (UPA) Intent**

CGC in the Urban Priority Area is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment. Development that includes residential uses is preferred to provide support for commercial and other uses. Vertical integration of a mix of uses is encouraged.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as a collector or higher on the Functional Highway Classification Map.

**Urban Area (UA) Intent**

CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential uses is encouraged to provide support for commercial and other uses.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as a collector or higher on the Functional Highway Classification Map.

**Suburban Area (SA) Intent**

The Suburban Area is intended to provide development in a nodal development pattern.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are located in areas with an existing



mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

**Rural Area (RA) Intent**

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

**CGC - USES**

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

**Principal Uses**

Commercial retail sales and service establishments including auto sales, funeral homes, and broadcasting offices and studios; Restaurants; Hotel and motel; Office, including veterinary office; Microbreweries; Restaurants; Financial institutions; Multi-family dwellings; Nursing homes and similar uses; Live/Work Units; Commercial recreational and entertainment facilities; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of TOD.

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

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

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

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

**Secondary Uses**

Secondary uses permitted in all residential land use categories; Neighborhood supporting recreation facilities and public facilities, such as Schools, Religious institutions and places of worship, Day care centers, Fire stations, Libraries, Community centers, Essential services, as well as supporting commercial retail sales and service establishments and Home occupations. Golf, yacht, tennis and country clubs; Driving ranges; Community residential homes; Cemeteries and mausoleums; Bed and breakfast establishments in appropriate locations in the designated historic residential districts.

Secondary uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: Trade schools and colleges, hospitals, medical centers, clinics, and sanitariums; Museums; Art galleries; Theaters and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; and Off street parking lots and garages.

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

### **Accessory Uses**

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

### **CGC - DENSITY**

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

### **Urban Priority Area (UPA) Density**

The maximum gross density in the Urban Priority Area shall be 60 units/acre and the minimum gross density shall be 20 units/acre; except as provided herein.

- Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 40 feet of the abutting property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting Low Density Residential (LDR), in which case the maximum gross density shall not exceed 20 units/acre within 40 feet of the abutting property line and there

shall be no minimum density. Density may be clustered away from the abutting LDR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.

- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- There shall be no minimum density for single family dwellings which were originally constructed as single family dwellings prior to adoption of the 2030 Comprehensive Plan.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

#### **Urban Area (UA) Density**

The maximum gross density in the Urban Area shall be 40 units/acre and there shall be no minimum density; except as provided herein.

- Development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 30 feet of the abutting property line and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- Transit-Oriented Developments (TOD) shall provide a minimum gross density of 20 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting LDR and RR, in which case the maximum gross density shall be 20 units/acre within 40 feet of the abutting property line and there shall be no minimum density. Density may be clustered away from the abutting LDR and/or RR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

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

**Suburban Area (SA) Density**

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

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

**Rural Area (RA) Density**

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

***RC - GENERAL INTENT***

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

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

### **RC –GENERAL USES**

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

### **DEVELOPMENT TYPOLOGY AND LAND DEVELOPMENT REGULATIONS**

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

Plan amendment requests for new RC designations are preferred in locations which are supplied with full urban services, located in close proximity to a roadway classified as a collector or higher on the Functional Highway Classification Map and located within the Suburban Development Area. TOD developed within this category shall also be located within one half mile of a JTA premium transit station. The RC category shall be limited to projects that exhibit innovative and creative development concepts and shall not be used as a mechanism to circumvent application of other land use categories.

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

- Enables innovation and creativity in development that could not otherwise be accommodated under one or a combination of the other land use categories. This criteria shall include justification of how the proposed densities, intensities and mix of uses:
  - are appropriate and compatible, both internally and externally, and
  - facilitate innovation and creativity in development, and
  - are not based on the sole intent of maximizing development potential.

- Furthers smart growth practices as defined in Future Land Use Element Policy 1.1.25.
- Directs development away from wetlands, flood zones, CHHA, and AAA to preserve and protect environmentally sensitive lands.

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

Regional commercial uses serve the City and outlying communities. Combined service populations generally exceed 80,000 people or 30,000 dwelling units. In size and scale, regional commercial development will meet generally the standards and guidelines for developments of regional impact (DRI) pursuant to Section 380.06 F.S. Plan amendment requests for new RC designations are discouraged as Regional Commercial uses may be accommodated within the CGC category.

Regional commercial nodes will generally be located with convenient access to transit corridors, and within a thirty minute drive time of the service population. Regional commercial uses may only be developed: (1) in a nodal pattern, and (2) within the commercial and commercially dominated mixed use plan categories. This type of development offers a full range of shopping goods, including general merchandise, apparel, home furnishings and related items. Community and neighborhood commercial uses and projects may be developed as part of a regional commercial node. Business and professional offices, financial institutions, other service commercial, entertainment, recreational, institutional and residential uses may be developed within the area of the regional commercial node, or as autonomous office-professional use projects.

Secondary and supporting uses allowed in other commercial categories may also be permitted in this category. Freestanding retail and other supporting uses developed in and around a primary regional commercial center will be sited within the area of the regional commercial node, subject to the provisions of this and other elements of the Comprehensive Plan. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

The standards in the Land Development Regulations and the criteria herein only designate locations that may be considered for regional commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. Regional commercial uses should abut a roadway classified as a principal arterial or higher facility on the adopted highway functional classification system map, which is part of the Comprehensive Plan, except for sites located within the DIA's jurisdiction. Sites with two or more boundaries on transportation rights-of-way classified as principal arterials or higher will be considered preferred locations.

**CENTRAL BUSINESS DISTRICT (CBD)**

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

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

**Table L-1.A: CBD Existing Development Entitlements**

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

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

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

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



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

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

1. The entitlements identified in Tables L-1.A and L-1.B may be exchanged within the CBD land use category in accordance with the trade-off rates provided in Table L-2. The trade-off rates are based on P.M. Peak Hour Trip Rates provided in the ITE Trip Generation Manual, 6th Edition.
2. Example Calculations: Trade-off 10,000 sq. ft. of Office for Retail –  $10,000 / 1,000 = 10 \times 0.603 = 6.03 \times 1,000 = 6,030$  sq. ft. of Retail Trade-off 25,000 sq. ft. of Retail for Multi-Family Residential –  $25,000 / 1,000 = 25 \times 3.984 = 99.6$  MF Residential units



**Table L-3: Shipyards and Metropolitan Park Entitlements**

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

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

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

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

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

**INDUSTRIAL**

Industrial uses are generally considered to be the most likely to create unacceptable impacts on residential areas. Noise, odors, toxic chemicals and wastes, and transportation conflicts are all associated with traditional industrial uses.

Industrial uses are crucial to the long-term economic well-being of the City. Existing strategically located industrial lands are identified on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility”.

The plan includes four industrial land use categories: Business Park (BP), Light Industrial (LI), Heavy Industrial (HI), and Water Dependent-Water Related (WD-WR). Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the

incorporation of effective buffers. Business parks, for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing.

### ***BUSINESS PARK (BP)***

#### **BP - GENERAL INTENT**

Business Park (BP) is a category primarily intended to accommodate business offices and low intensity light industrial uses. Uses, with the exception of ancillary and accessory outside storage uses, shall be conducted within an enclosed building. Business offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Residential uses are also permitted in appropriate locations as identified under the Development Area Uses and densities. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA premium transit station. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

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

BP in the Urban Priority Area and the Urban Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary.

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

#### **Suburban Area (SA) Intent**

BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

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

#### **Rural Area (RA) Intent**

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

## **BP - GENERAL USES**

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

### **Principal Uses**

Offices; Financial institutions; Research and development activities; Radio and TV studios; Commercial retail sales and service establishments; Restaurants; Major institutions; Light manufacturing; fabrication and assembly; Warehousing; Distribution; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses associated with and developed as an integral component of TOD on sites located outside of areas identified as an Industrial Sanctuary.

Commercial retail sales and service establishments and multi-family residential uses are permitted when 50 percent or more of the contiguous BP category within up to one quarter of a mile radius of the subject site is developed for any of the other uses permitted in the BP category.

Commercial retail sales and service establishments and residential developments that do not comply with the provisions listed above shall provide a mix of uses within the development site and shall be subject to the limitation that commercial retail sales and service establishments and residential uses shall not exceed 80 percent of a development.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed in this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

Existing residential dwellings which were legally built as single or multi-family dwellings prior to the adoption of the 2010 Comprehensive Plan shall be allowed as legal, non-conforming uses and may be rebuilt if necessary so long as the original structure and density is not intensified, enlarged or converted to a non-residential use, and as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

### **Secondary Uses**

All public facilities and non-residential uses permitted in residential and commercial land use categories; and Outside storage accessory to a permitted use provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations

In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Guest ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

### **BP - DENSITY**

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

### **Urban Priority Area (UPA) and Urban Area (UA) Density**

The maximum gross density in the Urban Priority Area and Urban Area shall be 40 units/acre and there shall be no minimum density; except as provided herein.

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

### **Suburban Area (SA) Density**

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

- Transit-Oriented Development shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting LDR and RR, in which case the maximum gross density shall not exceed 20 units/acre within 30 feet of the abutting property. Density may be clustered away from the abutting LDR and/or RR and there shall be no minimum density. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

### **Rural Area (RA) Density**

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

- Transit-Oriented Development shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 20 units/acre; except for sites abutting LDR and/or RR, in which case the maximum gross density shall not exceed 20 units/acre within 25 feet of the abutting property and there shall be no minimum density. Density may be clustered away from the abutting LDR and/or RR. The Land Development Regulations shall include a process to waive or reduce these requirements in site specific cases where existing or proposed mitigation measures provide for a sufficient transition in densities.
- In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

## ***LIGHT INDUSTRIAL (LI)***

### **LI - GENERAL INTENT**

Light Industrial (LI) is a category which provides for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial



uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place.

Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred; except for sites located within the DIA's jurisdictional boundaries.

## **LI - GENERAL USES**

The uses provided herein shall be applicable to all LI sites in all Development Areas and uses, other than outside storage, shall be conducted within an enclosed building.

### **Principal Uses**

Light assembly and manufacturing; Packaging; Processing; Manufacturing of paints, enamels and allied products; Concrete batching plants; Storage/warehousing; Distribution; Research and development activities; Transportation terminals; Radio/T.V. studios; Transmission and relay towers; Yard waste composting; Recycling facilities; Offices; Medical clinics; Veterinary offices; and Vocational/trade schools and building trade contractors.

Existing dwellings which were legally built as single or multi-family dwellings prior to the adoption of the 2010 Comprehensive Plan shall be allowed as a legal, non-conforming uses and may be rebuilt if necessary so long as the original structure and density is not intensified or enlarged in any way, as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

### **Secondary Uses**

All public facilities and non-residential uses permitted in residential and commercial land use categories may also be permitted as secondary uses.

In addition, the following secondary uses may also be permitted: Railroad yards; Truck terminals; Bus and rail stations; Solid waste management facilities including composting and recycling operations; Institutional uses and public facilities; Utility plants and facilities; Broadcasting studios including transmitters; and Telephone and cellular phone towers.

## ***HEAVY INDUSTRIAL (HI)***

### **HI - GENERAL INTENT**

Generally, heavy industrial uses involve creating or utilizing materials or products predominantly from extracted or raw materials, or perform activities that potentially involve hazardous or commonly recognized offensive conditions. Heavy industrial uses are the most likely to produce adverse physical and environmental impacts on adjacent residential areas such as noise, land, air and water pollution and transportation conflicts. For this reason, heavy industrial land uses should be buffered by other less intense

transitional land uses, such as office, light industrial or open space, etc., to protect residential and other sensitive land uses; i.e., schools, health care facilities, etc.

Heavy industrial uses shall be located with convenient access to the transportation network that includes major highways, railroads, airports and port facilities. Site access to roads classified as arterial or higher on the Highway Functional Classification Map is preferred; except for sites located within the DIA's jurisdictional boundaries. Sites with railroad access and frontage on two highways are preferred locations for heavy industrial development.

### **HI - GENERAL USES**

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

#### **Principal Uses**

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

This may include manufacturing, processing, storage or transportation of paper and pulp, scrap metal, explosives, paint, oil, turpentine, shellac, lacquer or varnish and similar other hazardous and toxic materials as well as petroleum refining including the various components and raw materials thereof.

#### **Secondary Uses**

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

## ***WATER DEPENDENT-WATER RELATED (WD-WR)***

### **WD-WR - GENERAL INTENT**

WD-WR is a category primarily intended for land uses that meet the definition of "recreational and commercial working waterfront" (per Section 342.07 F.S. and this Plan) or that require deep water access to the St. Johns River. The primary purpose of the

category is to protect, support and permit orderly expansion of the Port of Jacksonville and recreational and commercial working waterfronts.

### **WD-WR - USES**

The uses provided herein shall be applicable to all WD-WR sites in all Development Areas.

#### **Principal Uses**

Ports; Harbors; Industrial docks; Facilities for construction; Maintenance and repair of vessels; Ship supply establishments and facilities; Freight, trucking, shipping or other transportation terminals; manufacturing incidental to a water dependent/water related principal use; Storage; Processing; Transportation; Dredge and disposal and other similar uses, which are related to and support the Port are also permitted, even though they may not require deep water access.

Other water dependent uses, such as utility plants, water related recreation facilities, and fishing villages along with supporting commercial, service, institutional and public facilities are also permissible activities in appropriate locations.

#### **Secondary Uses**

All public facilities and non-residential uses permitted in residential and commercial land use categories.

#### **Accessory Uses**

Travel trailer parks, railroad yards, storage including bulk storage of flammable liquids and distribution facilities are permitted provided it is part of another principal use.

### ***MULTI - USE (MU)***

#### **MU GENERAL INTENT**

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

MU land use designations in existence prior to the effective date of Ordinance 2010-400-E, including subsequent amendments to such MU designations, shall be exempt from these requirements, provided they continue to comply with the MU land use category requirements in place at the time the MU designation was originally approved. Multi-Use (MU) land use designations associated with FLUE Policies 4.3.1 – 4.3.17 comply with this section. A copy of the MU category as it existed prior to adoption of Ordinance 2010-400-E is provided after the current category description.

MU land use designations adopted pursuant to the MU provisions established in Ordinance 2010-400-E, including subsequent amendments to such MU designations, shall be exempt from these requirements, provided they continue to comply with the MU land use category requirements in place at the time the MU designation was originally approved. Multi-Use (MU) land use designations associated with FLUE Policies 4.3.18 and 4.3.19 comply with this section. A copy of the MU category as adopted pursuant to Ordinance 2010-400-E is provided after current category description.

### **MU GENERAL USES**

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

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

1. The general distribution, location and densities or intensities of residential and non-residential development.
2. Acknowledgement that rezonings will be submitted where such uses, densities and intensities are inconsistent with the current zoning designations prior to development reviews and approvals for developments within the overall site.
3. The general distribution and location of conservation areas and wetland buffers.
4. The strategy for providing centralized utilities for water and sewer service throughout the planning area, including a general phasing plan that identifies when development is anticipated to require the need for additional facilities. The Water Supply Facilities Work Plan (WSFWP) must be updated prior to any development phase requiring construction of potable, treatment, and/or non-potable water supply facilities to incorporate the applicable planned facilities into the WSFWP.

5. Identification of the major internal transportation facilities necessary to serve the future land uses through an efficient and connected network.
6. General identification of how the major internal transportation facilities will connect to the external transportation network with proposed future connections to any State facilities subject to review by the Florida Department of Transportation.
7. A basic assessment shall be conducted of the currently identified and expected roadway operating conditions of the immediately surrounding transportation network for the conceptual master plan (methodologies and assumptions used in this assessment shall be agreed upon by the Planning and Development Department, the Florida Department of Transportation, and the owner or authorized agent).
8. Coordination with the Florida Fish and Wildlife Conservation Commission staff in the design of the conceptual master plan.
9. Requirements and limitations for submitting proposed conceptual master plan amendments through the Planning and Development Department to the City Council for review and approval.

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

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

The Multi-Use land use category is intended to accommodate, in a more innovating fashion, development or redevelopment of areas in a larger size and scale. Areas which are appropriate for the Multi-Use designation include development which meets or exceeds the thresholds for a Development of Regional Impact (DRI), Florida Quality Development (FQD), or Regional Activity Centers (RAC) under Chapter 380, Florida Statutes, or a former military base closed pursuant to the Defense Base Closure and Realignment Act of 1990 and under Florida Statute 228 or subsequent Federal/local action or areas which have been approved as a Transportation Management Area with a Chapter 163 Agreement (TMA), and for those developments that comprise of at least 250 acres and provide for master planned communities which include energy efficient development patterns and other features designed to maximize the preservation of natural areas. The MU category is also appropriate for areas where the City of Jacksonville sponsors and adopts a community plan and its resulting revised land development regulations in conjunction with adoption of the MU category. Community plans meeting these criteria must involve a public participation component. These are the only areas to which the Multi-Use will apply.

## **MU GENERAL USES**

The major purposes of this designation are to facilitate mixed-use development with horizontal and vertical land use integration, encourage mass transit and other mobility options, reduce dependence on the automobile, provide incentives for quality development and give definition to the urban form. As such, a mix of both residential and non-residential uses is encouraged, but not required in MU projects. Design, aesthetics and environmental protection and enhancement are to be emphasized as part of the Multi-Use land use category.

The density and intensity of land uses permitted with the Multi-Use land use category shall be specified in the Future Land Use Element of the City's Comprehensive Plan. Gross acreage shall be used in calculating residential densities. Additionally, and where applicable, this land use category would also still follow the set of circumstances under which proposed development in the designated area would be required to be reviewed through the provisions of Chapter 380, Florida Statutes DRI process, an approved Base Reuse Plan or through the provisions of an approved TMA.

For an area to qualify for the Multi-Use land use category, the following criteria must be met:

1. The density and intensity of land uses permitted within this category shall include at least three different land uses and of these no one land use, except for conservation, can exceed 70% of the land area involved in the particular amendment.
2. Multi-Use land uses will be of regional significance and either a DRI, RAC, FQD, former Military Base or TMA or be for a development that comprise of at least 250 acres and provides for master planned communities which include energy efficient development patterns and other features designed to maximize the preservation of natural areas or be based upon a City of Jacksonville sponsored and adopted community plan and its resulting revised land development regulations.
3. Multi-Use uses of this magnitude shall be DRI, FQDs, RACs, or former Military Bases and may be located in such areas as in the downtown and community redevelopment areas and areas surrounding regional community facilities such as airports, ports, convention centers or governmental complexes, commerce centers and regional activity centers or may be based upon a City of Jacksonville sponsored and adopted community plan or be a development that comprises of at least 250 acres and provides for master planned communities which include energy efficient development patterns and other features designed to maximize the preservation of natural areas. Each Multi-Use land use designation shall be a defined geographical area, delineated on the Future Land Use Map series (FLUMs) of the Future Land Use Element of the 2030

Comprehensive Plan. In addition, on the Map within the defined geographical area, the name of the multi-use development shall be inserted with an asterisk. Elsewhere on the map next to the asterisk shall be a cross reference to the specific policy in the Future Land Use Element which refers to the development by name shall identify the land uses allowed, the percentage distribution or range of mix of uses and the densities and intensities of uses. The specific FLUE policy and the companion Planned Unit Development – Multi Use (PUD-MU) rezoning shall enumerate all the land uses which will be utilized by the development without specific locations so that any land use may be used anywhere in the development subject to locational criteria and the requirements of other applicable local land development.

### **DEVELOPMENT TYPOLOGY AND LAND DEVELOPMENT REGULATIONS**

Development within the MU Category may include permitted uses mixed within the same building (vertical) or in separate buildings on the same site or in the same block (horizontal). Multi-use development allows for a high quality mix of compatible uses. To facilitate integration of land uses, the placement of an interconnected system of streets is required to the greatest extent feasible and the use of cul-de-sacs is discouraged.

Development within an MU land use designation shall be permitted only by a Planned Unit Development – Multi Use (PUD-MU) zoning district. No development beyond current use of the site shall take place until such time as the Preliminary Phase and Development Phase PUD-MU applications, as set forth in the PUD-MU Procedures of the Zoning Code, are submitted and approved. MU developments may utilize a conversion process that allows for the modification of densities and intensities of approved uses provided:

1. A conversion table is submitted to and approved by the Planning and Development Department and,
2. The trip generation level is less than or equal to the most recent legislatively adopted transportation analysis and is consistent with the land use types and the range of percentage distribution of uses provided in the site specific policy accompanying the MU designation.

The proposed mix of land uses must be depicted on a map and projected to result in a minimum internal capture rate of 15% of the total PM peak hour trip generation at build out within the MU development.

In addition to the criteria listed above and as required in the Land Development Regulations, the Development Phase PUD-MUs should also address the following:

- Demonstration of consistency with the site-specific land use policy.
- Open Space Requirements.

- Phasing Strategy.
- Parking requirements. Shared parking, including deck parking, and on-street parking, is encouraged in order to reduce the amount of impervious surface area.
- Pedestrian and bicycle-oriented design features, including street design standards that promote pedestrian and bicycle usage.
- Consideration of transit-supportive features, including dedication of right-of-way in order to promote the construction of a long-term transit-ready system.
- Consistency with Jacksonville Design Guidelines and Best Practices Handbook for commercial development, as appropriate.
- Identification of at least one neighborhood activity center is strongly encouraged when residential uses are included in the proposed development.
- Along corridors with a mix of uses and/or within neighborhood activity centers, consideration of build-to lines. Build-to lines should place buildings close together, fronting on a sidewalk, to create a sense a place and provide spatial definition along streets.
- Compatible building heights and setbacks.
- Appropriate and diverse lot sizes.
- Accessory dwelling units are encouraged when residential uses are included as a portion of the proposed development.
- Development should, to the greatest extent feasible, not create isolated pockets which are not able to be functionally tied to the neighborhood activity center and/or corridor with a mix of uses with respect to roadways, pedestrian pathways, bike paths, or architectural treatments.
- Wetlands, carbon sinks, and other environmentally sensitive areas should be dedicated for conservation uses; any development within such areas shall be consistent with the Conservation/Coastal Management Element policies.
- Stub-outs are required. A “stub-out” is a transportation facility, usually a paved roadway, (i) whose right-of-way terminates at a parcel abutting a development, (ii) that consists of a short segment that is intended to serve current and future



development by providing continuity and connectivity of the public street network, (iii) that is provided when there is a reasonable expectation that connection with a future street is possible, or (iv) that is constructed to at least the end of the radius of the intersection with the adjoining street and the right of way is graded and dedicated to the property line.

- Need for public/civic uses and sites such as schools, libraries, fire stations.

### **ADMINISTRATIVE PROVISIONS**

Proposals for the MU designation shall specify, as applicable, a maximum number of dwelling units for residential development and maximum square footages and/or acreages for non-residential development, and shall demonstrate a projected minimum internal capture rate of 15% of the total PM peak hour trip generation at build out within the MU development. PUD-MUs can be amended so long as the applicant establishes the following:

1. The overall MU development maintains a minimum internal capture rate of 15 percent; and
2. The overall MU development does not exceed the number of agreed upon total trips as calculated by the permitted development maximums.

If new uses are added or approved uses are removed from the site-specific land use policy; the original number of agreed upon total trips is exceeded; or boundary changes are made to the site, a new land use application shall be filed with the Planning and Development Department.

A monitoring/tracking report shall be provided by the master developer as specified in the PUD-MU procedures. The details and contents of the monitoring/tracking report will be addressed in the preliminary phase PUD-MU, including demonstration of how the overall project is progressing towards attainment of the required 15% internal capture rate. This monitoring/tracking report shall be reviewed for accuracy, sufficiency and completeness by the Planning and Development Department staff as part of the verification of substantial compliance process.

Multi-Use (MU) land use designations in existence prior to the effective date of Ordinance 2010-400, including subsequent amendments to such MU designations shall be exempt from these requirements, provided they continue to comply with the MU land use category requirements in place at the time the MU designation was originally approved. Multi-Use (MU) land use designations associated with FLUE Policies 4.3.1 – 4.3.17 comply with this exemption. A copy of the former MU category shall be provided in the background for the FLUE.

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

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

Areas which are appropriate for the Multi-Use designation include development which meets or exceeds the thresholds for a Development of Regional Impact (DRI), Florida Quality Development (FQD), or Regional Activity Centers (RAC) under Chapter 380, Florida Statutes, or a former military base closed pursuant to the Defense Base Closure and Realignment Act of 1990 and under Florida Statute 228 or subsequent Federal/local action or areas which have been approved as a Transportation Management Area with a Chapter 163 Agreement (TMA). The MU category is also appropriate for areas where the City of Jacksonville sponsors and adopts a community plan and its resulting revised land development regulations in conjunction with adoption of the MU category. Community plans meeting this criteria must involve a public participation component. These are the only areas to which the Multi-Use will apply. Developments in the Multi-Use category are authorized to use a proportionate share contribution provision in accordance with the provisions of Florida Statutes 163.3180(12) concerning transportation improvements.

The density and intensity of land uses permitted with the Multi-Use land use category shall be specified in the Future Land Use Element of the City's Comprehensive Plan. Additionally, this land use category would also still follow the set of circumstances under which proposed development in the designated area would be required to be reviewed through the provisions of Chapter 380, Florida Statutes DRI process, an approved Base Reuse Plan or through the provisions of an approved TMA.

For an area to qualify for the Multi-Use land use category, the following criteria must be met:

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

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

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

Multi-Use uses of this magnitude shall be DRI, FQDs, RACs, or former Military Bases and may be located in such areas as in the downtown and community redevelopment areas and areas surrounding regional community facilities such as airports, ports, convention centers or governmental complexes, commerce centers and regional activity centers, or may be based upon a City of Jacksonville sponsored and adopted community plan.

Each Multi-Use land use designation shall be a defined geographical area, delineated on the Future Land Use Map series (FLUMs) of the Future Land Use Element of the 2030 Comprehensive Plan. In addition, on the Map within the defined geographical area, the name of the multi-use development shall be inserted with an asterisk. Elsewhere on the map next to the asterisk shall be a cross reference to the specific policy in the Future Land Use Element which refers to the development by name. Within that policy shall be enumerated all the future land use categories which will be utilized by the development without specific locations so that any land use category may be used anywhere in the development subject to the requirements of other applicable local land development.

## ***RECREATION AND OPEN SPACE (ROS)***

### **ROS - GENERAL INTENT**

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

### **ROS - GENERAL USES**

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

#### **Principal Uses**

Parks, Playgrounds; Golf courses; Driving ranges; Marinas; Fairgrounds and spectator sports facilities in public and private ownership; carbon sinks; Pastoral open space managed by the Recreation and Community Services Department is also included.

#### **Secondary Uses**

Guest ranches; Riding academies; Boarding stables; Private camps; Campgrounds; Travel trailer parks that include on-site recreational facilities or that are located in close proximity to a recreational attraction; Country clubs; Private clubs; Sale and service of alcoholic beverages for on-site consumption in conjunction with a permitted use; Rifle or pistol shooting ranges; Archery ranges; Hunting and fishing camps and similar other recreational uses; public schools.

### **Excluded Uses**

Areas designated as national or state forests, parks or preserves, although they offer excellent recreational opportunities, are included in the Conservation category. Private recreation and open space facilities that are part of residential, commercial or institutional land uses approved as integrated developments are also excluded since they are considered to be supporting uses to their projects.

## ***PUBLIC BUILDINGS AND FACILITIES (PBF)***

### **PBF - GENERAL INTENT**

This is a broad land use category that is intended to accommodate major public use or community service activities.

Siting public/semi-public facilities that are allowed in commercial, light and heavy industrial, residential and institutional categories as supporting uses will not require plan amendment. Some major uses, however, because of their scale and potential community impacts, may only be sited in this plan category.

Activities that provide community service functions vary in character and locational need. A primary consideration in locating these uses is to ensure that each use will function as it is intended, as an important part of the urban service delivery system. The standards to be prepared as Land Development Regulations and the criteria herein only designate locations that may be considered for public/semi-public uses, and do not apply to military bases or other uses that do not directly serve the citizens of the City. Consideration does not guarantee approval of a particular use in any given location. With the exception of utility substations and other similar non-trip generating uses, community and regional serving public/semi-public sites should abut a roadway classified as a collector or higher facility on the adopted highway functional classification system map, which is part of the Comprehensive Plan.

### **PBF - GENERAL USES**

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

### **Principal Uses**

All lawful government activities; Public buildings and grounds; Schools; Criminal justice facilities; Military installations; Transportation facilities including airports, train stations, terminals etc.; Dredge material disposal; along with ancillary and accessory uses such as Warehouses; General aviation uses; Hotels; Motels; Restaurants; Car rental agencies; Public/private institutions; Religious institutions and places of worship; Hospitals, including medical offices, Medical clinics, Pharmacies, and other uses normally associated therewith; Private clubs; Sale and service of alcoholic beverages in conjunction with a permissible use; Major public utilities; and Off street parking lots; Nursing homes; Group care homes; Homes

for the aged or orphans and other uses normally associated therewith are also permitted within this land use category.

### **Secondary Uses**

Recreation and open space such as Ball parks; Stadiums Arenas and equestrian facilities; etc.; Sale and service of alcoholic beverages in conjunction with a permitted activity; Off street parking lots; Silviculture activities; Conservation areas; Sanitary landfills; Construction and demolition debris landfills; Yard waste composting facilities including the mulching plant and similar other uses.

## ***CONSERVATION (CSV)***

### **CSV - GENERAL INTENT**

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

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

The Conservation category depicted on the FLUMs includes areas that are protected through public or private nonprofit ownership and management. Development potential in these areas is generally limited to open space, resource and recreational uses. Conservation areas may include regional, state or national forests, parks, sanctuaries, preserves and Special Management Areas. More specific uses and activities permitted in these areas are guided by the approved management plans for each area when such plans exist. This category also includes some sites that are presently privately owned,

are located in DRIs or PUDs and are protected by development agreements or conveyed development rights, or the sites have been proposed for acquisition.

## ***AGRICULTURE (AGR)***

### **AGR - GENERAL INTENT**

Agriculture (AGR) is intended to provide for agricultural uses and to preserve the existing rural character of outlying areas of the City. Most AGR lands are located in the Rural Area of the City where full urban services and facilities will not be provided by the City during the planning time frame. Accordingly, the principal activities allowed in these categories are agriculture and related uses, such as farming, horticulture, forestry and logging, storage, processing and wholesale distribution of farm supplies and products, and other resource dependent uses. In order to preserve the rural character of these areas, residential uses are permitted at very low densities.

### **AGR - GENERAL USES**

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

### **Principal Uses**

Single-family dwellings; Farming; Horticulture; Forestry and logging; Storage, processing and wholesale distribution of farm supplies and products; Raising of farm animals and poultry; Guest ranches; Riding academies; Game preserves; Bird sanctuaries; Fish hatcheries and refuges; Watersheds; Reservoirs; Control structures and wells; Retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies; Animal hospitals; Veterinary clinics; Animal boarding places; Dog kennels; Resource based activities, such as conservation, recreation, and mining activities; renewable energy facilities and uses, such as wind and solar farms; and Marinas meeting the siting criteria of the Conservation/Coastal Management Element.

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

- The provision of the facilities and services is in conformity with the provisions of this and other elements of the Comprehensive Plan;
- The use meets all local, State and federal regulatory requirements and performance standards;
- The location, scale, and design of the facilities are compatible with agricultural and rural activities;
- The use does not attract urban sprawl, spin-off urban development or may not be a desirable activity in the Urban Development Areas because of

external impacts on adjacent lands. Such uses include racetracks, solid waste management facilities including sludge disposal, power plants, major utility lines, airport, airstrips, prisons, slaughter houses, radio and television station antennas.

### **Secondary Uses**

Race tracks; Sawmills; Bait and tackle shops; Commercial hunting and fishing camps; Truck stops and similar other supporting commercial uses; Sale and service of alcoholic beverages in conjunction with a permitted activity; Religious institutions and places of worship; Public facilities including schools; and Home occupations.

### **AGR - DENSITY**

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

Notwithstanding this requirement, one dwelling unit shall be permitted on any nonconforming lot of record that was existing on September 21, 1990. Development on such nonconforming lots of record shall be subject to all other plan provisions.

Pursuant to the authority granted to local governments by Sec. 163.3179, Florida Statutes, the City shall, through Land Development Regulations, provide for the use of a parcel of property in Agriculture land use categories solely as a homestead by an individual who is the grandparent, parent, step-parent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map of the Comprehensive Plan. Such a provision shall apply only once to any individual. To implement this policy, the Land Development Regulations shall provide procedures for lot splits or subdivision of land for family homestead partitions for the purpose of conveying a lot or parcel to individuals meeting these requirements for the establishment of a homestead and shall provide for minimum lot size of the lots so created and the remaining lot. Lot splits or subdivisions of land permitted pursuant to this policy shall be subject to compliance with all other applicable Comprehensive Plan policies and Federal, State, Regional, and County regulations.

To encourage the preservation of agricultural, recreational and conservation uses in agricultural areas, the allowable residential densities may be transferred between contiguous parcels under a common site plan-controlled zoning district in the AGR land use category. Residential development may be clustered on a site in accordance with the following standards:

- Both the development and the remaining undeveloped agricultural land shall be part of a site-plan-controlled zoning district (PUD) which stipulates

that the maximum allowable density credit for the entire subject site has been transferred to the area of cluster development and may not be subsequently rezoned to the contrary without a comprehensive plan amendment.

- Units may not be clustered at densities which would exceed the threshold for wells and septic tanks, nor located in areas which cannot sustain wells or septic tanks.
- The following non-residential uses may be included as part of the clustered development: Conservation; Recreation; Farming; Horticulture; Raising of farm animals and poultry; Guest ranches; Riding academies; Game preserves; Commercial hunting and fishing camps; Marinas meeting the siting criteria of the Conservation/Coastal Management Element; Bird sanctuaries; Fish hatcheries and refuges; Watersheds; Reservoirs; Control structures and wells; Retail outlets for live plants, fruit and vegetables, feed, fertilizer and farm supplies; Bait and tackle shops; Animal hospitals; Veterinary clinics; Animal boarding places; Dog kennels, Churches Religious institutions and other public facilities; and Home occupations.
- Wetlands and water bodies for which density credit is given shall be recorded as preservation or conservation areas or easements. Any proposed changes to said preservation or conservation areas or easements shall be approved by the City Council.

The general objective is to hold to a minimum the number of residential units allowed in agricultural areas where full urban services and facilities are not available while nevertheless allowing some residential use for each owner of a lot of record.

### **DEVELOPMENT CHARACTERISTICS**

An objective of the Comprehensive Plan was to encourage large landowners in the agricultural area to develop their respective properties in a mixed-use type of development in the future. Such development should be clustered such that it creates minimal impact to the surrounding rural character and designed to provide for the "internal capture" of daily trips for work, shopping and recreational activities through the development of Rural Villages. New Rural Villages are not permitted. Rural Villages that were approved prior to adoption of the 2045 Comprehensive Plan may continue to be developed and revised so long as they continue to comply with the standards set forth herein but may not be expanded beyond the site area approved prior to adoption of the 2045 Comprehensive Plan.

### **Standards for Rural Villages**

Rural Villages may be approved within various Agricultural land uses in order to maximize the preservation of natural areas, not contribute to urban sprawl, reduce



the need for residents of the surrounding lands to travel to the City's Urban area for work, recreation and shopping and encourage the interconnection of roadways and bikeways, greenways and trails in these areas. Rural Villages shall be comprised of several neighborhoods designed in a compact nature around a Village Center. Rural Villages may include several smaller Neighborhood Centers containing small-scale service, retail, office, and residential uses, and should include such items as a public park, square, or green. The Rural Village shall be designed to serve the retail, office, industrial, civic, government uses and service needs of the residents of the village. The Village Center shall be the primary location for commercial uses.

Villages should be clustered and surrounded by a green space in order to protect the character of the rural landscape and to provide separation between villages and the rural residential development, agricultural uses and conservation lands that may surround the village. Villages shall be designed to include such uses as: a mixture of residential housing types; institutional uses; office, commercial and recreational uses, all of which shall be sufficient to serve the residents of the Village and the surrounding lands. All industrial uses shall be located on the periphery of the Village. In addition, the following criteria and conditions shall apply:

#### **Rural Villages Locational Restrictions**

- A Rural Village should not be located any closer than 1 mile from another Rural Village. General locations of possible rural villages are shown on the map included in the background data and analysis. The map shall be updated to show actual boundaries as specific villages are approved.
- A Rural Village shall have direct access to a roadway classified as an arterial or collector roadway. Alternatively, access to the Village may be via a new collector roadway directly accessing an existing arterial or collector roadway, the cost of which shall be borne entirely by the developer.
- A Rural Village shall include public infrastructure, such as potable water and sewer facilities which are designed according to JEA standards and which do not encourage urban sprawl.

#### **Rural Villages Sizes and Density**

- Rural Villages should be a minimum of approximately 500 acres and a maximum of approximately 3,500 acres.
- Rural Villages shall include a Village Center and a minimum of two distinct residential neighborhoods, which may contain smaller neighborhood centers.

- The minimum and maximum gross density of a Rural Village is less than 1 unit per gross acre and 7 units/ per gross acre for single family, 2 units/ per gross acre to 15 units/ per gross acre for multi-family.

### **Rural Villages Land Use Mix**

- There must be a mix of at least three uses, including public facilities as one. Between 50% and no more than 90% of the land area should be residential.
- As part of the development of Rural Villages, the City’s Land Development Regulations shall identify the need for centrally located park or town square, vehicular, pedestrian and bicycle access within the Village Center and the residential areas. There should also be an interconnected network of streets and bicycle/walking/riding paths. These standards shall protect and promote a Rural Village character and be consistent with the adopted District Vision Plan.
- Rural Villages shall be zoned as Planned Unit Development Satellite Community (PUD-SC).
- The Neighborhood Centers should generally not exceed 10 acres each.
- The Village Center should range from approximately 20 acres to 150 acres.
- Office and industrial acreage should range from less than 50 and no more than 200 acres or around 10% of the land area.
- The Rural Villages proposed mix of land uses must be protected to result in a minimum internal capture rate of 15% of the total PM peak hour trip generation at build out of the Rural Village development.

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

### **WETLANDS**

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

areas around these can be used/developed subject to applicable local, regional, State and federal regulations.

## **WATER**

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

## **VESTED DEVELOPMENT RIGHTS**

In those instances where the 2010 Comprehensive Plan, including subsequent updates, effects any change in the density or intensity of land use, or any other change in the use or regulation of land development, certain property owners are vested from such provisions, provided that one of the following is shown by substantial competent evidence:

- 1) That the development was authorized as a development of regional impact, pursuant to Chapter 380, Florida Statutes, prior to the adoption of the 2010 Comprehensive Plan, including subsequent updates, and the development of regional impact continues to be effective;
- 2) That a final local development order was issued for the development and development has commenced and is continuing in good faith prior to the adoption of the 2010 Comprehensive Plan, including subsequent updates,;
- 3) That a property owner or other similarly situated person:
  - a. has acted in good faith and in reasonable reliance;
  - b. upon a valid, unexpired act or omission of the government; and
  - c. has made such a substantial change in position or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights he has acquired; or
- 4) That concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired and shall be recognized and accepted until expiration, unless the applicant chooses to pursue the mobility fee system as an alternative.

The land development regulation shall provide an administrative procedure for the presentation of evidence to the City concerning claims to vested rights and for

determination of whether such vested rights are valid and enforceable. The burden of proof as to the existence of a vested right shall be on the person claiming the vested right. Upon a determination by the City that such person has a vested right to develop land in a particular manner contrary to the 2010 Comprehensive Plan, including subsequent updates, such person shall be accorded a vested right to develop, subject always to such conditions as the City may determine to be appropriate. Any vested right determination shall be a development order or permit subject to challenge under Section 163.3215, F.S.

### **DETERMINATION OF USE CONFORMITY**

The Future Land Use Map series (FLUMs) is a graphic translation of the goals, objectives and policies and other provisions of this and other elements of the comprehensive plan. Accordingly, the land uses shown on the FLUMs are presumed to be consistent with the Comprehensive Plan in its entirety. If a discrepancy is noted between the FLUMs and the provisions of this or other elements of the Comprehensive Plan, the written provisions of the plan will apply.

There may be cases where existing land uses and/or zoning on a property differ from the principal use of the underlying Comprehensive Plan category. The fact that the existing land use or zoning is different from the uses generally described in the plan category does not by itself establish inconsistency with the Comprehensive Plan. In many cases, these uses or zoning districts are consistent with the provisions of this and other elements because they are appropriate secondary or supporting uses that further the intent of the Comprehensive Plan.

In such cases, the Director of Planning shall determine the consistency of an existing use or zoning with the Comprehensive Plan. The decision of the Director of Planning and Development can be appealed to the Land Use and Zoning Committee of the City Council.

### **LOCAL INTEGRATED PLANNING PROCESS**

With a land area of approximately 840 square miles, the City has both large urban and rural areas. To accommodate the diverse needs of the various urban, suburban, and rural communities, the City has developed a coordinated "step-down" planning program, which creates a stronger link between planning and implementation. This integrated planning process has historically proved to be successful in guiding growth and development in the City and will be continued through the planning period of the Comprehensive Plan. Briefly, the program is structured as follows:

#### ***The Comprehensive Plan***

The plan, covering the corporate area of the City of Jacksonville excluding Urban Service Districts 2 through 5, has been prepared pursuant to the requirements of Chapter 163 (Part II), F.S. The plan is primarily a policy document with generalized maps illustrating existing and future conditions. Definition of land use categories and locational standards, and distribution of those categories on the land use map

will result in a development pattern that reflects the goals, objectives, and policies of this Comprehensive Plan.

### ***Planning District Plans***

The Jacksonville corporate area, excluding Urban Service Districts 2 through 5, is divided into six planning districts. Separate plans for each district have been developed in order to guide updates and revisions to the Comprehensive Plan. These plans have a great deal of grassroots public involvement and include specific recommendations for implementation and capital improvements. The district plan maps are produced at a larger scale and the data, analysis, and proposed land uses are more exhaustive than that found in the Comprehensive Plan. Because proposed densities and intensities are more exactly defined, these plans will be used to provide guidance for zoning and other reviews. These plans should be scheduled for routine review and update to maintain consistency with local conditions and state and local planning policies.

### ***Special Studies and Neighborhood Plans***

Small commercial or residential areas or corridors are sometimes selected for special planning studies as a response to identified community or governmental needs. These plans often include a lot-by-lot analysis of development trends and result in site-specific recommendations.

Small area and district plans are prepared in conformance with the Comprehensive Plan, which acts as a general guide to the community's long range vision of its future. Discrepancies between the various plans may occur in cases where the special study or district plan has been prepared prior to the 2045 Comprehensive Plan. In the event that the recommendations in existing special study and district plans conflict with the 2045 Comprehensive Plan, the 2045 Comprehensive Plan, as the document adopted under the provisions of Chapter 163 (Part II), F.S., will prevail.

In some instances, the special studies or district plans may contain more detailed information than the 2045 Comprehensive Plan. Upon findings by the City Council that a provision of a specific special study or district plan better serves the needs of the specific area and the City as a whole, the 2045 Comprehensive Plan will be amended, pursuant to applicable statutory and local laws, to reflect the provisions of the special study or district plan.

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

# 2045 COMPREHENSIVE PLAN

## HOUSING ELEMENT



**MARCH 2024**

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**HOUSING ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## GOALS, OBJECTIVES, AND POLICIES

### GOAL 1

The City shall develop stable, sustainable and definable neighborhoods which offer safe, sound, sanitary and energy efficient housing that is affordable to all its present and future residents.

**Objective 1.1** The City shall assist the private sector in providing an adequate supply of new dwelling units of various types, sizes and costs. The City needs to add an estimated 92,282 units between 2020 and 2045 in order to keep pace with population growth and/or fluctuations in market forces and migration patterns.

#### Policies

##### 1.1.1

The City in its Land Development Regulations, shall continue to provide incentives such as higher densities or special design considerations, to encourage the building of a wide variety of housing types, designs, and price ranges; and promote an equitable distribution of housing choices throughout the City.

##### 1.1.2

The City shall regularly review and update code requirements to facilitate new, creative, and innovative housing design and construction techniques.

##### 1.1.3

The City's Planning and Development Department shall ensure that the Future Land Use Element shall include an adequate supply of land for various types of residential uses needed in the City and that the required infrastructure will be in place concurrent with the impact of proposed developments.

##### 1.1.4

The Jacksonville Housing Authority shall continue to implement a fair share housing plan that would distribute low and moderate income housing throughout the City, lessening the impacts of such housing in any one area, while giving low and moderate income residents a wider choice of housing opportunities.

**Objective 1.2** The City shall increase the availability of affordable housing by assisting the private sector in reducing the cost of providing a diverse housing stock and in rehabilitating housing, which is affordable and available to all socioeconomic groups and special needs households.

## **Policies**

### **1.2.1**

The City shall assist private and non-profit developers of affordable housing by implementing, appropriate provisions of its Affordable Housing Incentive Plan Ordinance (Ord. 93-2047-1194 as amended, City of Jacksonville Ordinance Code). These provisions in the Ordinance established a series of specific programs and actions to streamline the permitting process. These include:

- Expedited permitting for affordable housing projects to include such actions as hand carrying of applications through the process and thus reducing plan reviews from approximately 14 days to approximately 7 days or less.
- Extensions of concurrency reservations for longer timeframes enable owners to apply for and received financing (i.e. such as low income tax credits, Section 202, etc.)
- The waiving of certain fees to minimize costs.

These programs are available and can be used by developers as coordinated through the City's Housing and Community Development Division of the Neighborhoods Department. These programs also are a part of the incentives available to affordable housing developments.

### **1.2.2**

The City shall continue to offer incentives to encourage the private sector to provide more housing in price ranges accessible to very low, low, and moderate income families.

### **1.2.3**

The City shall continue to provide information and assistance on City-owned property suitable for low and moderate income housing or for special needs housing.

### **1.2.4**

The Housing Services Division of the Housing and Neighborhoods Department shall work with for profit and non-profit groups to help provide affordable housing opportunities for low and moderate income families.

### **1.2.5**

The City shall continue to acquire vacant lots which are suitable for infill housing by various for profit and non-profit developments.

### **1.2.6**

The Jacksonville Housing Finance Authority shall continue to address the shortage of affordable residential housing by providing capital for investment in such facilities for low, moderate or middle income families and persons anywhere within the City of Jacksonville through the issuance of its revenue bonds, other assistance, and by taking maximum advantage of available SHIP (State Housing Incentive Program) funds.

**1.2.7**

The Housing and Neighborhoods Department, Housing Services Division, shall continue to administer down payment assistance programs to low and moderate income families in Duval County.

**1.2.8**

The Jacksonville Housing Authority shall continue to pursue means of leveraging funds and marshaling resources for the creation of additional affordable housing for very low, low, and moderate income households,

**1.2.9**

The Jacksonville Housing Authority and the Housing Services Division of the Housing and Community Development Division of the Neighborhoods Department shall continue to seek funds and develop new programs to assist qualified families to rehabilitate existing housing units. The Housing and Community Development Division will continue to provide various forms of assistance to eligible participating families who are unable to make their own repairs.

**1.2.10**

The Jacksonville Housing Authority shall continue to seek local, state, and federal funding for the provision of additional low income subsidized housing units to increase the existing supply

**1.2.11**

The City shall continue to work with local lenders and corporations to leverage funds for affordable housing.

**1.2.12**

The Housing and Neighborhoods Department, Housing Services Division shall continue to publicize the requirements and availability of programs like the State Apartment Incentive Loan Program (SAIL) and provide technical assistance to interested applicants.

**1.2.13**

The Neighborhoods Department, Housing and Community Development Division shall continue to implement a locally funded rental rehabilitation program for low and moderate income rental housing.

**1.2.14**

The Office of Economic Development (OED) and the Downtown Investment Authority (DIA) shall continue to prepare plans, seek developers, and develop incentives, such as assistance with land assembly, subordinate financing, and writing-down land costs, to encourage the provision of a variety of multifamily housing opportunities, including a percentage of affordable rental units in the core city near large employment centers.

These housing opportunities will include home owners associations or tenant associations that will ensure proper maintenance of the units.

**1.2.15**

The City shall participate with private and nonprofit groups seeking to leverage or obtain new funding sources aimed at solving housing problems by supporting or jointly pursuing foundation funds and social investment by corporations, and by assisting with grant writing and with completing applications for available federal and State funds.

**1.2.16**

The City shall continue to pursue existing resources provided by federal and State agencies, nonprofit, or private organizations, and continue to pursue the creation of new funding sources to assist with the provision of affordable housing.

**1.2.17**

The Neighborhoods Department and the Housing and Community Development Division shall assist in the coordination of the various providers engage in providing affordable housing for home-ownership and rental units in order to strengthen the City's efforts in this area.

**1.2.18**

The Housing Services Division in partnership with local banks, shall continue to assist low and moderate income families who desire home ownership, but cannot afford the down-payment, closing costs, or principal reduction, through various state and federal funded down payment assistance programs.

**1.2.19**

The Neighborhoods Department shall continue efforts to preserve the existing housing stock supporting extremely low-income housing units by continuing to inform the public about the available housing and rehabilitation programs and by promoting plans for capital long range funding.

**1.2.20**

The City shall assess the effectiveness and efficiency of its affordable housing programs by completing a benchmarking review of affordable housing programs in peer cities. The benchmarking review shall include recommendations to improve the City's affordable housing programs.

**Objective 1.3 The City shall ensure that Land Development Regulations allow for the provision of sites for low and moderate income housing, manufactured homes, elderly housing, and group homes, in an amount equal to the needs indicated in Objective 1.2, utilizing both new locations and in-fill sites.**

## **Policies**

### **1.3.1**

The City shall assist the private sector and other public and nonprofit agencies with site location, preparation of required construction and improvement plans, and providing or improving needed infrastructure in areas determined to be desirable as sites for affordable housing for low income families, elderly housing, farm workers, manufactured home parks or subdivisions, group homes, and foster care facilities.

### **1.3.2**

The City shall facilitate the availability of housing for low and moderate income families by:

- a) increasing home ownership for low and moderate income families;
- b) renovating existing dwelling units for affordable rental units;
- c) and building new affordable rental units.

Such funding sources as HOME, Community Development Block Grants (CDBG), State Housing Initiatives Partnership Program (SHIP), Foreclosure Registry, and private funding will be employed.

### **1.3.3**

The City's Planning and Development Department shall continue to review and update the Land Development Regulations in order to support development of low and moderate-income housing. Updated regulations should provide cost saving opportunities without sacrificing safety or quality of life in order to encourage the development of sites for affordable housing, including sites for manufactured housing, mobile home parks, and manufactured home subdivisions to enhance their flexibility and desirability for affordable housing, and determine where cost savings could be obtained without sacrificing safety in order to encourage the development of sites for affordable housing.

### **1.3.4**

The City shall continue the pursuit of all available programs provided by the state and federal government which provide sites for affordable housing are being utilized.

### **1.3.5**

The City shall ensure that the Zoning Code provides a mechanism for expeditious site locations of public housing development.

### **1.3.6**

The Jacksonville Housing Authority will encourage the use of mixed income housing in developments such as funded through public/private joint ventures.

### **1.3.7**

The City shall provide housing opportunities for low-income and moderate-income households throughout the City through the use of federal, State and local neighborhood improvement programs.

### **1.3.8**

The City shall give high priority consideration to the provision of affordable housing in land development and funding decisions, especially those made relating to public/private cooperative efforts in which the City is participating.

### **1.3.9**

The City shall include incentives in the Land Development Regulations for projects serving the elderly that are accessible to medical services, transportation, and other necessary support systems.

**Objective 1.4 The City shall preserve, protect, and stabilize residential neighborhoods keeping the maximum possible number of dwelling units in the housing supply, as measured by the implementation of the following policies.**

## **Policies**

### **1.4.1**

The City shall emphasize implementation of the following objectives:

- a) Demolish backlog of condemned structures.
- b) Foreclose on derelict properties with sites suitable for constructing affordable housing.
- c) Increase customer satisfaction with park maintenance.
- d) Provide for ongoing revitalization and residential improvement in city neighborhoods.
- e) Reduce criminal activities.
- f) Provide new or rehabilitated housing through actions described above under Objective 1.3.

### **1.4.2**

The City shall continue to strengthen its ability to investigate Zoning Code and Building Code violations with an emphasis on maintaining the residential character of neighborhoods. The City will continue a program to educate neighborhood residents and organizations to recognize and report Zoning and/or Building Code violations for action by the Municipal Code Enforcement Board.

### **1.4.3**

The City's Real Estate Division shall maintain and have available a complete inventory of parcels of surplus properties and structures. The City shall continue to offer incentives (which may include land donations and write-downs) to developers of low income

dwellings in all planning districts of the City. The City will continue to donate or reduce the cost of vacant lots and structures appropriate for in-fill housing to organizations engaged in providing homes for low income families in established neighborhoods.

#### **1.4.4**

Commercial and other non-residential uses lying adjacent to residential neighborhoods shall not be expanded into residential neighborhoods unless such uses enhance or do not diminish or degrade the residential character of the neighborhood.

#### **1.4.5**

The Building and Zoning Inspection Division will take steps to reduce the impact of commercial areas or uses on residential neighborhoods by increased inspection activity to identify violations of landscaping, buffering and signage requirements of the Zoning Code in such areas.

#### **1.4.6**

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

#### **1.4.7**

The City shall continue to its Land Development Regulations regulatory incentives for in-fill projects that are compatible with older neighborhoods and historic districts. The Planning and Development Department will review and implement needed changes in the Land Development Regulations, which will encourage the creation of affordable in-fill housing.

#### **1.4.8**

The Planning and Development Department's Housing Services Division shall continue to publicize the cost benefits of in-fill housing to developers and potential homeowners.

#### **1.4.9**

The Housing Services Division shall target rehabilitation efforts toward clusters of units or toward sound, established neighborhoods where the use of resources will result in desirable living environments, and discourage developers from demolishing existing housing units.

#### **1.4.10**

The City shall continue to assist and coordinate with non-profit organizations which sponsor major paint-up and fix-up programs in deteriorating neighborhoods and other housing programs.

#### **1.4.11**

Neighborhood Action Plan (NAP) areas shall be given priority for redevelopment programming and funding in an accelerated manner in order to provide additional affordable and/or workforce housing units. The City of Jacksonville shall facilitate and encourage qualified non-profit organizations that propose to redevelop NAP areas. Existing residential rehabilitation programs and/or community development efforts shall be supported.

#### **1.4.12**

Encourage the conservation and preservation of neighborhoods by enforcing the adopted Neighborhood Action Plans. Facilitate the implementation of NAP policies and projects by coordinating with the Housing and Neighborhoods Department.

**Objective 1.5 The City shall assist the private sector and use public resources to improve the structural and aesthetic condition of existing housing; and to eliminate substandard housing conditions in all areas of the City, stressing rehabilitation over demolition wherever possible. The City shall continue to promote, through code enforcement and other means, private endeavors to reduce the existing number of substandard units.**

### **Policies**

#### **1.5.1**

The City's Housing Services Division shall continue to implement programs designed to encourage the conservation of existing standard housing units and increase the quantity of rehabilitated low and moderate income rental and owner occupied housing units, which program shall include grant and loan programs, volunteer efforts and increased code enforcement.

#### **1.5.2**

The Housing Services Division shall continue various assistance programs that are offered to homeowners and rental unit owners, in conjunction with the City's Code Enforcement program, and is used as an incentive for preservation of housing units.

#### **1.5.3**

The City's Building Inspection Division shall strengthen its efforts to inspect and ensure that minimum housing standards are strictly enforced, with exceptions made at the discretion of the Division Chief for persons who are actively engaged in bringing houses up to standard.

#### **1.5.4**

The City will continue to encourage rehabilitation over demolition to keep the maximum number of dwelling units in the housing stock.



**Objective 1.6 To foster preservation and rehabilitation of historically significant houses, as well as to mitigate unsafe historic structures, the City shall continue and expand the ongoing program of assisting the private sector in identifying, preserving, and maintaining historically or architecturally significant housing by implementing the following policies.**

## **Policies**

### **1.6.1**

The City's Planning and Development Department shall continue to provide technical assistance to individuals or groups interested in conserving, rehabilitating, or relocating structures in the City's older neighborhoods, as staff to the Jacksonville Historic Preservation Commission, and by assisting with locating resources, preparing grant applications, developing legislation, and other related functions.

### **1.6.2**

The City's Planning and Development Department shall maintain a comprehensive data base identifying historic resources that have been designated by the City or Federal government as landmarks or contributory buildings in designating historic districts in the City. This data will be made available to the City agencies involved in rehabilitation or demolition activities. (See Objective 1.1 Historic Preservation Element.)

### **1.6.3**

The City's Historic Preservation Ordinance shall protect historically significant neighborhoods from activity which would detract from their value and character and provide incentives for preservation efforts.

### **1.6.4**

The Municipal Code Compliance Division shall seek alternatives to demolition without jeopardizing public safety, e.g. fencing or otherwise securing a structure when possible. Principles to guide demolition program techniques and strategies are found in the Jacksonville Property Safety and Maintenance Code.

### **1.6.5**

The City shall consider the alternatives for Historic Buildings within Chapter 10 of the Florida Existing Building Code to allow for the modification of some building restrictions, when applied to the rehabilitation of historic housing stock.

### **1.6.6**

The Planning and Development Department shall continue to implement the Springfield Zoning overlay to address the unique needs and characteristics of the Springfield Historic Area.

**Objective 1.7** The City shall continue to assist the private sector and non-profit providers of housing and related services for individuals with special needs, such as elderly, victims of domestic violence, and physically or mentally disabled.

**Policies**

**1.7.1**

The Intimate Violence Enhanced Services Team (INVEST) shall continue to identify and develop solutions to the housing needs for victims of domestic violence.

**1.7.2**

The Housing and Community Development Division, and non-profit agencies shall continue to explore and provide opportunities to assist elderly residents age in place and allow them to remain in their homes.

**1.7.3**

The City of Jacksonville and the Fire Marshall shall continue local monitoring of Assisted Living Facilities for the mentally and physically disabled, and the elderly. Monitoring will include living conditions, management, and the availability of ancillary services.

**1.7.4**

The City shall continue to monitor housing availability for special needs households, and shall aggressively pursue all available federal, state, and local funds to meet special housing needs.

**1.7.5**

The City of Jacksonville shall support non-profit agencies providing off-the-street gathering places where the homeless may take showers, be given clothing, obtain emergency food supplies, and receive mail. Additional services shall include the following: referrals for shelter and housing, job training and placement, alcohol, drug and mental health counseling, financial aid with a general referral service for other specific needs such as physical needs, self-sufficiency training, child care, referrals for victims of domestic violence, and disability/rehabilitation information and referrals for the physically handicapped and disabled.

**1.7.6**

The Housing and Community Development Division shall continue to provide funding for programs to help meet housing requirements for special needs groups.

**1.7.7**

The non-profit organizations, assisted by the Housing and Community Development Division and other appropriate agencies shall continue to provide social services that will help enable those low-income families who wish to do so to become responsible homeowners, and provide services to persons with special needs to remain in their homes.

**Objective 1.8 Homelessness. Assist the private sector and concerned public agencies to find shelter for homeless families and individuals through the implementation of the following policies.**

**Policies**

**1.8.1**

The Homeless Coalition shall continue to participate in a combined public/private partnership for the development of transitional housing for homeless families, and educational opportunities for their children.

**1.8.2**

The City in partnership with the designated Continuum of Care agency shall continue to pursue funding for additional single-room occupancy housing in the downtown area and other areas where support services exist.

**1.8.3**

The City shall continue to assist nonprofit providers addressing homelessness and emergency services in finding funds for shelter which can bridge the gap between short-term emergency beds and longer-term transitional housing.

**1.8.4**

The City of Jacksonville shall address issues of homelessness from a holistic approach through its partnership with Continuum of Care agencies leader.

**Objective 1.9 Relocation Housing. Provide uniform and equitable treatment for persons and businesses displaced by local government programs in a manner consistent with Section 421.55, Florida Statutes.**

**Policies**

**1.9.1**

The Community Development shall monitor all redevelopment and demolition activity to see that comparable relocation housing is available in accordance with federal regulations, regardless of whether federal monies are involved in the activity. Residents who are displaced as a result of development, demolition, or other public initiated projects shall be provided prompt equitable compensation or relocation housing as set forth under the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, whether or not the project falls within its coverage. Information concerning the availability of legal assistance and federally approved housing counseling services to households effected by displacement will be made available by the Division.

**1.9.2**

Redevelopment plans that will result in the displacement of households shall continue to make advance written determination of the extent of displacement and provide a

relocation plan which sets forth the resources available to accomplish the full relocation. Provision for advance notice and hearing to affected individuals must be included.

### **1.9.3**

The Jacksonville Housing Authority and the City shall make available a sufficient number of new units of low income housing to meet the needs of displaced persons who have lost their homes as a result of eminent domain.

### **1.9.4**

Redevelopment plans supported by the City shall include provisions for a variety of replacement housing types ensuring that the redevelopment activities do not significantly reduce the existing supply of housing which is affordable to very low, low and moderate income households or available to special needs households. The Jacksonville Housing Authority shall review on a regular basis VA and FHA foreclosure listings for the purpose of identifying and considering for purchase suitable existing single family dwellings for scattered site public housing.

**Objective 1.10 The Land Development Regulations shall include opportunities for the siting of human services facilities within a variety of zoning districts, subject to compatibility requirements.**

## **Policies**

### **1.10.1**

The City shall allow licensed family care homes in all residential categories and zoning districts, subject to size and distance limitations in accordance with the standards and criteria of the Zoning Code.

### **1.10.2**

The City's Planning and Development Department shall ensure group homes, foster care facilities, adult congregate living facilities, halfway houses, and similar special needs housing facilities are treated fairly in their distribution throughout the City.

**Objective 1.11 The City will develop and implement a plan of action by which the City will continue to focus on the Northwest Jacksonville Area by addressing infrastructure and other deficiencies, thereby attracting growth and development opportunities, and making it a more attractive place to live and work.**

## **Policies**

### **1.11.1**

The Planning and Development Department will continue to synthesize all planning documents resulting from this comprehensive planning process to assure that they are all consistent with the needs of the Northwest Jacksonville Area.

### 1.11.2

The City will focus its revitalization efforts in the Northwest Jacksonville Area based upon this comprehensive plan, and other reports documenting the service deficiencies in the Northwest Jacksonville Area. These efforts will address street, drainage, and utilities, a variety of quality affordable housing, social services, job training, employment opportunities, and mass transportation to facilitate access to other educational and employment opportunities in the City.

### 1.11.3

The City will continue to use the Northwest Jacksonville Economic Development Fund Advisory Committee, including residents, business owners, and government officials, to provide oversight in the development and implementation of the revitalization program.

**Objective 1.12 The City of Jacksonville shall require energy efficiency and the use of renewable energy resources in the design, new construction, and rehabilitation of affordable housing initiated by the Housing and Neighborhoods Department.**

## Policies

### 1.12.1

The Housing and Neighborhoods Department shall continue to require that all rehabilitation projects, funded by the City of Jacksonville, comply with the Jacksonville Electric Authority (JEA) Neighborhood Energy Efficiency Program standards listed on the Energy Evaluation Survey and Work Order form. The form includes inspection, cleaning or installation the following:

- Compact Fluorescent Lights (CFL's)
- Light Emitting Diode (LED)
- Refrigerators
- Envelope Air Sealing
- Domestic Hot Water (DHW) Temperature & Insulation Wrap
- Domestic Hot Water (DHW) Pipe Insulation Wrap
- Facet Aerators
- Low Flow Shower Head
- Toilet Tank Flapper
- Heating, Ventilation, Air-Conditioning (HVAC) Filter
- Duct Sealing

### 1.12.2

To improve and enhance energy efficiency, the Housing and Neighborhoods Department shall require use of Energy Star certified appliances in all affordable housing new construction funded by the City. Appliances that are labeled Energy Star, a rating established by the Environmental Protection Agency, use less energy and water than other products, save money on utility bills, and help protect the environment.

**1.12.3**

The Housing and Neighborhoods Department shall require compliance with the Florida Green Home Standards for all new affordable housing construction, as defined in the Definition Section, funded by the City.

**1.12.4**

The Housing and Neighborhoods Department shall promote use of indigenous landscaping to eliminate the need for irrigation and chemical treatments to result in a reduction of demand on water resources and improved water quality.

**1.12.5**

As a means to implement sustainability in the design, construction, and rehabilitation of workforce and affordable housing units, and /or market rate units within the urban area, the City of Jacksonville shall encourage Leadership in Energy and Environmental Design (LEED) for homes (defined in the Definition Section within this element). LEED standards yield energy efficient and ecologically responsible housing that better supports long term affordability.

**1.12.6**

The City of Jacksonville shall encourage the use of renewable energy resources in all new construction. When feasible, orient the structure to optimize solar orientation and access prevailing breezes, minimize east-west facing windows, maximize natural lighting, and install clothes lines.

# 2045 COMPREHENSIVE PLAN

## HISTORIC PRESERVATION ELEMENT



MARCH 2024

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**HISTORIC PRESERVATION  
ELEMENT**

**GOALS, OBJECTIVES AND  
POLICIES**



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## **GOALS, OBJECTIVES, AND POLICIES**

### **GOAL 1**

**The City shall 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.**

**Objective 1.1 To improve the City's effectiveness in the administration of ordinances, codes, rules and other provisions of the Ordinance Code and practices which address historic preservation activity, assistance to residents and property owners in promoting historic preservation, and managing the historic resources under its jurisdiction.**

### **Policies**

#### **1.1.1**

The Planning and Development Department shall continue to coordinate the municipal historic preservation activities, act as City liaison for providing assistance and information regarding historic preservation, and assemble and manage the base of information required to support that responsibility.

#### **1.1.2**

The City shall implement the Historic Preservation Ordinance (Ch.307.106, "City of Jacksonville Ordinance Code" O.C.) and the Certified Local Government Program administered by agreement with the Florida Department of State Division of Historical Resources as a means to obtain information and financial assistance for the municipal historic preservation program.

#### **1.1.3**

The City shall continue to implement the Certificate of Appropriateness review process for plans that will physically alter the appearance of a designated site, property or historic district through either the administrative process or submission to the Historic Preservation Commission.

#### **1.1.4**

The City shall continue to seek funding in the form of grants and other sources both internally and externally for the purpose of developing a digital municipal archive that is accessible to the public.

#### **1.1.5**

Regulate scale and height compatibility through Historic Preservation Ordinances in the Land Development Regulations.

**Objective 1.2 Identify, document, record and evaluate the historic resources within the City's jurisdiction.**

**Policies**

**1.2.1**

The Planning and Development Department shall continue its comprehensive survey program. The survey program will continue to follow and be compatible with the Florida Master Site File. This comprehensive survey program will be completed in increments, concentrating on those areas that contain large concentrations of structures 50 years or older.

**1.2.2**

The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for of artifact concentrations.

**1.2.3**

The Planning and Development Department will continue to survey all publicly-owned and managed properties including lands, buildings and features, in order to compile an inventory of historic resources under City supervision.

**1.2.4**

The Planning and Development Department shall continue to provide information and technical assistance to individuals and organizations seeking to identify, document and evaluate historic resources.

**1.2.5**

The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

**1.2.6**

Continue the efforts of the JHPC, or its successor, to nominate additional sites, structures and areas of historical/cultural value in the City for designation on the National Register, giving priority to existing institutional sites having historic significance.

**Objective 1.3 Continue to implement and revise as necessary the Historic Preservation Ordinance in order to implement the goal, objectives and policies contained in the Historic Preservation Element, as well as to maintain the City's status as a Certified Local Government (CLG).**

## **Policies**

### **1.3.1**

The Jacksonville Historic Preservation Commission shall continue to recommend to the City Council the designation of sites, buildings and districts as “historic” according to the appropriate provisions of the Historic Preservation Ordinance.

### **1.3.2**

Designated sites, properties and districts shall be recorded in the Planning and Development Department’s GIS Database, as well as placed on the City’s Property Master File.

### **1.3.3**

The City shall continue to implement historic preservation ordinances and utilize the provisions in the Historic Preservation Ordinance to assist in the preservation of archaeological resources.

### **1.3.4**

Before recommending the designation of a Local Historic District the Jacksonville Historic Preservation Commission and the Planning and Development Department shall inform the public about the provisions of the ordinance and its implications through at least one town meeting in the affected neighborhoods. Notice of the town meeting and Public Hearing is sent to all property owners of the proposed district.

### **1.3.5**

As part of its comprehensive survey program, the City and the Jacksonville Historic Preservation Commission shall seek local landmark and landmark site designation under the Historic Preservation Ordinance for any City owned properties determined to have historic, architectural or archaeological significance.

**Objective 1.4 The City of Jacksonville shall improve the overall condition of historic districts and local landmarks by encouraging property owners to maintain and improve buildings, grounds, streetscape and vistas and encouraging settlement and revitalization of established neighborhoods.**

## **Policies**

### **1.4.1**

Street, sidewalk, utility and other improvements undertaken by the City in local historic districts, or affecting local landmarks and sites, shall be consistent, where practical, with the historic character of those districts, and/or sites.

### **1.4.2**

The Planning and Development Department shall continue to review and make specific recommendations to the City Council regarding changes or modifications to the Land Development Regulations that will protect the character of designated local historic

districts, landmarks and sites. The assistance and advice of historic preservation organizations in recognized historic areas of the City will be solicited for that purpose.

#### **1.4.3**

The Planning and Development Department, the Jacksonville Housing Authority, and the Duval County Housing Finance Authority shall seek opportunities to make financial assistance, including low interest rehabilitation loans, available to property owners seeking to improve designated historic buildings.

#### **1.4.4**

Any project sponsored by or under the authority of the City, either financially or administratively, which involves rehabilitation or construction of new buildings within a local historic district, or affecting a local landmark or site, shall adhere to appropriate historic preservation standards for such activity.

#### **1.4.5**

In consultation with the Florida Department of Transportation and the City's Traffic Engineering Division, the City shall evaluate traffic circulation patterns and plans in local historic districts in order to slow and limit damaging arterial and cut-through traffic.

#### **1.4.6**

To protect and preserve historic resources and structures, the City shall continue to use and incorporate legal and financial measures, grants, loans, technical assistance and incentives, such as ad valorem property tax exemption, Transfer of Development Rights, cluster developments, easements, loan pools, revolving funds and "conservation" areas or districts for archaeologically sensitive lands in its land development regulations. Activities and uses that would harm or destroy the historic character or value of these resources shall not be supported.

#### **1.4.7**

The Planning and Development Department shall develop guidelines for each newly created, locally designated historic district to identify, preserve, and where possible to regain the district's original historic character. Any such process from its inception shall include the participation of neighborhood organizations, residents, and stakeholders of the designated district.

**Objective 1.5 The City shall encourage the preservation of buildings in historic districts and local landmarks and sites by removing obstacles to the rehabilitation of qualified historic buildings and urging their continued use or adaptive reuse.**

## **Policies**

### **1.5.1**

The City shall continue to review and recommend amendments to City codes in order to remove obstacles to the rehabilitation of qualified historic buildings and urging their continued use or adaptive reuse.

### **1.5.2**

The City shall pursue alternatives that will lead to the preservation, as opposed to the destruction, of landmarks, landmark sites and buildings located in designated historic districts by promoting adaptive reuse where physically, structurally, and economically feasible.

**Objective 1.6 To continue to encourage and support the development and maintenance of present and future historic preservation organizations, especially those with specific neighborhood identities.**

## **Policies**

### **1.6.1**

The Planning and Development Department will provide available technical information to historic preservation organizations and continue to coordinate with such organizations, if requested.

### **1.6.2**

The City shall cooperate with neighborhood preservation organizations in identifying existing and potential local historic preservation issues and in seeking solutions to those problems.

### **1.6.3**

The City will cooperate with local historic preservation organizations in identifying funding support from federal, State, and private grant sources and shall award matching funds, if available, for historic preservation projects.

**Objective 1.7 To employ historic preservation as a means to strengthen the local economy through increased tourism and local visitation at historic sites.**

## **Policies**

### **1.7.1**

As part of its ongoing survey program, the City should continue to document and designate local landmarks and sites under its historic preservation ordinance, significant historic buildings, structures, and archaeological sites owned by the City. The Jacksonville Historic Preservation Commission should encourage the Duval County School Board to provide the same treatment for significant historic properties under their jurisdiction.

### **1.7.2**

The Jacksonville Historic Preservation Commission shall recognize outstanding preservation projects and service.

### **1.7.3**

The Jacksonville Historic Preservation Commission, and the Planning and Development Department shall assist any efforts to promote the City's history and architectural heritage by providing information and resources from its data base and site files.

### **1.7.4**

The Jacksonville Historic Preservation Commission and the Planning and Development Department shall assist efforts to identify and evaluate historic buildings, sites and districts for visitor appeal.

## **Objective 1.8 The City shall continue to educate the public about historic preservation.**

### **Policies**

#### **1.8.1**

The Planning and Development Department shall offer public education workshops and speaking engagements for historic preservation organizations and stakeholder groups to inform residents, property owners and visitors about historic sites, the historic preservation process, the organizations in the City that are engaged in historic preservation activity and the City's own preservation program and ordinances.

#### **1.8.2**

In conjunction with educational and cultural institutions and historic organizations, the Jacksonville Historic Preservation Commission should sponsor at least one seminar or workshop per year, for the public on historic preservation topics, particularly on the economic advantages inherent in the rehabilitation of historic buildings.

#### **1.8.3**

Existing design guidelines should be periodically reviewed and updated by the Planning and Development Department and made available to people seeking approval for architectural changes under the Historic Preservation Ordinance.

# 2045 COMPREHENSIVE PLAN

## INTERGOVERNMENTAL COORDINATION ELEMENT



MARCH 2024

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202



**2045 COMPREHENSIVE PLAN**

**INTERGOVERNMENTAL  
COORDINATION ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

Coordinate the planning and policy making of the City with that of the surrounding municipalities, county, regional, State, federal and special authority governments to ensure consistency in development and in the provision of services and to implement the goals, objectives and policies of the 2030 Comprehensive Plan.

**Objective 1.1** Coordinate with relevant state or regional agencies, local governments, or other entities with operational and maintenance responsibility for such facilities in establishing levels of service standards and guidelines.

### Policies

#### 1.1.1

Use the intergovernmental review and comment provisions of the Local Government Comprehensive Planning and Land Development Regulation Act, as well as other existing mechanisms to coordinate Levels of Service (LOS) between Jacksonville and the adjacent local governments. These entities include:

1. St. Johns River Water Management District (SJRWMD) - drainage; potable water supply, regional water supply plan.
2. Northeast Florida Regional Council (NEFRC) - regional policies.
3. Jacksonville Beach, Neptune Beach, the Town of Baldwin and Atlantic Beach - water; sewer; drainage; solid waste; parks.
4. Duval County Public Schools (DCPS) – public school facilities.
5. North Florida Transportation Planning Organization (TPO) – long range transportation planning.
6. Adjacent counties and municipalities.
7. JEA – regional water supply, potable water supply, reuse water service delivery.
8. SJRWMD, Duval County Health Department, City of Jacksonville Environmental Quality Division (EQD), and City of Jacksonville Planning and Development Department - self-supplied domestic uses and small public water supply systems.

#### 1.1.2

Each year the Planning and Development Department (PDD) shall consult with reviewing agencies on each of the Elements as to the status of the level of service standards.

#### 1.1.3

Periodically review the existing interlocal agreements for the provision of County services to Atlantic Beach, Neptune Beach, Jacksonville Beach, and the Town of Baldwin, and amend those agreements when it is mutually agreeable where such provision would be more efficient and economical than local provision.

**Objective 1.2** The City shall coordinate the 2030 Comprehensive Plan with the plans of the Duval County Public Schools, other units of local government, the comprehensive plans of adjacent municipalities and counties, the region and the State, by maintaining and improving working relationships with all entities involved in order to maintain full participation in the planning process by all such entities.

**Policies**

**1.2.1**

Continue to use existing coordination mechanisms to provide informal intergovernmental coordination and information sharing.

**1.2.2**

Continue to monitor amendments to the plans of adjacent counties and municipalities, and the plans of the Northeast Florida Regional Council, and the St. Johns River Water Management District when they are amended to ensure consistency and participate in proceedings to reduce conflicts between these plans and the Comprehensive Plan.

**1.2.3**

Continue to maintain a current list of adjacent governmental entities, quasi-governmental, regional, State, and federal agencies, and appropriate private organizations concerned with the comprehensive planning process.

**1.2.4**

Establish comprehensive plan goals, objectives, and policies which are compatible with and further the Northeast Florida Strategic Regional Policy Plan and the Community Planning Act, and which are coordinated with State agency plans.

**1.2.5**

The City shall use the informal mediation process of the NEFRC to resolve comprehensive planning issues with governmental units in the same regional planning council jurisdiction.

**1.2.6**

The City shall coordinate with the Duval County Public Schools through the Joint Planning Committee (JPC) to review and coordinate the activities covered under the Public Schools Facilities Interlocal Agreement.). This committee is jointly appointed by the City Council and the School Board for the express purpose of better communications and effective site facilities planning.

**1.2.7**

The City shall continue to coordinate with the Duval County Public Schools to ensure that population projections and proposed educational facility site plans and off-site impacts are consistent with the 2030 Comprehensive Plan, as set forth in the Public Schools Facilities Element (PSFE), and the Land Development Regulations.

**1.2.8**

The City shall recognize the Campus Master Plan (CMP) for the University of North Florida approved by the Board of Regents as the basis for development covered by the Campus Master Plan. Development of University of Florida properties within the boundaries of Duval County, not covered by the CMP shall be consistent with the Comprehensive Plan.

**1.2.9**

The City will continue to encourage the development of memorandums of agreement with adjacent municipalities and counties, the to facilitate effective communications by identifying areas or issues for advance discussion prior to making land use decisions that have potential for intergovernmental impact.

**1.2.10**

Maintain a procedure to be included in the memorandums of agreement to utilize the Northeast Florida Regional Council’s informal mediation process to resolve conflicts as a first course of action.

**1.2.11**

Continue to coordinate with adjacent local governments when potential sites within two miles of an adjacent jurisdictional boundary are selected for locating Locally Undesirable Land Uses (LULUs) which may cause adverse impact.

**1.2.12**

Continue to allow all impacted local governments within two miles of the proposed site of a LULU the opportunity to meet with City of Jacksonville officials in at least one informal meeting and, if requested, hold at least one public hearing concerning the potential site for the LULU.

**1.2.13**

Continue to include any local government within two miles of a LULU on the mailing list for notification of all meetings and hearings held by the City of Jacksonville and to notify the local government in the same manner as an adjacent landowner.

**1.2.14**

The Planning and Development Department shall request notice of development permits issued by Atlantic Beach, Neptune Beach, Jacksonville Beach, and the Town of Baldwin in order to monitor the impacts of development.

**1.2.15**

The City shall encourage and participate in and interagency project coordination program that compiles all funded capital improvement projects over a three-year period for JEA,

JTA, FDOT and the Public Works Department in order to enhance efficiency and to eliminate duplication in infrastructure project planning and implementation.

**Objective 1.3 Initiate cooperative inter-jurisdictional planning and management of major natural resources which fall under the jurisdiction of more than one entity.**

**Policies**

**1.3.1**

The City shall continue to participate in the Northeast Florida Regional Mitigation Land Bank and other similar programs with appropriate surrounding counties for the protection of areas of environmental concern, such as upland habitats.

**1.3.2**

The City shall, through the Northeast Florida Regional Council address issues dealing with natural resources which extend beyond the City's boundaries.

**1.3.3**

Through the Duval County Water Quality Coordinating Committee the City shall encourage the St. Johns River Water Management District to build upon and coordinate its Surface Water Improvement and Management (SWIM) Plan with the 2030 Comprehensive Plan and meet with the District staff for the specific purpose of identifying mutual goals and programs to achieve these goals.

**1.3.4**

The City shall coordinate with Nassau and St. Johns Counties in the management of marine resources by participating in existing cooperative programs established by the St. Johns River Water Management District and the Northeast Florida Regional Council such as the SWIM Plan.

**1.3.5**

The City shall continue to coordinate the designation of new dredge spoil disposal sites through the Jacksonville Port Authority, Corps of Engineers, Department of Environmental Protection, and the Jacksonville Planning and Development Department.

**1.3.6**

The City shall coordinate the timing of capital improvement projects, and ensure that the Comprehensive Plan is financially feasible throughout the planning period addressed by the capital improvements schedule, as provided for in Objective 1.1 and implementing policies of the Capital Improvements Element.

**1.3.7**

The City shall continue to encourage and work with other agencies to explore methods to provide shared infrastructure and shared recreation facilities to promote the distribution of affordable housing opportunities on a countywide basis.

### **1.3.8**

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

### **1.3.9**

The City of Jacksonville shall continue to participate in the development of updates to the St. Johns River Water Management District's (SJRWMD) Regional Water Supply Plan, as well as other applicable water supply development-related initiatives facilitated by SJRWMD and/or the local water utility.

**Objective 1.4 Encourage and enhance interagency coordination efforts at the federal, state, and local levels and continue to work cooperatively to achieve the comprehensive restoration for the St. Johns River.**

## **Policies**

### **1.4.1**

City shall cooperate with the St. Johns River Water Management District in the implementation of the Surface Water Improvement and Management (SWIM) program.

### **1.4.2**

The City shall continue to participate in the multi-agency River Accord partnerships and to promote restoration of the Lower St. Johns River Basin.

### **1.4.3**

The City shall preserve, protect, promote, and restore the St. Johns River as an American Heritage River in recognition of its ecological, historic, economic, recreational and cultural significance.

## **GOAL 2**

**The City shall foster and encourage intergovernmental coordination for schools among the City, DCPS, and other municipalities, and other adjacent local governments, and regional, state and federal governmental agencies.**

**Objective 2.1 The City of shall maintain and enhance joint planning processes and procedures for coordination of public education facilities to facilitate coordination of DCPS plans with the plans of the City. On an ongoing basis, the City, in cooperation with the DCPS and the other municipalities, shall review existing mechanisms, each city's comprehensive plan, the Interlocal Agreement, and the other City and DCPS programs and their effects on the plans developed for providing public schools. Assistance for this effort shall be requested from the regional and state agencies by the City as needed.**

## **Policies**

### **2.1.1**

In cooperation with DCPS and the other municipalities, the City will implement the Interlocal Agreement, as required by Section 1013.33, Florida Statutes, which includes procedures for:

- a) Interlocal Agreement Implementation and Review Committee
- b) Coordination and Consistency
- c) Public School Facility Siting and Development Coordination
- d) Coordinate Land Use and School Capacity
- e) Implementation of School Concurrency

### **2.1.2**

On an annual basis, the City will receive and review the DCPS Five-Year Capital Facilities Plan, and the DCPS education facilities report that contain information detailing existing facilities and their locations and projected needs, and the DCPS capital improvement plan, including planned facilities with funding sources representing the school district unmet needs.

### **2.1.3**

In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Duval County, the legislative bodies of the City and the DCPS will meet every year in a joint workshop or meeting sessions. The joint workshop sessions will be opportunities for the City and the DCPS to set direction, discuss issues and reach understandings concerning issues of mutual concern regarding coordination of land use and school facilities planning, including population and student growth, in-county migration, development trends, school needs, off-site improvements, school concurrency, and joint use opportunities. The DCPS staff will be responsible for making meeting arrangements, developing an agenda with input from the City of Jacksonville Planning and Development Department and from all city managers, and providing notification.

### **2.1.4**

The ILA Team as established in the Interlocal Agreement, Section 1.1, will meet on an as needed basis, to discuss issues and formulate recommendations regarding coordination of land use and school facilities planning. The ILA Team meetings will take place in accordance with the timeframes and procedures established in the Interlocal Agreement.



### **2.1.5**

The ILA Team shall meet annually to coordinate and update the City's comprehensive plan and school facility plans on consistent projections. These projections shall include population projections developed in coordination with the Planning and Development Department, and student enrollment projections (district-wide and by concurrency service areas) developed by the DCPS with the agreement of the Florida DOE. The DCPS' student enrollment projections shall consider all impacts of development trends as per the Interlocal Agreement. To accomplish this policy the City and DCPS agree to provide information and follow the procedures set forth in Section 2.5 of the Interlocal Agreement.

### **2.1.6**

The City shall coordinate with DCPS and the other municipalities to establish a process of coordination and collaboration between the City and DCPS so that timing is proper and the site location is compatible with the surrounding area, concurrent with necessary service and infrastructure, and consistent with the comprehensive plan.

### **2.1.7**

Within 30 days of approval of a significant renovation, school closure, or change in school attendance zones, the DCPS shall notify the appropriate City in which the school is located and the City of Jacksonville Planning and Development Department.

### **2.1.8**

On a regular basis, the Cities will provide the DCPS with data, including information regarding the type, number, and location of residential units which have received zoning approval, site plan approval, a building permit, or a Certificate of Occupancy and a draft Capital Improvements Plan (CIP) with the final version of the CIP to be submitted by each local government to the DCPS after official adoption. Information regarding the conversion or redevelopment of housing or other structures into residential units that are likely to generate new students shall be provided.

## **GOAL 3**

**Ensure successful implementation of the City's strategic vision and integrated mission through coordination among departments and independent agencies.**

**Objective 3.1 To direct the goals, objectives and policies of the Comprehensive Plan toward fulfilling the City's strategic vision and integrated mission.**

### **Policy 3.1.1**

The City should, under the leadership of the Mayor, develop a strategic vision and integrated mission to focus day to day activities of the City in a cohesive and coordinated manner that achieves the vision and mission.

### **3.1.2**

City departments and independent agencies should, during planning timeframe updates to the Comprehensive Plan, review the goals, objectives and policies of the Comprehensive Plan and the associated implementing programs and regulations for consistency with and support for the successful achievement of the City's strategic vision and integrated mission. Updates should ensure coordination of strategic planning efforts among city departments and independent agencies.

# 2045 COMPREHENSIVE PLAN

## INFRASTRUCTURE ELEMENT



**MARCH 2024**

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**INFRASTRUCTURE ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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**2045 COMPREHENSIVE PLAN**

**INFRASTRUCTURE  
ELEMENT**

**NATURAL GROUNDWATER AQUIFER  
RECHARGE SUB-ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

**Manage 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.**

**Objective 1.1 The City shall quantify at least once every five years the existing uses and project the future uses of fresh groundwater resources.**

#### **Policies**

##### **1.1.1**

The City's Environmental Quality Division (EQD) shall request from the St. Johns River Water Management District (SJRWMD) existing permitted users of water with approved future increases in fresh groundwater allocations for the duration of existing consumptive use permits, and the identification of the area location and producing zone of the hydrogeologic regime from which the withdrawals are made.

##### **1.1.2**

JEA shall utilize the projected land uses, population, and other industry forecasts as applied to accepted unit water consumption rates to identify by area the projected demand within the City and to quantify potential future water requirements.

##### **1.1.3**

The Environmental Quality Division (EQD), and JEA shall annually review processes to coordinate City regulations regarding water use to ensure consistency with all applicable laws and regulations including Chapter 366 of the City of Jacksonville Municipal Code.

##### **1.1.4**

JEA shall maintain and update as needed, as a component of the City's water master plan, a Total Water Management Plan and an Annual Water Resource Master Plan, which ensures adequate available City-wide resources and that water withdrawals comply with City standards.

**Objective 1.2 The City will rely on the St. Johns River Water Management District's (SJRWMD) most current water supply management and GIS coverages for hydrologic and geologic data.**

#### **Policies**

##### **1.2.1**

The City shall utilize SJRWMD water supply management and GIS coverages for hydrologic and geologic data for groundwater resource management and planning purposes.

### **1.2.2**

The EQD and the JEA shall follow the SJRWMD and the Total Water Management Plan delineation of site-specific areas in the groundwater basin deemed prone to contamination or overdraft resulting from current or projected development and establish the best management practices for implementation to mitigate or avoid resource degradation within two years of the SJRWMD determination.

### **1.2.3**

The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridian Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

### **1.2.4**

In accordance with the Regional Water Supply Plan and related policies under CCME Goal 6, EQD and JEA should select and implement water resource project options from the Regional Water Supply Plan.

### **1.2.5**

JEA shall continue to study existing sources of wastewater discharge suitable for reuse, sources of potable water, conservation, and other integrated water management strategies to meet future demand, conserve water, and reduce nitrogen loading to the Lower St. Johns River.

### **1.2.6**

JEA shall continue to comply with the SJRWMD issued consumptive use permit to assure that adequate resources are developed. The City shall utilize water conservation and water reuse practices to supplement and increase the effective life of its groundwater resources.

### **1.2.7**

Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

### **1.2.8**

The City, in coordination with JEA, shall support the development of reuse water and other alternative supplies. EQD will give careful consideration of available reclaimed reuse water prior to issuance of irrigation well permits. Pursuant to requirements imposed by JEA's water supply consumptive use permits, the City shall require the use of reclaimed water where economically feasible pursuant to the City of Jacksonville's



Chapter 752. In addition, the City shall require the following reuse practices, where economically feasible:

- A. Installation of reuse supply lines;
- B. Connection of new development or substantial redevelopment to a reuse system to supply uses that do not require potable water, unless the use of a lower quality source is otherwise authorized by SJRWMD;
- C. Installation of dual water distribution lines that will initially use the existing water source or stormwater until the reclaimed water source is available;
- D. Installation of meters for individual connections to the reclaimed water system; or
- E. Reuse water to be used for irrigation and other non-potable needs in public areas owned by the City.

### **1.2.9**

The Environmental Quality Division (EQD) shall utilize the North Florida Regional Water Supply Plan (NFRWSP) to establish a guideline water use budget for the City in light of existing and future needs in comparison with resource condition assessments.

### **1.2.10**

Upon identification by the SJRWMD, the City shall give high priority status to prime aquifer recharge areas identified by SJRWMD as of importance, by giving extra matrix ranking points to sites located in such areas in comparison with other sites being considered in local land acquisition programs and request the SJRWMD to do this or mandate this for areas outside the City.

## **Objective 1.3 Maintain a City well head protection and regulation program.**

### **Policies**

#### **1.3.1**

The City has adopted and implemented a wellhead protection program in accordance with Subsection 1428(a) of the Safe Drinking Water Act and in conjunction with the FDEP, SJRWMD, USGS and related agencies.

#### **1.3.2**

JEA shall comply with applicable federal regulations for wellhead protection as amended or revised by Public Law 93-523 and assist the City by further developing guidelines for the delineation of wellhead protection areas.

#### **1.3.3**

The EQD shall develop and maintain a groundwater resource management program which is designed to protect the Floridian Aquifer such that the freshwater quality is not

degraded beyond acceptable raw water characteristics for associated treatment facilities required to meet Chapter 366 City of Jacksonville Municipal Code, Chapter 17-550, F.A.C. as amended, Chapter 62, F.A.C. as amended, and/or the Federal Safe Drinking Water Act requirements.

#### **1.3.4**

The EQD shall continue the City well permitting program which requires permits for drilling and operation; and for capping, filling and plugging of abandoned well; and which requires valves on all free flowing wells which are required to be closed when not in use pursuant to Chapter 366 City of Jacksonville Municipal Code and EPB Rule-8.

#### **1.3.5**

The EQD and the JEA shall jointly protect the areas within the existing public supply wellhead protection areas pursuant to Chapter 366 City of Jacksonville Municipal Code and EPB Rule-8 by implementing:

- a) a program to inventory contaminated sites; and
- b) best management practices for contamination control; and best management practices to remove or limit existing pollution sources in the areas delineated.

#### **1.3.6**

The City of Jacksonville, EQD and the JEA shall continue to work with the SJRWMD, Northeast Florida Regional Council, and JPDD (including PUD and DRI processes) to ensure that water for non-potable uses be obtained from the lowest quality water source, in proximity to the demand, consistent with the intended use in compliance with the State Water Policy, F.A.C. Chapter 373, F.S. and Chapter 62-40, F.A.C.

#### **1.3.7**

The City shall incorporate freshwater demand reduction practices as appropriate within the City Building Code. New freshwater conservation methods or technologies shall be distributed to City water users through the water conservation education program of JEA.

#### **1.3.8**

JEA shall, continue to maintain, develop pricing, rates and/or charges to equitably recover costs and not provide volume discounts for customer class utilization in excess of the water need.

#### **1.3.9**

The City shall ensure that its Ordinance Code implements the landscape irrigation provisions in SJRWMD Rule 40C-2.042(2), F.A.C. and does, in any other manner, regulate the consumptive use of water.

**1.3.10**

The City shall cooperate with SJRWMD, in accordance with the SJRWMD Water Shortage Plan, during declared water shortage emergencies by conserving water resources and by assisting with enforcement of water shortage emergency declaration, orders, and plans.

**1.3.11**

The EQD shall develop a Groundwater Recharge Area Protection Program to achieve protection of the City's groundwater aquifer recharge areas as identified by the SJRWMD.

**1.3.12**

The EQD shall establish legal descriptions and mapping for SJRWMD delineated prime aquifer recharge areas within two (2) years of SJRWMD determination of such areas in the City.

**1.3.13**

The City shall continue to monitor the SJRWMD identified areas of critical concern considering regional groundwater flow for areas containing:

- a) aquifer recharge;
- b) aquifer contamination; and
- c) aquifer saltwater encroachment.

**1.3.14**

The Planning and Development Department in conjunction with the EQD and the JEA, and the Public Works Department, shall develop land use, drainage, development criteria and other revisions to the Land Development Regulations in compliance with Section 163.3202(1), F.S., to protect the prime aquifer recharge areas and to a lesser extent the areas of critical concern which buffer the prime aquifer recharge areas within one (1) year of such designation.

**1.3.15**

The EQD shall develop and implement an aquifer recharge plan for principal aquifers which protects and/or enhances the contributory water quality and maintains or increases the volume of freshwater available for recharge.

**1.3.16**

Within 2 years after the determination by the SJRWMD of Floridian Aquifer Prime Recharge Areas the EQD shall submit revisions to City's Ordinance Code which protect and conserve the recharge areas of the Floridian Aquifer deemed to be sensitive within the City's jurisdiction as the City's primary source of potable water.

### **1.3.17**

The City will prohibit, in areas determined to be prime Floridian Aquifer Recharge Lands, industrial activities, and commercial activities utilizing or producing hazardous materials as identified by the Florida Department of Environmental Protection and pursuant to Chapters 470 & 366 (Septic Ordinance/Fertilizer Ordinance) City of Jacksonville Municipal Code.

### **1.3.18**

The EQD shall develop and implement regulations for irrigational practices, fertilization practices, and pesticide/biocide application practices within sensitive prime aquifer recharge areas and areas of critical concern to minimize leaching of contaminants into the fresh groundwater regime pursuant to Chapter 366 City of Jacksonville Municipal Code.

### **1.3.19**

The City shall request the SJRWMD to investigate the feasibility and/or desirability of such practices as recharge enhancement through water detention, retention ponds, flow diversion, swale systems, effluent reuse and other techniques.

### **1.3.20**

The EQD shall implement a system of incentives and deterrents for the development of potential prime recharge areas, buffer areas, well head protection areas and non-protected areas.

### **1.3.21**

The EQD shall request the SJRWMD to study the potential of the development of salinity barriers with storm water and/or reclaimed water to effect a repressurization of the aquifers and increase the thickness of the freshwater lens.

## **GOAL 2**

**Manage and conserve potable water resources in the City through conservation and water reuse programs.**

**Objective 2.1 JEA shall, implement the water reuse ordinance (Chapter 752 733, City of Jacksonville Ordinance Code) in compliance with the JEA's consumptive use permit requirements issued by the SJRWMD.**

## **Policies**

### **2.1.1**

The reuse ordinance includes the following:

1. Designated reuse zones as identified by the SJRWMD.
2. A requirement that all new development within reuse zones shall include a reclaimed water irrigation system constructed to applicable standards. The reuse

ordinance defines the types and sizes of development which are appropriate to be served by a reclaimed water irrigation system.

3. A definition of the users required to accept and utilize reclaimed water when made available by the City.
4. The registration and permitting of wells of all sizes located within the SJRWMD identified reuse zones.
5. The requirement of return flow wells for heat pump discharges.

### **2.1.2**

The City shall request that SJRWMD require all non-potable consumptive use permits holders in the City to accept and utilize reuse water when made available by the City.

**Objective 2.2 JEA shall continue and expand the City's water conservation and demand reduction program in order to reduce per capita consumption of potable water.**

## **Policies**

### **2.2.1**

JEA shall continue to utilize potable water conservation strategies and techniques in the operation of the City's water facilities.

### **2.2.2**

The City shall require demand reduction fixtures and low water use building techniques.

### **2.2.3**

The approval of new water system connections shall be conditioned upon compliance with City Code to assure the use of water conservation practices and techniques.

### **2.2.4**

The City's landscape and tree protection regulations require low water use features and vegetation and water conserving irrigation practices.

### **2.2.5**

The City shall enact a water conservation ordinance.

### **2.2.6**

JEA in cooperation with other departments shall implement a water conservation public education program.

### **2.2.7**

The City shall enforce Chapter 752 City of Jacksonville Municipal Code relating to the reuse of reclaimed water program.

**2045 COMPREHENSIVE PLAN**

**INFRASTRUCTURE ELEMENT**

**DRAINAGE SUB-ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

The Public Works Department shall provide a stormwater 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.

**Objective 1.1** The City shall develop a Geographic Information System (GIS) with the capability to include data regarding the existing drainage system, land use, soil types, and topographic information.

#### Policies

##### 1.1.1

The City shall maintain an inventory of all drainage systems in conjunction with the National Pollutant Discharge Elimination System (NPDES).

##### 1.1.2

The Public Works Department shall prepare base maps showing the existing infrastructure and natural drainage system in conjunction with the National Pollutant Discharge Elimination System (NPDES).

##### 1.1.3

Upon implementation of the GIS, the Public Works Department shall require the submittal of "as-built" data in a format compatible with the GIS to facilitate the up-date of the system.

**Objective 1.2** The City has completed a Master Stormwater Management Plan (MSMP). The information in the plan will be utilized in the development of operational criteria for the drainage system. Through this process, the Public Works Department will analyze its existing stormwater management system and correct existing deficiencies by coordinating the increase in the capacity of the system, thereby encouraging infill development in the Urban Area. With completion of each phase of the MSMP, the City shall amend the Comprehensive Plan to include changes recommended in design standards and revise the Capital Improvements Element as necessary.

#### Policies

##### 1.2.1

The City shall revise the Comprehensive Plan to implement the results of the MSMP.

##### 1.2.2

Based on the recommendations in the MSMP, the City shall reassess projects for stormwater improvements in the Capital Improvements Element and annually revise the Five-Year Capital Improvement Program accordingly.

##### 1.2.3

The Subdivision Standards and Policy Advisory Committee shall revise the Land Development Procedures Manual to incorporate special basin criteria, recommended as part of the MSMP.

#### **1.2.4**

The City shall establish and continue to utilize Levels of Service (LOS) standards for drainage facilities which are provided in Goal 1 of the Capital Improvements Element.

#### **1.2.5**

The Public Works Department shall ensure that developments will not affect the existing drainage facilities by requiring pre/post development discharge restrictions or providing an analysis on the existing drainage facility to prove no adverse impacts.

**Objective 1.3 Stormwater runoff from new development shall be treated in accordance with all applicable federal, State, regional and local standards. Stormwater from existing systems, which are retrofitted, shall be treated to the best available technology.**

#### **Policies**

##### **1.3.1**

The City shall require stormwater treatment on all new developments. Treatment volume shall be based on Chapter 17.40.420, Florida Administrative Code (F.A.C) or current St. Johns River Water Management District (SJRWMD) rules. The City reserves its right to participate in all SJRWMD permitting, administrative and judicial appellate procedures; however, a SJRWMD issued permit, which is administratively and judicially final, will be accepted as demonstrating compliance with SJRWMD rules.

##### **1.3.2**

In existing areas stormwater retrofitting, is proposed in the MSMP, and in which traditional treatment methods are impractical, other "best management practices" shall continue to be utilized.

##### **1.3.3**

The City shall utilize construction standards for stormwater treatment facilities contained in the Land Development Procedures Manual.

##### **1.3.4**

The City shall continue to require annual reports from the maintenance entities of all stormwater treatment facilities to ensure their proper operation.

**Objective 1.4 The City shall maximize the efficiency of operations of its stormwater facilities through scheduled and proper maintenance.**

#### **Policies 1.4.1**

The City shall maintain a method for financing the operation and management of stormwater facilities. The funding shall be used to reduce existing flooding, improve water quality, and preserve or restore the values of the natural systems.

##### **1.4.2**

The funding established pursuant to Policy 1.4.1 shall be used in part to ensure continued proper operation, maintenance, and functioning of stormwater facilities.



**Objective 1.5** The City shall continue to protect existing streams, rivers, and floodways through its development review process to ensure that no harm is done to the natural drainage system.

**Policies**

**1.5.1**

The Development Services Division of the Planning and Development Department shall continue to review each proposed new development and determine if it may do harm to the natural drainage system.

**1.5.2**

The Development Services Division of the Planning and Development Department shall continue to deny permits to any new development that fills a flood plain without compensation for the fill by excavating an equal volume or improvement to the drainage system or a combination of both.

**Objective 1.6** The City shall coordinate extension of its drainage facilities through new developments as part of its current permitting process.

**Policies**

**1.6.1**

The Development Services Division of the Planning and Development Department shall require that proposed development drainage facilities are adequate in capacity to serve the proposed development along with any contributing off-site drainage.

**1.6.2**

The Development Services Division of the Planning and Development Department shall continue to require that the drainage systems downstream of a proposed development have the capacity or hydraulic gradient to accept the proposed development's discharge, or that the proposed development improves the downstream drainage system.

**2045 COMPREHENSIVE PLAN**

**INFRASTRUCTURE ELEMENT**

**SANITARY SEWER SUB-ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

**JEA shall provide for economically and environmentally sound regional wastewater collection and treatment systems which protect the public health and investment in existing facilities, and that support the City's growth management policies.**

**Objective 1.1 In order to discourage urban sprawl, and correct existing deficiencies, JEA shall provide regional wastewater facilities in concert and conformance with the Development Areas Map.**

### Policies

#### 1.1.1

JEA shall provide for regional wastewater facilities associated with development within the Central Business District, Urban Priority, Urban and Suburban Development Areas as defined in the Future Land Use and Capital Improvements Elements, excluding improvements within the service area of an investor-owned public utility company of regional status.

#### 1.1.2

The JEA shall not invest in sanitary sewer facilities in the Rural Area as defined in the Future Land Use and Capital Improvements Element, except where necessary to protect the public health or safety or encourage mixed use or regional economic development. On an annual basis and as substantial updates to related policies are adopted, the Planning and Development Department shall provide JEA with a copy of the most current Development Areas Map and Comprehensive Plan policies relating to the provision of water and sewer facilities in relation to the Development Areas.

#### 1.1.3

The City shall, through its Land Development Regulations, preserve utility corridors so that future development can be served in a cost-effective manner.

#### 1.1.4

All City owned wastewater facilities shall be constructed in accordance with the City's Utility Standards and Specifications, Land Development Procedures Manual, Florida Department of Environmental (FDEP) regulations and other applicable requirements.

#### 1.1.5

The City shall incorporate incentives in its Land Development Regulations which encourage development, and redevelopment in areas where the public wastewater system has or will have adequate capacity. Developments which qualify for mixed use and/or regional economic development must also undergo land use amendments to expand the suburban boundaries to incorporate these areas.

### **1.1.6**

JEA and the Public Works Department shall coordinate infrastructure projects and improvement program projects that involve public water and wastewater systems to promote efficiency and to reduce the impact of public expenditures.

**Objective 1.2 In order to discourage urban sprawl and prevent adverse impacts to groundwater, surface water, and quality of life, the City will continue efforts to phase out all non-regional wastewater treatment facilities identified pursuant to Environmental Protection Board (EPB) Rule 3. Additionally, the City shall continue coordination efforts with JEA to discourage the use of on-site disposal facilities and to install regional facilities in accordance with the Capital Improvements Element in order to reduce the number of septic tanks in new developments.**

## **Policies**

### **1.2.1**

JEA shall continue its efforts toward the acquisition of nonregional investor or community owned public utility companies where analysis of the acquisition indicates that the costs of acquiring, integrating, and upgrading the facilities to City standards will be offset by the existing and projected rate base of the utility.

### **1.2.2**

No new wastewater treatment facility discharges shall be permitted to the tributaries, mainstream, and mouth of the St. Johns River within the City unless otherwise physically or financially unfeasible.

### **1.2.3**

The City shall direct industrial development that produces toxic, hazardous, or industrial wastewater or toxic or hazardous chemicals to areas that are served by a centralized wastewater collection system.

### **1.2.4**

Existing septic tanks for estimated wastewater flows of 600 or less gallons per day (gpd) shall connect to the collection system of a regional utility company provided that gravity service is available via a facility within a right-of-way or easement, which abuts the property.

### **1.2.5**

Existing septic tanks for estimated wastewater flows exceeding 600 gallons per day (gpd) shall connect to the collection system of a regional utility company provided that a facility abuts or is within 50 feet of the property.

### **1.2.6**

Require new development and redevelopment within the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to connect to

centralized wastewater collection and potable water distribution systems when centralized service is available to the site as set forth in the Future Land Use Element.

### **1.2.7**

Residential and non-residential subdivisions permitted with new septic tanks in the Central Business District, Urban Priority, Urban and Suburban Development Areas shall be required to install dryline sewer systems when programmed improvements are identified in the Capital Improvements Element which will make connection to the JEA Collection System available within a five (5) year period.

### **1.2.8**

The City shall continue the effort to phase out septic tanks in defined failure areas in conformance with Chapter 751, Ordinance Code (Wastewater System Improvement Program).

### **1.2.9**

The Future Land Use Element shall include density limitations and other criteria for sites not served by a centralized wastewater collection system of a regional utility company.

### **1.2.10**

Nonregional wastewater facilities may be permitted as interim facilities, provided all of the following requirements are satisfied:

1. The facility meets all federal, state, regional, and local environmental regulations.
2. The developer shall operate and maintain the facilities.
3. The developer provides for phase out costs where appropriate.
4. The developer enters into an agreement with the City, specifying the date and manner of phase out.
5. The facility operator will reimburse the City for costs of enforcement of violations of water quality standards and effluent limitations.
6. Wastewater facilities must provide at least 1.0 MGD of capacity.

**Objective 1.3 JEA shall provide adequate wastewater facility capacity to meet future needs.**

## **Policies**

### **1.3.1**

To assure an adequate Level of Service, wastewater facilities within the City shall meet the LOS standards listed under Goal 1 of the Capital Improvements Element.

### 1.3.2

No development order authorizing new development or a significant expansion of an existing user shall be issued for any area of the City served by a wastewater facility which does not meet the standards in Section 163.3180, F.S. Specifically, the necessary facilities are in place, the necessary facilities will be in place when the development impacts occur, the necessary facilities are under construction, or the necessary facilities are guaranteed by an enforceable development agreement.

### 1.3.3

JEA shall monitor the Levels of Service of each facility and determine the impact of a proposed development or redevelopment on the adopted Level of Service (LOS) for use by agencies which issue development orders or permits.

**Objective 1.4 JEA and the City shall coordinate, plan, and provide for regional facilities to accommodate the ultimate needs of the community through creation of a water supply plan covering at least a 10-year planning period for building water supply facilities necessary to serve existing and new development and through implementation of JEA related projects listed in the Capital Improvements Element.**

## Policies

### 1.4.1

Wastewater system improvements will be evaluated for funding in accordance with the following general criteria:

1. Improvements which are necessary to protect the health, safety, and environmental integrity of the community, consistent with the policies of this Comprehensive Plan and applicable federal, state, regional and local regulatory requirements.
2. Improvements which are necessary to meet existing deficiencies in capacity or in performance. These include the retrofit of deteriorating facilities which fail or threaten to fail to meet health, safety, or environmental standards.
3. Improvements which extend regional service to previously unserved developed areas within the Urban and Suburban Areas as identified in the Capital Improvements Element.
4. Improvements which have been identified in adopted functional plans and which address system details beyond the scope of this Sub-element, but which are consistent with the goals, objectives, and policies of this Comprehensive Plan.
5. Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.

#### **1.4.2**

Wastewater facility improvements shall be undertaken in conformance with the schedule included in the Capital Improvements Element.

**Objective 1.5 JEA shall provide regional wastewater treatment facilities to accommodate the adopted Level of Service standards.**

#### **Policy**

##### **1.5.1**

JEA, through its Industrial Pretreatment Group, shall protect existing treatment facilities from adverse impacts due to discharge of deleterious wastewater to the system, by vigorous enforcement of Chapter 750, Ordinance Code, as it pertains to "Use of Public Sewers".

**Objective 1.6 The JEA shall maintain existing collection systems and inspect new construction in order to ensure compliance with the adopted Level of Service standards and maximize the use of existing facilities.**

#### **Policies**

##### **1.6.1**

JEA shall maintain an inventory of all facilities which identify location, physical characteristics, age, service condition and structural condition.

##### **1.6.2**

JEA shall continue the rehabilitation and replacement program directed at the older portions of the existing system.

##### **1.6.3**

All required federal, State, regional and local permits shall be obtained before construction and/or operation of facilities.

##### **1.6.4**

The City shall inspect construction of all new facilities to be dedicated to the City to ensure the use of the best construction methods.

##### **1.6.5**

The City shall annually evaluate the JEA Standards and Specifications and the Land Development Procedures Manual.

##### **1.6.6**

JEA shall maintain wastewater design guidelines standards for system connection requirements.

### **1.6.7**

JEA shall maintain an automated wastewater management information system for facility records, mapping, Geographical Information System, preventive maintenance, stock and inventory control and other related functions.

**Objective 1.7 JEA shall provide adequate sludge utilization/disposal facilities capable of handling all sludge generated at JEA wastewater treatment facilities.**

### **Policies**

#### **1.7.1**

JEA shall monitor current sludge volumes and future population projections to predict future needs.

#### **1.7.2**

JEA shall ensure the provision of sludge management facilities to meet identified needs.



**2045 COMPREHENSIVE PLAN**

**INFRASTRUCTURE ELEMENT**

**SOLID WASTE SUB-ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

The City of Jacksonville shall provide for an integrated solid waste management system which protects the public health, sanitation, and environment and provides for operational efficiency and beneficial land use and growth patterns.

**Objective 1.1** The Solid Waste Division shall plan and implement an integrated solid waste management system to reduce the volume of solid waste disposed in landfills in Jacksonville. An integrated solid waste management system consists of a combination of solid waste management and disposal options which work together to meet the community's needs for safe and effective solid waste disposal.

#### Policies

##### 1.1.1

Landfills shall be designated to receive those items that cannot be reused, composted, recycled, or processed for volume reduction in a technologically reasonable and economically practical manner.

##### 1.1.2

The integrated solid waste management program shall focus on the proper management of solid waste, conservation of resources and optimize landfill capacity.

**Objective 1.2** The Solid Waste Division shall maintain a recycling, reuse and reduction programs for the residential, commercial, and industrial sectors.

#### Policies

##### 1.2.1

The Solid Waste Division shall maintain the residential recycling program to include all residences within the City. The residential recycling program should focus on the following goals:

- a. Developing a strong partnership with a pro-active recycling center;
- b. Increasing waste to energy efforts;
- c. Identifying and determining target materials (what will be recycled) and provide educational materials;
- d. Designing a program to include collection, storage, and services;
- e. Monitoring the program for specific measurements; and
- f. Considering multifamily and commercial recycling.

### **1.2.2**

Recycling programs designed to separate newspaper, glass, plastics, and metal products; office papers, paperboard, corrugated papers and organic materials from the solid waste generated by commercial and industrial businesses shall be implemented by the private sector. This City should consider opportunities to add similar requirements for multi-family development and to add a regulatory enforcement mechanism.

### **1.2.3**

The Solid Waste Division shall continue to develop programs for the commercial/industrial sectors to examine their individual waste streams to determine those materials which may be reused, recycled or composted.

### **1.2.4**

The Solid Waste Division shall continue to implement public education and awareness programs contingent upon the availability of State grant funding to inform both the residential and the commercial/industrial sectors of the City of the need to reduce, recycle, reuse, and compost solid waste.

### **1.2.5**

The Solid Waste Division shall maintain a program for the mulching/composting of organic materials. The Solid Waste and Resource Management Department shall encourage backyard composting through public education and awareness programs contingent upon the availability of State grant funding.

### **1.2.6**

The City of Jacksonville shall continue to follow procurement procedures that promote a greater use of recycled paper.

### **1.2.7**

The Solid Waste Division shall apply for grant funds and such other revenue sources that may be available when needed for development of recycling, reuse, and reduction programs.

### **1.2.8**

The Solid Waste Division shall continue to develop, improve, and expand the waste reduction, reuse, and recycling programs to include additional materials, methods, or technologies.

### **1.2.9**

The City shall continue to implement the existing mandatory residential recycling program to separate newspaper, glass, plastics, and metal products, and subject to the availability of markets, a residential recycling program for paperboard, corrugated papers, and mixed papers. The residential recycling program shall permit the resident to market his or her own recyclable materials.

**Objective 1.3** The Solid Waste Division shall continue to operate solid waste management facilities in compliance with applicable air, groundwater, and surface water pollution standards established by federal, State, and local laws, regulations, and guidelines.

**Policies**

**1.3.1**

The Solid Waste Division shall identify, plan, and implement improvements to solid waste management facilities which are necessary to meet environmental performance standards and other applicable regulations.

**1.3.2**

The Solid Waste Division shall close and monitor the City's completed landfills in compliance with standards established by federal, state, and local laws, regulations, and guidelines.

**1.3.3**

The Solid Waste Division shall continue to implement a public education program on the proper disposal of potentially hazardous wastes with the purpose of reducing the amount of these wastes entering the solid waste stream.

**1.3.4**

The Solid Waste Division shall continue to implement a permanent local "Amnesty Days" program to facilitate proper collection and disposal of household hazardous wastes.

**1.3.5**

The Solid Waste Division shall continue to operate a training program for landfill operations personnel to improve identification and proper handling of potentially hazardous materials.

**1.3.6**

The Solid Waste Division shall require a training program for landfill operations personnel to improve the operation and management of the City's landfills.

**1.3.7**

By 2002 the Solid Waste Division shall develop criteria for identifying and establishing the priority for cleanup of old dump sites within the City's jurisdiction.

**1.3.8**

The Solid Waste Division shall coordinate with the Environmental Quality Division (EQD) and other State and local agencies when implementing hazardous waste programs by regularly scheduled meetings and correspondence between the appropriate Departments.

### **1.3.9**

The City shall adopt Land Development Regulations that prohibit new development in the vicinity of solid waste management facilities which is incompatible with the operation of such facilities. Section 656.401 Ordinance Code of the City of Jacksonville now contains performance standards, guidelines, and criteria for these regulations.

### **1.3.10**

Peripheral buffers and landscaping shall be required at new or expanding solid waste facilities to minimize impacts to the surrounding area.

**Objective 1.4 The Solid Waste Division shall plan solid waste management facility additions, expansions, and improvements to meet the present needs and support the anticipated future growth.**

## **Policies**

### **1.4.1**

The Solid Waste Division shall establish a long-range planning program to address the available capacity of solid waste management facilities for a minimum 20-year planning period.

### **1.4.2**

The Solid Waste Division shall conduct an annual review of solid waste generation, disposal rates, and facility capacity to evaluate future needs.

### **1.4.3**

The Solid Waste Division shall identify and evaluate funding alternatives for the continued development and operation of the integrated solid waste management system.

### **1.4.4**

The City shall operate all of its solid waste management facilities in a manner that will protect the public health, welfare and safety, and control costs and performance. The City shall establish regulations to require all private solid waste management facilities to be operated in a manner that will protect the public health, welfare and safety and control costs and performance.

### **1.4.5**

The City shall identify solid wastes generated within and outside of Duval County and adopt controls using waste flow legislation to direct components of the waste stream to processing facilities prior to final disposal consistent with Policy 1.1.1 of this element. The City may opt not to accept for disposal at City owned landfills waste generated outside of the County. Waste that is dedicated to joint ventures with adjacent counties pursuant to an interlocal agreement, shall be accepted for disposal at a rate to be established.

#### **1.4.6**

The City's adopted Level of Service (LOS) standard for solid waste disposal is provided under Goal 1 of the Capital Improvements Element.

#### **1.4.7**

No development order shall be issued for any area of the City served by a solid waste disposal facility which does not meet the standards of Section 163.3180, Florida Statutes. Specifically, the necessary facility is in place at the time the development permit is issued; or a development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur; or the necessary facilities and services are guaranteed in an enforceable development agreement which guarantees that the necessary facilities will be in place when the impacts of the development occur.

**Objective 1.5 The City shall continue to implement programs to address the problems of illegal dumping of both hazardous and non-hazardous waste materials.**

### **Policies**

#### **1.5.1**

The City shall improve the enforcement of existing City ordinances, Florida Statutes, and federal laws concerned with illegal dumping by increasing the enforcement staff.

#### **1.5.2**

The City shall continue to operate a comprehensive program concerning illegal dumping which includes education, public awareness, and enforcement penalties.

**2045 COMPREHENSIVE PLAN**

**INFRASTRUCTURE ELEMENT**

**POTABLE WATER SUB-ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

JEA shall regionalize water facilities in a manner which adequately corrects existing deficiencies, accommodates future growth, increases system capacity, and interconnects water systems where required while complying with all federal, State, regional and local regulations.

**Objective 1.1** In order to discourage urban sprawl, to maximize the use of existing facilities, and to coordinate the increase in the capacity of facilities to meet future needs of the City, the JEA shall provide regional water facilities in concert and conformance with the Development Areas Map.

#### Policies

##### 1.1.1

JEA shall provide for regional water facilities associated with development within the Central Business District, Urban Priority, Urban and Suburban Development Areas as defined in the Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility. Typical development infrastructure investment centers around developers being solely responsible for the survey, engineering design, permitting and construction for both on-site and off-site water/wastewater/reclaim utility infrastructure to meet the needs of their specific development.

##### 1.1.2

When requested by the Duval County Health Department and where the public water system is available to provide service, the JEA shall review and determine acceptance of private water systems whose water treatment facilities are not in compliance with federal, State, or local regulations.

##### 1.1.3

Investor-owned public utilities, and all parties connecting to them, shall be required to install facilities in compliance with Chapters 654 and 750, Ordinance Code.

##### 1.1.4

Non-regional utility water treatment facilities shall continue to be phased-out and systems intertied to regional water treatment facilities.

##### 1.1.5

All public water supply systems shall be constructed and operated in accordance with all applicable federal, State, regional and local regulations which apply to potable water systems.

##### 1.1.6

All community and/or investor-owned public utility systems involved in the purchase and sales transactions shall be inspected for compliance with existing federal, State, regional and local health, and regulatory standards. The acquiring entity shall be notified of all system deficiencies prior to acquisition.



**1.1.7**

JEA shall prepare an annual report which summarizes existing capacity and demand information for the water system and incorporates and identifies the alternative water supply projects selected or proposed.

**1.1.8**

JEA shall continue to allocate sufficient funding to support staffing, equipping, and monitoring of water quality standards in order to maintain compliance with all federal, State and regional requirements.

**1.1.9**

JEA shall continue to inventory, classify, and determine the useful life of its existing water system assets and renew and replace these assets when they become outdated, inefficient, or unusable.

**1.1.10**

All JEA water systems within the City shall be constructed in accordance with JEA Standards and Specifications, Land Development Procedures Manual, Florida Department of Environmental Protection (FDEP) regulations and other applicable requirements.

**1.1.11**

JEA shall implement the Five-Year Water System Capital Improvement Program which shall be updated annually and amended as appropriate.

**1.1.12**

New non-regional water facilities may be allowed as appropriate interim facilities, provided the following requirements are satisfied:

1. The facility meets all federal, State, regional and city environmental regulations;
2. The developer provides for all operation and maintenance costs;
3. The developer provides for phase out costs where appropriate;
4. The developer enters into an agreement with JEA specifying the date and manner of phase out;
5. The facility operator will reimburse JEA for costs of enforcement of violations of water quality standards; and
6. Minimum fire protection levels of service as specified in Policy 1.3.1 are provided for.

**1.1.13**

The City shall continue to amend the Comprehensive Plan as needed to implement the City's Water Supply Facilities Work Plan 2018-2028 (Jacksonville Planning and Development Department, February 2019), adopted by reference. Supporting data and analysis may be attached as appendices to the Water Supply Facilities Work Plan, and updated from time to time, without the necessity of an amendment to the Comprehensive Plan. The City and JEA shall continue to identify and implement traditional and alternative water supply projects and programs,

including conservation and water reuse, that are consistent with the SJRWMD's Regional Water Supply Plan to meet the City's water needs.

**Objective 1.2 JEA shall develop and maintain a water resources plan for the City's present and future service areas, with the primary objective being the provision of an adequate supply of high-quality water, carefully planned and properly managed with due regard for the environment.**

## **Policies**

### **1.2.1**

JEA shall analyze the water quality of its existing water supply wells and implement improvements, modifications, and/or operational strategies to improve the developed raw water quality.

### **1.2.2**

JEA shall investigate the water resources of the City and identify areas for new water supply development in order to meet the City's future water supply requirements. The program shall be coordinated with the St. Johns River Water Management District.

### **1.2.3**

The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements, and a copy of the plugging and abandonment report shall be submitted to the EQD.

#### **1.2.4**

JEA shall acquire land to obtain water and water rights for municipal uses and purposes. Such acquisition shall be conducted in areas that are selected to produce high quality and quantity of water, with minimal impact to the resource and with consideration given to reasonable cost of development. Such future supplies shall be developed in a manner as will give priority to reducing environmental effects of excessive withdrawals from concentrated areas. JEA shall request that the SJRWMD conduct investigations and develop data for use by the City in conducting this program.

#### **1.2.5**

JEA shall identify, evaluate, and select the most cost-effective means of ensuring an adequate water supply including groundwater supply, reuse of treated wastewater, surface water supply, demand reduction, conservation, and peak shaving through system integration. This evaluation shall be conducted as a part of their water supply plan.

#### **1.2.6**

Lands currently owned by the City and its various agencies shall be utilized to the maximum extent possible for water resource development prior to acquiring additional lands.

#### **1.2.7**

The transfer of water within the public utility system for purposes of water supply, water quality and/or water management shall be carried out in place of the construction of new treatment facilities which have higher capital or operating costs than the transfer facilities.

#### **1.2.8**

The water supply needs of areas from which water is withdrawn by JEA must be provided for in all future water resource development projects.

#### **1.2.9**

JEA may enter into agreements with public and private water resource and/or reclaimed water providers as needed to ensure an adequate, high-quality water supply. Agreements shall be identified in the City's Water Supply Facilities Work Plan.

**Objective 1.3 JEA shall provide adequate capacity at water treatment plants to meet future needs.**

### **Policies**

#### **1.3.1**

To assure that an adequate Level of Service (LOS) is provided by water facilities within the Water Service Area, the LOS standards provided under Goal 1 of the Capital Improvements Element.

#### **1.3.2**

No development order authorizing new development, or a significant expansion of an existing user shall be issued for any area of the City served by a water facility which does not meet regulatory standards. Specifically, the necessary facilities, including adequate water supplies, will be in place and available to serve the new development when the development impacts occur, or the necessary facilities are guaranteed by an enforceable development agreement, issued pursuant to Chapter 163.3220, F.S.; or Chapter 380, F.S. Prior to approval of a building permit

or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

### **1.3.3**

The City shall establish procedures and programs to monitor Levels of Service (LOS) of each facility for use by agencies which issue development orders or permits within the time required by Section 163.3202, F.S.

### **1.3.4**

All improvements for replacement, expansion or increase in capacity shall be compatible with the adopted Level of Service standards for water usage.

### **1.3.5**

Through permit review and enforcement of State and local laws, JEA and the City shall ensure the continued distribution of potable water through both public and private water systems in compliance with the above specified Level of Service (LOS) standards.

**Objective 1.4 JEA shall plan and provide regional facilities to accommodate the ultimate needs of the community through implementation of JEA related projects listed in the Capital Improvements Element.**

## **Policies**

### **1.4.1**

JEA shall optimize the use of existing facilities through improvements, expansion and modification of process control systems and improvements to operational procedures before spending additional public funds for new facilities. After optimization efforts are considered, water system improvements will be evaluated for funding in accordance with the following general criteria:

1. Improvements which are necessary to protect the health, safety and environmental integrity of the community which are consistent with the policies of the Comprehensive Plan and the applicable federal, State, regional and local regulatory requirements.
2. Improvements which are necessary to meet existing deficiencies in capacity, or performance or reliability. These include the rehabilitation or replacement of deteriorating facilities which fail or threaten to fail to meet health, safety or environmental standards.
3. Improvements which extend regional service to previously unserved areas within the Central Business District, Urban Priority, Urban and Suburban Development Areas as defined in the Future Land Use Element.
4. Improvements which have been identified in adopted functional plans and address system details which are beyond the scope of the comprehensive plan for water facilities and are consistent with the goals, objectives and policies of the Comprehensive Plan.
5. Cost-effective improvements to expand capacity, maximize operational efficiency and increase productivity.

#### **1.4.2**

Water facility improvements will be undertaken in conformance with the schedule included in the Capital Improvements Element.

**Objective 1.5 JEA shall provide regional water supply and treatment capacity to maintain the adopted Level of Service standards.**

#### **Policy**

##### **1.5.1**

JEA's water treatment facilities shall supply water which meets all applicable federal, State, regional and local standards.

**Objective 1.6 JEA shall maintain the existing transmission and distribution system and provide inspection on new construction so as to ensure the maintenance of the adopted Level of Service standards.**

#### **Policies**

##### **1.6.1**

JEA shall maintain an inventory of all water treatment facilities which identifies location, physical characteristics, age, service condition and structural condition.

##### **1.6.2**

JEA shall continue a rehabilitation and replacement program directed at the older portions of the utility's existing system.

##### **1.6.3**

All required federal, State, regional and local permits shall be obtained before JEA undertakes, or authorizes contractors to undertake, construction and/or operation of new facilities for public infrastructure projects.

##### **1.6.4**

JEA shall provide for the inspection of new water facilities construction to ensure that the JEA and FDEP standards are enforced.

##### **1.6.5**

JEA shall install utility transmission mains of a size adequate for projected future needs.

##### **1.6.6**

The City shall, through modifications to Building and Zoning Codes and Land Development Procedures Manual, pursue redevelopment and renewal in areas already serviced by utilities to attain the optimum use of existing services and promote urban infill.

##### **1.6.7**

JEA shall continue and expand existing beneficial water system programs which may include but are not limited to:

1. Backflow prevention program
2. Leak detection program

3. Valve and hydrant operation, marking and testing program
4. Meter testing program
5. Instrumentation and control systems replacement program
6. Operator training program
7. Water conservation program

#### **1.6.8**

JEA shall continue to utilize a system-wide, computer-based hydraulic analysis program for the determination of facility and growth needs and shall recalibrate the model as needed or as part of the update of the water system master plan.

#### **1.6.9**

JEA shall conduct a water system audit periodically to minimize unaccounted for water and improve water records and accountability within its water system.

#### **1.6.10**

JEA shall on a continuing basis loop appropriate water mains to reduce dead ends, improve system water quality, increase reliability, and enhance pressure and fire protection capabilities.

#### **1.6.11**

JEA shall continue to evaluate its emergency power capability in order to ensure compliance with accepted engineering practices, utility standards and regulatory requirements.

#### **1.6.12**

JEA shall develop and maintain an automated water system management information system for its water facility records, mapping, preventive maintenance, stock and inventory control and other related functions.

**Objective 1.7 JEA and the City shall continue to enforce the City's reuse ordinance in compliance with the JEA consumptive use permit requirements as issued by the SJRWMD.**

### **Policies**

#### **1.7.1**

JEA and the City shall periodically evaluate its reuse ordinance to ensure its effectiveness.

#### **1.7.2**

The City shall request that SJRWMD amend all non-potable consumptive use permits in Jacksonville issued by the SJRWMD to require that the permit holder accept and utilize reuse water when made available by the City.

**Objective 1.8 JEA and the EQD shall continue and expand the Citywide water conservation and demand reduction programs in order to reduce per capita consumption of potable water through implementation of effective water conservation measures and demand reduction program as reflected in Aquifer Recharge Sub-Element - Objective 2.1 and 2.2.**

## **Policies**

### **1.8.1**

JEA shall continue to establish and utilize potable water conservation strategies and techniques in the operation of JEA potable water facilities.

### **1.8.2**

The approval of new water system connections shall be conditioned upon compliance with the Building Code requirements to assure the use of water conservation practices and techniques.

### **1.8.3**

The City shall continue to implement requirements for low water use features and vegetation and water conserving irrigation practices in its landscape and tree protection regulations.

### **1.8.4**

The City shall continue to implement its water conservation ordinance.

### **1.8.5**

JEA in cooperation with other departments shall establish and maintain a water conservation public education program.

# 2045 COMPREHENSIVE PLAN

## PROPERTY RIGHTS ELEMENT



**MARCH 2024**

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202



**2045 COMPREHENSIVE PLAN**

**PROPERTY RIGHTS ELEMENT**

**GOAL, OBJECTIVE  
AND POLICIES**

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## GOAL, OBJECTIVE AND POLICIES

### GOAL 1

The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

**Objective 1.1** Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

### Policies

#### 1.1.1

The City will ensure that private property rights are considered in local decision making.

#### 1.1.2

The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

# 2045 COMPREHENSIVE PLAN

## PUBLIC SCHOOL FACILITIES ELEMENT



MARCH 2024

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

**2045 COMPREHENSIVE PLAN**

**PUBLIC SCHOOL FACILITIES  
ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## **GOALS, OBJECTIVES, AND POLICIES**

### **GOAL 1 Coordinate and Maintain High Quality Education**

**The City shall collaborate and coordinate with the Duval County Public Schools (DCPS) and other municipalities to ensure that the public school system offers a high quality educational environment, provide accessibility for all its students, and ensure adequate school capacity to accommodate existing and future population.**

#### **Objective 1.1 Coordination and Consistency**

**The City shall establish coordination review procedures to ensure consistency of its Comprehensive Plan with the plans of the DCPS, County and the other municipalities.**

#### **Policies**

##### **1.1.1**

It is the intent of this element that the policies included herein shall be applied to the City, unless specifically noted.

##### **1.1.2**

Staff from the City shall meet in joint workshop sessions with staff from DCPS and the other municipalities on an as needed basis, but at a minimum of twice per year, to provide opportunities to discuss issues of mutual concern.

##### **1.1.3**

City Council will meet with the DCPS and the legislative bodies of the other municipalities on an annual basis in a joint workshop or meeting session to discuss issues regarding coordination of land use and school facilities planning, including population and student growth, development trends, school sitings, school needs, school concurrency, co-location and joint-use opportunities, and ancillary infrastructure improvements needed to support and ensure safe student access.

##### **1.1.4**

The City shall coordinate and base its plans upon consistent projections of the amount, type, and distribution of population growth and student enrollment which are consistent with those of the DCPS and the other municipalities. The Interlocal Agreement shall establish the methodology to be used to determine school enrollment projections to be used in preparing the DCPS Five-Year Capital Plan, and the methodology to be used to determine school enrollment and capacity to be used in concurrency testing. At a minimum, the methodology shall include consideration of both students anticipated from projected new housing stock and enrollment projected to occur from existing housing stock, and that each of these components of projected student enrollment be set out for each Concurrency Service Area by type of school, or a functional equivalent. To ensure

that the City's Capital Improvement Plan and the Concurrency Management System are financially feasible, the City shall confirm that the student enrollment projections from new housing stock in each Concurrency Service Area are consistent with the population projections for that Concurrency Service Area. The City will annually revise its Five-year population projections and update information and provide those revised projections and information to the DCPS and the other municipalities in order that DCPS annually update its school enrollment projections.

#### **1.1.5**

At the time of adoption of the Public School Facilities Element (PSFE), the City shall coordinate and share data with DCPS including an inventory of reserved capacity that existed prior to the effective date of the City' School Concurrency Ordinance, approval and a projection of the number of these residential units that are anticipated to receive certification of occupancy approval in the next five years, and the identification of any development orders issued which contained a requirement for the provision of a school site as a condition of the development approval.

#### **1.1.6**

On an ongoing basis, the City will provide the DCPS with data, including information regarding the type, number, and location of residential units which have received zoning approval, site plan approval, a building permit, or a Certificate of Occupancy and a draft Capital Improvements Plan (CIP) with the final version of the CIP to be submitted by the City to the DCPS after official adoption. Information regarding the conversion or redevelopment of housing or other structures into residential units that are likely to generate new students shall be provided.

#### **1.1.7**

By December of each year, the City shall consider for adoption the DCPS Five-Year Capital Facilities Plan to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will be achieved and maintained by the end of the 5-year planning period. If the City determines that the DCPS Five Year Capital Facilities Plan is not financially feasible, then the City shall notify the DCPS that the Five-Year Capital Facilities Plan is not financially feasible, and request that DCPS modify the Five Year Capital Facilities Plan to make it financially feasible.

### **GOAL 2 Public School Facility Siting and Development**

**It is the goal of the City to maintain and enhance joint planning processes and procedures for coordination with the DCPS and the other municipalities of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with the residential development and other services.**



**Objective 2.1 Public School Facility and Availability**

The City shall coordinate with DCPS and the other municipalities to establish a process of coordination and collaboration between the City and the DCPS in the planning, siting and construction of educational facilities, so that timing is proper and the site location is compatible with the surrounding area, concurrent with necessary service and infrastructure, and consistent with the comprehensive plan.

**Policies**

**2.1.1**

The City will coordinate with the DCPS to assure that proposed public school facility sites in the City are consistent with the applicable land use categories and policies of the Comprehensive Plan. Pursuant to Florida Statutes, the City will consider each site, within its boundaries, as it relates to environmental, health, safety, and welfare concerns, as well as the effects on adjacent property.

**2.1.2**

The City will coordinate with the DCPS for the selection of future school sites within the City as to aspects related to:

- (a) Acquisition of school sites which: (i) allow for future expansions to accommodate future enrollment, in accordance with the adopted level of service (LOS) standards and other facility needs; (ii) coordinate with the City’s development and redevelopment objectives; and (iii) are deemed beneficial for joint uses, as identified by the DCPS and the City, to the extent feasible; and
  
- (b) Coordination of the location, phasing, and development of future school sites to ensure that site development occurs in conjunction with the provision of required infrastructure to serve the school facility.

**2.1.3**

The City shall coordinate with the DCPS in the school site selection process to encourage the location of new schools within areas designated for development on the Future Land Use Map.

**2.1.4**

At the request of the DCPS, the City will assist the DCPS and the JPC in reviewing and recommending potential sites for new schools, proposed school closures, and significant school expansion projects, and making recommendations to the Superintendent.

**2.1.5**

The City shall coordinate with the DCPS to establish a procedure for timely review of development for new public school facilities.

### **2.1.6**

**Public schools shall be located to provide direct access to collector or arterial roadway system, where feasible.**

### **2.1.7**

**The City shall coordinate with the DCPS to evaluate and seek to locate potential sites where the co-location of public facilities, such as parks, libraries, and community centers, with schools can be accomplished.**

### **2.1.8**

Schools are an allowable land use in all future land use categories, except for heavy industrial and conservation, subject to the following criteria:

(a) In the planning, land acquisition, and development, new school sites, or significant renovations, expansions and potential closures of existing schools, the City will evaluate the following factors:

- 1) Whether the area contains or will contain a student population density sufficient to support the school;
- 2) Whether a school in that location would be consistent with sound facility planning, including consideration of overall costs and design;
- 3) Whether the school site is of sufficient size to accommodate the required parking and circulation of vehicles;
- 4) Whether anticipated unacceptable impacts to the environment and significant environmental constraints would preclude a school on the site;
- 5) Whether development of the school would result in unacceptable impacts on archeological or historic sites listed in the National Register of Historic Places or designated by the City as locally significant;
- 6) Whether the location of site is located within the area of velocity flood zone or floodway, as delineated on pertinent maps identified or referenced in the City's comprehensive plan or land development regulations;
- 7) Whether or not the proposed location lies within an area regulated by Section 333.03(2), F.S., regarding the construction of public facilities in the vicinity of an airport;
- 8) As to elementary school sites, whether the site is proximate to and within walking distance of the residential neighborhoods it is intended to serve, thereby encouraging the use of elementary schools as focal points for neighborhoods.

- 9) As to middle and high school sites, whether the site is conveniently located to the residential neighborhoods it is intended to serve, and has access to major roads;
- 10) Whether the new schools site, significant renovation, expansion or potential closure will support community redevelopment and revitalization;
- 11) Whether the new school site, significant renovation, expansion or potential closure will increase or diminish the current and projected level of service within the concurrency service area, and contiguous concurrency service areas.

(b) The facility shall be of a design, intensity, and scale to serve the surrounding neighborhood and be compatible with the surrounding land uses and zoning.

#### **2.1.9**

The City shall protect schools from the intrusion of incompatible land uses as determined by the City's Land Development Regulations, by providing the DCPS the opportunity to participate in the review process for all proposed developments adjacent to schools.

#### **2.1.10**

The City shall coordinate with the DCPS to ensure that the future school facilities are located outside areas susceptible to hurricane and/or storm damage, and/or areas prone to flooding, or as consistent with Chapter 1013 F.S., regarding flood plain and school building requirements.

#### **2.1.11**

The emergency management officials of the City shall coordinate with the DCPS facilities staff to identify schools, both existing and proposed, which can serve as emergency shelter sites, as well as identify and make available to the DCPS any grants or other monies for use in preparing a structure as an emergency shelter site.

#### **2.1.12**

The City shall work with the DCPS to ensure that the shelter bed fee described in Policies 7.2.5, 7.2.6, and 7.2.7 of the City's Conservation Element are enforced.

#### **2.1.13**

The DCPS and the City will jointly determine the need, responsibility for providing, and timing of any on- or off-site infrastructure improvements necessary to support a new school located in the City. To the extent that the proposed renovation or expansion of an existing school located in the City affects on- or off-site infrastructure improvements, the same determination shall be made for the proposed renovation or expansion.

**Objective 2.2 Enhance Community/School Design**

**The City shall coordinate with DCPS to enhance community and neighborhood design through establishing effective school facility design and siting standards thereby encouraging the siting of school facilities to serve as community focal points and to be compatible with surrounding land uses.**

**Policies**

**2.2.1**

The City shall coordinate with the DCPS in order to provide consistency with the City's Comprehensive Plan and public school facilities program, and to provide for the following desirable outcomes:

- (a) Greater efficiency by the placement of schools to take advantage of the existing and planned roads, water, sewer, parks, and drainage systems;
- (b) Improved student access and safety by coordinating the construction of new and expanded schools with roads and sidewalk construction programs;
- (c) The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and
- (d) The expansion and rehabilitation of existing schools to support neighborhoods and redevelopment.
- (e) The City shall coordinate any updates to its future land use map with the DCPS and the DCPS shall coordinate any updates to the long range public school facilities map with the City.

**2.2.2**

The City shall coordinate with DCPS to seek to provide for the shared-use and co-location of school sites and local government facilities with similar facility needs, such as libraries, parks, and recreation facilities, and health care facilities. The City will look for opportunities to co-locate and share local government facilities when preparing updates to the Comprehensive Plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities.

**2.2.3**

Where continued use of an existing school which is considered a locally significant building is not feasible, the City shall seek to coordinate with DCPS to provide for the adaptive reuse of that locally significant building.

#### **2.2.4**

New residential developments adjacent to schools which do not prohibit school aged residents shall be required to provide a direct, safe, and ADA-compliant pedestrian access to existing and planned school sites and shall connect to the neighborhood's existing pedestrian network.

#### **2.2.5**

The City shall coordinate with the DCPS to ensure that pedestrian and bicycle facilities are provided adjacent to school sites located in the City to allow for the safety of pedestrians and bicyclists.

#### **2.2.6**

The City shall coordinate with the DCPS to find opportunities to collaborate on public transit and public school bus routes to better serve citizens and students.

#### **2.2.7**

The City shall encourage the DCPS to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs, where feasible.

### **Objective 2.3 Coordinate Land Use with School Capacity**

**The City will coordinate proposed changes to future land use, rezoning, and developments of regional impact for residential development with adequate school capacity. This objective will be accomplished recognizing the DCPS statutory and constitutional responsibility to provide a uniform system of free and adequate schools.**

### **Policies**

#### **2.3.1**

The City will provide an electronic copy, or otherwise make available electronically, to the DCPS, copies of all land use applications and development and redevelopment proposals pending before them that may affect student enrollment, enrollment projections, or school facilities, as provided in the amended Interlocal Agreement.

#### **2.3.2**

The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

#### **2.3.3**

The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and

other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S.

### **GOAL 3 Implement Public School Concurrency**

**The City shall ensure the future availability of public school facilities to serve development consistent with the adopted level of service standards. This goal will be accomplished recognizing the DCPS statutory and constitutional responsibility to provide uniform system of free and adequate public schools, and the City' authority for land use control and management, and their joint responsibility to maintain the adopted level of service standards.**

#### **Objective 3.1 Adopted Level of Service (LOS) Standards**

**Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.**

#### **Policies**

##### **3.1.1**

The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

##### **3.1.2**

The uniform LOS standards for all public schools including magnets and instructional facility types are provided under Goal 1 of the Capital Improvements Element.

##### **3.1.3**

The uniform LOS standards may only be amended by agreement of the City, the CDPS and all other municipalities. Such agreement must be reflected in amendment of the Interlocal Agreement relating to schools. The revised LOS standard shall not become final until the Interlocal Agreement has been amended. No level of service shall be amended without a showing that the proposed LOS is financially feasible. The LOS will be achieved and maintained by the end of the five-year planning period.

### **Objective 3.2 School Concurrency Service Areas (CSAs)**

**The City shall coordinate with DCPS to establish Concurrency Service Areas (CSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.**

#### **Policies 3.2.1**

The City shall enter into an Interlocal Agreement with the DCPS and other municipalities in Duval County to establish CSAs to be used as the basis of school concurrency determinations. The CSAs shall be delineated so as to maximize available school capacity and make efficient use of new and existing public school facilities in accordance with the adopted LOS standards, taking into consideration the following criteria:

- (a) Maximization of school facilities
- (b) Minimize transportation costs
- (c) Limiting student travel time
- (d) Requirements of court-approved desegregation plans
- (e) Achieving socioeconomic, racial, and cultural diversity objectives
- (f) Recognizing capacity commitments resulting from local governments' development approvals for the CSA and contiguous CSAs.

#### **3.2.2**

The CSA designations may only be amended by agreement of the City, the DCPS and all other municipalities, after receiving comments from the Joint Planning Committee and the ILA Team. Such agreement must be reflected in an amendment to the Interlocal Agreement relating to schools. The revised CSA designations shall not become final until the Interlocal Agreement has been amended.

#### **3.2.3**

There shall be Concurrency Service Areas established for Duval County for elementary and high schools, and Concurrency Service Areas for middle schools as depicted on the CSA maps attached to the adopted Interlocal Agreement.

### **Objective 3.3 Process for School Concurrency Implementation**

**In coordination with the DCPS, the City will establish a process for implementation of school concurrency which includes applicability and capacity determination and availability standards, and school capacity methods. The City shall manage the timing of new residential development approvals to ensure adequate school**

**capacity is available consistent with adopted level of service standards for public school concurrency.**

**Except as provided in policies below, school concurrency applies only to residential uses that generate demands for public school facilities and are proposed or established after the effective date of the School Concurrency Ordinances.**

## **Policies**

### **3.3.1**

The City in consultation with DCPS and the other municipalities shall establish a uniform methodology for determining capacity. Capacity will be defined as: a) the number of student stations as established in the permanent FISH, plus portables; and b) Proposed changes to permanent FISH capacity as a result of construction, rehabilitation, or other changes in school capacity which will commence in the first three (3) years of the Five-Year Capital Facilities Plan.

### **3.3.2**

The DCPS will be responsible for “concurrency testing” of any new residential development projects. This process will involve applying the adopted student generation rate to the development project to determine the number of students in each school type and then evaluating whether or not the schools in the appropriate Concurrency Service Area (CSA) or the adjacent concurrency areas have sufficient excess capacity to absorb the new students.

### **3.3.3**

The following residential uses shall be considered exempt from the requirements of school concurrency due to the lack of impact on the school facilities or the accommodations made for schools.

(a) Age restricted communities.

(b) Any development with a *de minimus impact* as defined as any residential development of 20 units or less, subject to land development regulation aggregation criteria.

### **3.3.4**

In evaluating a proposed residential development for concurrency, any relevant improvements which are committed or planned in the Five-Year Capital Facilities Plan and the Capital Improvement Plan, shall be considered available capacity for the project and factored into the level of service analysis. Any relevant improvements which will commence construction after the 3rd year of the Five-Year Capital Facilities Plan shall not be considered available capacity for the project unless either: (i) funding and a



schedule to accelerate the improvement into the first three years is assured through DCPS; (ii) funding for the improvements which are scheduled to commence in years four or five is provided through proportionate share mitigation; (iii) the developer and the DCPS agrees to accelerate the construction and funding of the facility to be moved into first three years; or (iv) some other means. Also, any projected reduction in the number of students enrolled in the CSA or adjacent CSA will be considered as additional available capacity. The City shall not deny an application for site plan, final subdivision approval, or the functional equivalent for a development or phase of a development authorizing residential development for exceeding the adopted level of service, where adequate school facilities will be in place or under construction within three years after the issuance of final subdivision or site plan approval, or the functional equivalent. If the adopted LOS standard cannot be met in the particular CSA as applied to an application for a development permit, and if the needed capacity for the particular service area is available in one or more contiguous CSAs, as adopted by the City, then the City may not deny an application for site plan or final subdivision approval, or the functional equivalent for a development or phase of a development on the basis of school concurrency, and, if issued, development impacts shall be shifted to contiguous CSAs with schools having available capacity.

### **3.3.5**

The City will approve final development orders for residential projects, only after the applicant has complied with the terms of the City' School Concurrency Ordinances.

### **3.3.6**

In any instance where the DCPS, in consultation with the City, has determined that a proposed development will cause level of service standards for schools to be exceeded within the testing period in both the affected School Concurrency Service Area and the adjacent School Concurrency Service areas, then the City shall coordinate with the applicant for the proposed development and the DCPS to determine whether improvements will be in place or under actual construction within three years after issuance of final subdivision or site plan approval, or the functional equivalent, sufficient to provide adequate capacity to meet the adopted level of service. If adequate capacity does not exist, then the City will coordinate with the applicant for the development and the DCPS to determine whether improvements are planned in the Capital Improvement Plan with adequate capacity after the 3rd year of the Capital Facilities Plan. The City will also request that the DCPS determine whether it has the capacity to further maximize school usage in the system to accommodate the anticipated impact without requiring the construction of new school facilities.

After all alternatives to providing sufficient capacity to provide for the adopted level of service are considered and determined not to be feasible, the City, the applicant and the DCPS may: (i) enter into a mitigation agreement whereby the applicant will pay for his proportionate share of the impacts; or (ii) some other form of acceptable mitigation will be

provided, and upon payment of the proportionate share mitigation, the developer will be allowed to proceed with development. If no mitigation agreement can be reached that is acceptable to all parties, and proportionate share mitigation is not feasible, then the school capacity deficiency shall be a basis for denial of the application.

### **3.3.7**

The City will issue a School Concurrency Determination only upon:

- (a) Determination that adequate school capacity to serve the development (or anticipated phase of the development which will be constructed in the first three years) will be in place or under actual construction within 3 years after the issuance of the final subdivision or site plan approval, or the functional equivalent; or
- (b) The execution of a legally binding mitigation agreement between the applicant, the DCPS and the City.

### **3.3.8**

Where a proportionate share agreement is required, capacity shall be reserved as specifically defined by an approved mitigation agreement between DCPS, the developer and the City that includes a performance schedule and phased payments.

### **3.3.9**

The school concurrency system shall provide that concurrency application may be applied for and a concurrency determination made at any time prior to the issuance of a development order.

## **Objective 3.4 Proportionate Share Mitigation**

**The City shall establish a procedure for coordinating with the DCPS and applicants to provide for proportionate share mitigation in appropriate circumstances.**

### **Policies**

#### **3.4.1**

The City shall establish standards, procedures, and methodologies for the application of proportionate share mitigation.

#### **3.4.2**

The City shall establish a procedure and methodology to assure that in the event that there is not sufficient capacity in the affected or adjacent CSA to address the impacts of a proposed residential development and acceptable mitigation is agreed to, the mitigation found acceptable shall be incorporated into the final development order.

### 3.4.3

The City and DCPS shall develop a procedure and methodology to determine the proportionate share within the CSAs.

### 3.4.4

Mitigation shall be allowed where feasible, for those developments that cannot meet the adopted level of service standards set forth in Policy 3.1.2. The applicant shall initiate in writing a mitigation negotiation period with the DCPS in order to establish an acceptable form of mitigation, pursuant to Section 163.3180(c), F.S., the Cities' School Concurrency Ordinance, and this agreement. Mitigation shall be negotiated and agreed to by the DCPS and shall be sufficient to offset the demand for public school facilities projected to be required by the development.

Acceptable forms of mitigation shall include but not be limited to:

- (a) The donation, construction, or funding of school facilities sufficient to offset the demand for public schools created by the proposed development such as: a developer signs a development agreement and builds a new or improves an existing school or schools to specifications and under a business arrangement satisfactory to the DCPS and the city. Improvements to existing schools will only be acceptable if they add permanent student station and associated core space capacity, if needed.
- (b) Land acquisition or contribution such as: a developer signs a development agreement or is subject to a conditional zoning requiring donation of land satisfactory to the DCPS and the city. Land must be demonstrated to contain the minimum number of buildable acres determined by the DCPS and the city as required for a particular school type, as evidenced by a report by a licensed environmental consultant acceptable to the DCPS.
- (c) Expansion of existing permanent school facilities subject to the expansion being consistent with DCPS standards for a school of the same category;
- (d) Establishment of a Charter School with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF);
- (e) Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold to developments within the same CSA or adjacent CSA;
- (f) Proportionate Share mitigation as set forth in section 163.3180(13) (e), Florida Statutes.

### **3.4.5**

By December 1st of each year, the City, in coordination with DCPS, shall update its Capital Improvement Plan to incorporate those changes made by the DCPS in its Capital Facilities Plan and committed improvements required by development orders or other approved mitigation plans. DCPS may accelerate the provision of one or more schools that serve the development's capacity needs. The DCPS will update the Five-year Capital Facilities Plan by October of each year in advance of the annual December update.

### **3.4.6**

Proposed mitigation must be directed toward permanent school capacity improvement identified in or amended into the DCPS financially feasible Five-Year Capital Facilities Plan, which satisfies the demands created by the proposed development. Relocatable classrooms will not be accepted as or used as mitigation.

### **Objective 3.5 School Capital Facilities Planning**

**The City shall cooperate with the DCPS to ensure existing deficiencies and future needs are addressed with the adopted level of service standards for public schools.**

### **Policies**

#### **3.5.1**

The City shall implement its school concurrency management system established pursuant to Policies contained in Objective 3.2 through 3.4.

#### **3.5.2**

Consistent with Section 163.3177 (12) (h), Florida Statutes, the PSFE shall include future condition maps showing existing and anticipated schools over the five-year or long term planning period. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land.

#### **3.5.3**

The City shall annually place a financially feasible public school capital facilities program in the Capital Improvements Element schedule, established in conjunction with the School Board that demonstrates that the adopted LOS standards will be achieved and maintained.

# 2045 COMPREHENSIVE PLAN

## RECREATION AND OPEN SPACE ELEMENT



MARCH 2024

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
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**2045 COMPREHENSIVE PLAN**

**RECREATION AND OPEN SPACE  
ELEMENT**

**GOALS, OBJECTIVES AND  
POLICIES**

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## **GOALS, OBJECTIVES AND POLICIES**

### **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.**

**Objective 1.1 The City shall provide a variety of recreational facilities in the recreation and park system in order to achieve and maintain adopted levels of service standards.**

#### **Policies**

##### **1.1.1**

The City shall maintain the Level of Service (LOS) standards provided under Goal 1 of the Capital Improvements Element for the provision of parks in the City.

**Objective 1.2 The City shall ensure that recreation facilities are added to keep up with new growth and development.**

#### **Policies**

##### **1.2.1**

The City shall implement an ongoing mechanism or system that will provide additional resources for the provision of recreation and open space. An investigation into a variety of funding sources and mechanisms shall be conducted.

##### **1.2.2**

The City shall examine all possibilities for land acquisition including purchase, scenic easement, eminent domain, open space zoning, tax concessions, property exchange, and lease of private lands, and community and private donation.

##### **1.2.3**

The City shall accept or purchase parcels of land for park purposes that are of sufficient size, location and configuration to handle their intended purpose(s). The Recreation and Community Services Department shall maintain objective standards for considering any parcel. The standards shall be based on a matrix and ranking criteria established by the Parks, Recreation and Community Services Department.

##### **1.2.4**

The City shall facilitate the use of the provisions of Section 193.501, F.S. The statute addresses the assessment of lands subject to a conservation easement, environmentally endangered lands, or lands used for outdoor recreational or park purposes when land development rights have been conveyed or conservation restrictions have been covenanted.



### **1.2.5**

The Recreation and Community Services Department shall utilize guidelines for the development of neighborhood and regional parks that incorporate standardized designs and siting criteria.

### **1.2.6**

In accordance with Section 122.421(b), Ordinance Code, City of Jacksonville, no parklands, park facilities, or other recreational or park related land or space shall be converted to another use or sold by the City unless it is replaced with new park facilities, land or space of equal or greater size or value in the same general area or as close thereto as possible or the property is to be used as a civic community center.

### **1.2.7**

The Parks, Recreation and Community Services Department shall develop and utilize a matrix and ranking criteria to identify recreation facility needs. The matrix and ranking criteria analysis shall be updated every five years in order to prioritize capital improvements.

### **1.2.8**

The Parks, Recreation and Community Services Department shall update the Master Recreation Improvement Plan (MRIP) by December 2023. The master plan shall at a minimum:

- identify existing park facilities and anticipated needs based on population growth for a minimum of a ten year planning timeframe,
- consider the provision of facilities and amenities in areas where health outcomes are the lowest, providing for engaging activities for youth and increasing access to the river,
- define active recreation, passive recreation and open space, and
- identify appropriate updates to active recreation policies within this element as they apply to all development areas with the exception of the Central Business District Development Area which shall be addressed by the DIA

### **1.2.9**

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

**Objective 1.3 The City shall increase its pedestrian path and greenway and trail systems and develop strategies to ensure that these systems are included in new park development.**

## **Policies**

### **1.3.1**

In accordance with standards developed by the Recreation and Community Services Department, nature walks, greenways and trails or multipurpose pedestrian paths shall be included in each new park at least ten acres in size acquired or developed by the City, if suitable.

### **1.3.2**

The City, through the Recreation and Community Services Department, shall develop strategies for the acquisition or lease of linear parks for pedestrian paths and greenway and trail systems. These facilities shall be developed as a network connecting residential areas, schools and parks where land is available through purchase or easement.

### **1.3.3**

On a continuing basis, the Recreation and Community Services Department will petition the State to acquire appropriate unused rail trackage in order for the City to sublease the land under the Rails to Trails program.

### **1.3.4**

The City shall consider using properties acquired in the implementation of the Master Storm water Management Plan for recreational purposes when such properties meet the criteria and standards for recreational uses.

**Objective 1.4 The City shall consider the needs and abilities of special groups, including the elderly and disabled, when designing and locating recreation facilities.**

## **Policies**

### **1.4.1**

The Recreation and Community Services Department shall continue to evaluate programs in order to keep abreast of the recreational needs for special groups.

### **1.4.2**

All new recreation construction undertaken by the City shall conform to applicable Federal Guidelines for access by the disabled, through Florida Statutes Section 553.503, in which the State adopted the federal Americans with Disabilities Act accessibility Guidelines.

**Objective 1.5 Parks, Recreation and Community Services Department shall seek to develop jointly with the Duval County School Board sites which will meet both the educational and recreational needs of the community, as well as programs which will provide for the dual use of existing school sites.**

## **Policies**

### **1.5.1**

The Recreation and Community Services Department shall maintain an agreement with the School Board to implement procedures for the joint utilization of school sites for both education and recreational activities, and to promote the same.

### **1.5.2**

The City shall continue working with the Duval County School Board in relation to the coordination of school facility planning and comprehensive land use planning in accordance with the Interlocal Agreement for Joint Facility Planning between the City of Atlantic Beach, the Consolidated City of Jacksonville, the Town of Baldwin, the City of Jacksonville Beach, the City of Neptune Beach and the Duval County School Board. Florida Statutes 1013.33 requires local governments to develop a process for determining where and how joint use of either school board or local government facilities can be shared for mutual benefit and efficiency.

## **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 a visual framework to the City and its communities.**

**Objective 2.1 The City of Jacksonville shall improve, expand and enhance its natural areas such as waterfronts, park lands, and open spaces to preserve the identity of these areas and encourage sectional recognition.**

## **Policies**

### **2.1.1**

The Recreation and Community Services Department shall continue to utilize established guidelines for the development and maintenance of all its future recreational lands and facilities.

### **2.1.2**

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

### **2.1.3**

The City shall continue to develop approximately 2,190 acres of recreation and open space on NAS Cecil Field which would be used for such items as golf courses, equestrian facilities, archery ranges, trails, and other active recreation facilities.

#### **2.1.4**

The City's Landscape and Tree Protection Regulations shall require the preservation of unique natural, native vegetation and habitat areas in new developments.

#### **2.1.5**

Funds from all City sales of surplus real property shall be designated for new park development and maintenance in accordance with Sections 110.349 and 122.429, Ordinance Code, City of Jacksonville.

#### **2.1.6**

The Recreation and Community Services Department and other related City departments will continue to identify lands which are desirable for acquisition under various environmental and other land acquisition programs.

#### **2.1.7**

The City shall apply for available State, Federal, regional and private funds for the acquisition of environmentally sensitive lands.

**Objective 2.2 The City's Land Development Regulations, through the Subdivision Ordinances or other Ordinances, shall ensure the provision of active recreation and open space by private enterprise.**

### **Policies**

#### **2.2.1**

The City shall require that all new non-residential land uses provide a minimum of 10% of the property in open space.

#### **2.2.2**

The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

#### **2.2.3**

A residential subdivision development of 100 lots or more shall provide at least one acre of useable uplands for every 100 lots (and any fraction thereof), or 5% of the total useable uplands area to be platted, whichever is less, to be dedicated as common area and set aside for active recreation. There may be up to two areas for each 100 lots, and the areas shall be a minimum of 0.5 acres in size, unless otherwise approved by the Planning and Development Department, or by the City Council as part of a Planned Unit Development Zoning District.

#### **2.2.4**

A residential subdivision development of 25 lots to 99 lots shall pay a recreation and open space fee of two-hundred-fifty (\$250) dollars per lot, or provide at least four hundred thirty-

five (435) square feet of useable uplands for each lot (and any fraction thereof), to be dedicated as common area and set aside for active recreation. The City shall use recreation and open space fees collected pursuant to this subsection to improve, enhance, expand, or acquire recreation areas within the same Planning District in which the fees are paid.

### **2.2.5**

All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

## **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.**

**Objective 3.1 The City shall establish and maintain a comprehensive resource management program for the protection of natural areas having special characteristics.**

### **Policies**

#### **3.1.1**

The Planning and Development Department, with assistance from the Recreation and Community Services Department shall maintain an inventory/map of all natural areas of the City having special characteristics such as waterfronts, stream valleys, significant wildlife habitats, and drainage ways.

#### **3.1.2**

The Recreation and Community Services Department, along with State and Federal agency partnerships will manage those portions of park properties containing important natural resources for long-term conservation. Opportunities for public access to the resource will continue to be developed in a manner that is consistent with the conservation of the resource.

In addition, the Recreation and Community Services Department, along with State and Federal agency partnerships shall carry out the resource protection plan developed for preservation lands that incorporates the removal of non-native or invasive species for natural areas having special characteristics.

#### **3.1.3**

The Recreation and Community Services Department shall incorporate into its park design, development and redevelopment plans, strategies and programs for natural resource establishment, restoration or enhancement.

### **3.1.4**

The City shall include specific open space definitions and standards in the Land Development Regulations.

### **3.1.5**

The Recreation and Community Services Department shall implement the Comprehensive Public Access Plan for all preservation lands which emphasizes the importance of the historical, cultural and natural resources of those sites and public access to the resource will be developed in a manner that is consistent with the conservation of the resource.

### **3.1.6**

Work with other State and Federal agencies to develop maps, databases, and resources that will better identify environmentally sensitive lands, wetlands and waters, to prioritize those areas, and develop plans for preservation, protection and if appropriate, public recreational access.

**Objective 3.2 The City shall utilize the significant natural assets within the County for advancing eco-tourism.**

## **Policies**

### **3.2.1**

Implement recommendations of the North Jacksonville Vision Plan and Master Plan to establish eco-centers at both the Timucuan Preserve and the Ft. George Island Cultural Center.

### **3.2.2**

Continue to support the cooperative efforts between the City, the State and the Federal government as established in the Timucuan Trail State and National Parks partnership to provide recreational and educational facilities to expand Jacksonville's role as an ecotourism destination.

## **GOAL 4**

**Capitalize on the scenic and recreational quality of the St. Johns River and its tributaries, the Atlantic Ocean, the Intracoastal Waterway and other significant bodies of water in Duval County.**

**Objective 4.1 The City shall provide greater public accessibility to the St. Johns River and develop appropriate recreational uses of its shorelines.**

## **Policies**

### **4.1.1**

The City, through the Recreation and Community Services Department, will maintain a plan for the acquisition of acreage along the St. Johns River and its major navigable tributaries for public recreational use to accommodate the growing population and its desire to enjoy the river.

#### **4.1.2**

The City's Land Development Regulations shall include site design standards for new and redeveloped areas bordering major waterways in order to provide waterfront areas for recreational use and increase public access.

#### **4.1.3**

Parking and support facilities, such as drinking water and restrooms, shall be designed at public access points to the beach where pedestrian traffic is such to warrant the expenditure.

#### **4.1.4**

The City shall encourage new and protect existing public access to the St. Johns River in the Downtown Zoning Overlay district.

#### **4.1.5**

The City shall promote public use and enjoyment of the St. Johns River through the coordination of the Recreation and Community Services, Downtown Vision Inc., the Department of Sports and Entertainment, the Downtown Investment Authority (DIA) and other public and private agencies to provide special events focusing on the river.

#### **4.1.6**

The City shall encourage the preservation, protection, promotion and restoration of the St. Johns River as an American Heritage River in recognition of its ecological, historic, economic, recreational and cultural significance by adhering to best management practices for all park facility improvement and construction.

**Objective 4.2 The City shall increase the number of public boating, kayaking and fishing facilities along the St. Johns River and its tributaries.**

### **Policies**

#### **4.2.1**

New boat ramps constructed by the City shall include multiple ramps, adequate parking areas, lighting, restrooms, and drinking water and launch preparation areas with clear overhead for masted vessels.

#### **4.2.2**

The Recreation and Community Services Department shall continuously examine all proposed and existing bridge crossings for inclusion of major boat ramps, either under or adjacent to the structure, and fishing catwalks along the span.

#### **4.2.3**

The Recreation and Community Services Department shall continue to examine all future, existing or abandoned bridges over the St. Johns River or its tributaries for areas for fishing either on or alongside the bridge.

#### **4.2.4**

The Recreation and Community Services Department, shall evaluate the desirability of fishing piers in existing as well as all future waterfront parks.

#### **4.2.5**

The Recreation and Community Services Department shall develop and utilize a matrix and ranking criteria to identify land and prioritize waterfront locations for the development of boat ramps, buffer zones and/or public access to the St. Johns River and its tributaries.

#### **4.2.6**

The City shall apply for grants to maximize city funding which allow for the acquisition, development, expansion, or renovation of water access parks and preserves.

#### **4.2.7**

The City shall partner with other State and Federal agencies to provide increased public access to the Timucuan Preserve.

### **Objective 4.3 Promote the City's unique and diverse array of water resources and distinctive economic opportunities for waterfront activation.**

#### **Policies**

##### **4.3.1**

The Waterways Commission shall continue to coordinate the efforts and activities of various agencies, boards and commissions related to waterfront activation and protection in order to foster a consistent long-range vision for waterfront activation projects and to empower stakeholder efforts and market the brand to increase community awareness and tourism.

##### **4.3.2**

The City should consider programs, policies and regulations to maximize the benefit of waterfront assets by creating a regionally and nationally authentic brand or identity to boost tourism and business while also improving health and wellness outcomes through increased recreational opportunities for the City's residents.



## **GOAL 5**

**The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.**

**Objective 5.1 The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.**

### **Policies**

#### **5.1.1**

The City of Jacksonville, through the Florida Forever Program, the Save Our Coasts (SOC) Program, the Save Our Rivers (SOR) Program, Florida Recreation Development Assistance Program (FRDAP), the Florida Communities Trust (FCT) and similar other programs, shall request and encourage the State to acquire major inland woodlands, major stream valleys, and other selected waterfront areas.

#### **5.1.2**

The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.

#### **5.1.3**

The Recreation and Community Services Department shall encourage the revision of Ordinance 2005-917 as needed, for the continued protection of natural resources by codifying park rules and regulations.

## **GOAL 6**

**To promote economic prosperity within the City through increased recreational facility development.**

**Objective 6.1 A needs assessment analysis, based upon the population's needs and desires and in concert with the City's efforts and policies for future economic development, will be used to provide direction in the further development and operation of the park system.**

### **Policies**

#### **6.1.1**

The Recreation and Community Services Department, shall continue to inventory its needs and expand its survey research to stay abreast of demand.

#### **6.1.2**

The Recreation and Community Services Department shall develop economically feasible plans to guide development of park sites and services offered, based on its public input, and shall diversify and expand its facilities and programming.

### **6.1.3**

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

### **6.1.4**

The Recreation and Community Services Department shall plan recreational development in such areas as the Urban Core where open space is limited and where recreation development may be used to encourage the redevelopment of deteriorated or blighted areas.

### **6.1.5**

The Recreation and Community Services Department shall work with other agencies to explore areas and methods to provide recreation areas to revitalize older neighborhoods.

### **6.1.6**

The City shall improve coordination with all levels of government, non-profit providers and private landholders to increase available parkland and facilities, through negotiations and joint participation agreements for acquisition and management of recreational land.

## **GOAL 7**

**The City shall protect and utilize its cultural and historical resources.**

**Objective 7.1 The City shall protect historic and cultural resources from various types of incompatible development by preservation, conservation, restoration and inclusion in the City's recreational/open space inventory.**

### **Policies**

#### **7.1.1**

Through the Jacksonville Historic Preservation Commission, the creation of historic districts, and the identification and protection of landmarks and landmark sites, the City will protect its historic and cultural resources. The Parks, Recreation and Community Services Department will coordinate with all appropriate agencies in its future development of recreational facilities to ensure preservation of historic and cultural resources.

### **7.1.2**

The City shall assign names of a historic nature to park sites to emphasize their cultural or historical significance.

## **GOAL 8**

**The City shall improve citizens' perception, involvement and participation in local recreational activities and provide services and programs for all residents of the City, including children, adults, seniors and visitors.**

**Objective 8.1 The City shall provide full public information about new and existing facilities, activities and development plans and programs.**

### **Policies**

#### **8.1.1**

The Parks, Recreation and Community Services Department with the evolution of social media shall continue to provide informational publications and intensify its use of the media to inform the public of recreational projects and programs.

#### **8.1.2**

The Recreation and Community Services Department shall attend open Community Planning Advisory Council (CPAC) and Council members town hall meetings regularly for the purpose of soliciting citizen input concerning recreational issues.

#### **8.1.3**

The Recreation and Community Services Department shall develop feasible plans to guide development of park sites and services offered, based on public input and shall diversify and expand its facilities and programming.

**Objective 8.2 The Recreation and Community Services Department shall continue to expand the number of park advocate groups that work with the City.**

### **Policies**

#### **8.2.1**

The Parks, Recreation and Community Services Department shall maintain an advisory committee consisting of representatives from the public and private sectors to stimulate and promote vision, leadership, and public/private cooperation.

#### **8.2.2**

The Recreation and Community Services Department shall make greater use of volunteer assistance in developing, operating, and maintaining recreation areas.

#### **8.2.3**

The Recreation and Community Services Department will continue to coordinate with private organizations, such as clubs and civic organizations, to join and participate in the

recreational process and encourage volunteer opportunities through the “Friends of the Park” partnerships.

#### **8.2.4**

The Recreation and Community Services Department will continue to provide technical assistance to neighborhood or community groups, which are working to better their recreational opportunities and make Jacksonville a city of identifiable and picturesque neighborhoods.

**Objective 8.3 The City shall improve its visual attractiveness, both through positive measures of orderly development and beautification and through consistent efforts to avoid, remove, or diminish the impact of unsightly features.**

#### **Policies 8.3.1**

The City's Land Development Regulations shall require adequate landscaping of public projects, such as future recreational facilities, as well as private development.

#### **8.3.2**

The Recreation and Community Services Department shall construct and rehabilitate recreation buildings in a manner that is compatible with neighboring buildings and which enhances the local environment.

**Objective 8.4 The City shall protect the naturally beautiful environment and prevent unwarranted abuse of its resources.**

#### **Policies 8.4.1**

The City's Land Development Regulations shall require the conservation of natural areas having special characteristics, such as major waterways, wildlife habitats, woodlands, and beaches. The regulations shall be consistent with the Conservation/Coastal Management Element of the Comprehensive Plan.

#### **8.4.2**

The Parks, Recreation and Community Services Department shall work with blight fighting campaigns to reduce vandalism in parks and open spaces and promote a sense of pride in public facilities.

### **GOAL 9**

**The Recreation and Community Services Department shall establish minimum standards for park maintenance and equipment repair and bring all parks up to this standard within five years.**

**Objective 9.1** The Recreation and Community Services Department shall consider for the future the allocation of funding maintenance and equipment repair equally with capital outlay for existing and new facility developments.

## **Policies**

### **9.1.1**

The Recreation and Community Services Department shall maintain a procedure for the rating of park facilities using a four-level semantic differential scale (excellent, good, fair, and poor) as outlined in the Master Recreation Improvement Plan (MRIP) plan.

### **9.1.2**

The Recreation and Community Services Department shall strive to rate all of its parks on an annual basis, but in no event less often than once every five years. Each park will be identified by the type of rating received.

### **9.1.3**

All parks receiving the lowest rating will be improved by the Recreation and Community Services Department to at least the next higher rating level within five years of the last rating.

### **9.1.4**

Recreation and Community Services Department will develop and utilize a matrix and ranking criteria for determining the capital improvement ranking of all parks. The matrix and ranking criteria analysis shall be updated every five years.

# 2045 COMPREHENSIVE PLAN

## TRANSPORTATION ELEMENT



MARCH 2024

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
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**2045 COMPREHENSIVE PLAN**

**TRANSPORTATION ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## **GOALS, OBJECTIVES AND POLICIES**

### **GOAL 1**

**The City shall utilize Quality/Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines as described in the 2018 QLOS Handbook and reflect the transportation habits and tolerance levels of the City's traveling population.**

**Objective 1.1 The City shall utilize the Florida Department of Transportation (FDOT) standards as they relate to guidelines for determining the operating conditions of its urban and rural roadways and intersections.**

### **Policies**

#### **1.1.1**

The City shall utilize the Transportation Research Board, Highway Capacity Manual, Special Report 209 (1997), definitions for levels of service.

#### **1.1.2**

The City shall implement a Mobility System, as described in the objectives and policies that follow. The Mobility System projects help mitigate the effects of increased demand due to growth, with Quality/Level of Service (Q/LOS) improving in the “Build” scenario (Mobility System projects included) relative to the “No Build” scenario (Mobility System projects not included). The volume-to-capacity (V/C) analysis, in conjunction with each update of the Mobility System, shall verify that the mobility fee expenditures and projects do not create excess capacity and improve conditions beyond what is necessary to mitigate the effects of growth.

#### **1.1.3**

The City will maintain operating conditions on State and City roads classified as constrained, backlogged, or deficient in accordance with the requirements of the Florida Statutes or Florida Administrative Code.

#### **1.1.4**

A development that is exempt from the transportation concurrency requirements under the Florida Statutes shall be exempt from the mobility fee system.

#### **1.1.5**

For the purpose of issuing a development order or permit, a proposed development which is deemed to have a de minimis impact, consistent with Florida Statutes, shall not be subject to the concurrency requirements of the Concurrency Management System or the application of a mobility fee.

**Objective 1.2** The City shall utilize uniform criteria to determine which of the City's roadway links are approaching a capacity-deficient condition, to evaluate the need for new or improved transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.

**Policies**

**1.2.1**

The City shall use the Institute of Transportation Engineers Trip Generation Manual, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

**1.2.2**

The City shall use the transportation model developed for Duval County for computer-based trip generation and distribution analysis of traffic.

**1.2.3**

The City, through its Mobility Fee System and other programs, shall determine the need, timing, and funding of transportation improvements to correct the capacity deficiency.

**Objective 1.3** The City maintains the Transportation Management Area (TMA) within the geographic area depicted in the Transportation Management Area (TMA) Map. The TMA was established through amendments to the Currency Management System and local development agreements with the affected landowners and is used to determine and account for traffic development impacts and maintain and monitor the TMA.

**Policies 1.3.1**

A Transportation Management Area (TMA) shall contain an integrated and connected roadway network and provide multiple alternative travel paths or modes.

**1.3.2**

Local access roadways (local and collector streets) connected to the Transportation Management Area (TMA) roadway network and serving proposed development within the TMA should be designed to maximize connectivity and direct routes among roadways, proposed developments, and mass transit stops.

**1.3.3**

Design standards shall be established for the Transportation Management Area (TMA) roadway network so as to maximize mobility within the TMA and the viability of these roadways as alternative travel paths for vehicles which otherwise might use regional roadways. At a minimum, the design standards shall be those set elsewhere in this Traffic Circulation Element for arterial roadways.

#### **1.3.4**

The Transportation Management Area (TMA) Map identifies sectors within the existing (TMA). As part of the data and analysis supporting the establishment of the TMA, the City has identified for each sector within the TMA, potential land uses and corresponding projected external vehicle trips, which are consistent with currently applicable functional land use categories. Any Future Land Use Map (FLUM) series amendments within the TMA to non-residential functional land use categories shall be consistent with the mix of use and total external vehicle trips in the supporting data and analysis or shall be supported by revised data and analysis and any necessary amendments to the TMA and policies herein.

#### **1.3.5**

The Transportation Management Area (TMA) roadway network shall be constructed either prior to development or as development may occur. Any landowner or developer within the TMA may construct segments of the roadway network as an implementation of the requirements of this policy. Roadway segments should be constructed in a sequence and in locations which provide a continuous network.

#### **1.3.6**

For each sector within the Transportation Management Area (TMA) identified on the Transportation Management Area (TMA) Map, no final development orders or permits shall be issued for proposed development, which as measured cumulatively within the sector, generates more than fifty (50) percent of the projected external vehicle trips for the sector, unless and until either (i) the portion of the TMA roadway network which lies within the sector has been constructed or will be constructed prior to the completion of the proposed development, or (ii) sufficient funds for the construction of the portion of the TMA roadway network which lies within the sector have been contributed by development within the sector and have not been used or committed for use for other improvements.

#### **1.3.7**

Any development proposed within the Transportation Management Area (TMA) shall contribute (i) a proportionate share of the cost of constructing the TMA roadway network, and (ii) a proportionate share of the cost of transportation network improvement outside the TMA as specified in the Local Development Agreements. In projecting these costs, inflation and other appropriate cost adjustment factors will be taken into consideration. Such contributions shall be determined as set forth in the development agreements and shall be calculated uniformly throughout the TMA based upon total projected external vehicle trips within the TMA. Such contributions may be made through the design and construction of a portion of the TMA roadway network and/or a contribution of funds prior to the issuance of final development orders or permits. Any such funds accumulated may be used by the City or, with the approval of the City, by a landowner or a developer, for the construction of the TMA roadway network or for transportation network improvement

outside the TMA. Within each sector, until the portion of the TMA roadway network within the sector is constructed in its entirety, funds contributed by development within the sector may be used only for the portion of the TMA roadway network within the sector. When the portion of the TMA roadway network within the sector has been completed, funds contributed by development within the sector may be used by the City for transportation network improvements outside the sector or outside the TMA and within a five (5) mile radius of the TMA. Such use shall be coordinated with the Florida Department of Transportation (FDOT) and shall be consistent with the North Florida Transportation Planning Organization's (NFTPO) Congestion Management System, as it may be amended. There shall be a rational nexus between the use of such funds for transportation network improvements outside the TMA and the impacts of development with the TMA.

### **1.3.8**

The right-of-way reserved and the design standards established for the Transportation Management Area (TMA) roadway network shall accommodate bicycle and pedestrian travel. At a minimum, the design standards shall meet the City's current design standards for sidewalks and bicycle paths. Connectivity among proposed development should be provided by sidewalks, pedestrian pass-throughs and passageways, where appropriate.

### **1.3.9**

In coordination with the Jacksonville Transportation Authority (JTA), development standards shall be established within the Transportation Management Area (TMA) to accommodate and encourage the use of mass transit within the TMA. These development standards should include measures designed to ensure safe access for mass transit vehicles to proposed developments and for convenient pedestrian access from proposed developments to mass transit stops.

### **1.3.10**

Any non-residential development proposed within the Transportation Management Area (TMA) which will employ more than one hundred (100) persons shall submit to the City, prior to the issuance of final development agreements or permits, a plan for the use of Transportation Demand Management (TDM) strategies and incentives. Such strategies may include participation in the Jacksonville Transportation Authority's (JTA) Suburban Mobility Management Program, participation in a Transportation Management Organization (TMO) and other strategies recommended in the North Florida Transportation Planning Organization (NFTPO) Congestion/Mobility Management Plan for the Jacksonville Urbanized Area and the NFTPO's Commuter Assistance Program. Any such development shall implement its TDM plan, as submitted to the City. All non-residential development within the TMA shall participate in the NFTPO's Commuter Assistance Program.

### **1.3.11**

The provisions of this Transportation Management Area (TMA) shall not affect the rights and obligations of parties to a valid Local Development Agreement executed by the City prior to the adoption of the TMA or of persons possessing a valid concurrency certificate issued by the City prior to the adoption of the TMA.

### **1.3.12**

Along J. Turner Butler Boulevard east of Kernan Boulevard, within the Transportation Management Area (TMA), all structures and new stormwater retention ponds (not including signage, utilities, existing ponds, or appurtenances relating to parking lots or traffic circulation) shall be located at least one hundred twenty (120) feet from the established right-of-way of J. Turner Butler Boulevard.

### **1.3.13**

Upon termination or abandonment of the local development agreements establishing the Transportation Management Area (TMA), Policies 1.3.1 through 1.3.12 shall no longer apply to lands subject to such termination or abandonment. However, any contributions which have been made under local development agreements and pursuant to Policy 1.3.7, and resulting credits which have not been used by development, may be used to pay mobility fees within the applicable Mobility Zone.

**Objective 1.4 Through implementation of the Mobility System, the City shall strive to reduce the number of crashes with fatalities and incapacitating injuries by 100% by 2030.**

**The Mobility System shall be evaluated and revised as necessary pursuant to a schedule established by local ordinance. Updates to the Mobility System shall produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.**

## **Policies**

### **1.4.1**

The land use and transportation strategies that support and fund the Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, October 2018), adopted by reference, on file with the Planning and Development Department, and provided on the Department's website.

### **1.4.2**

The City shall continue to amend the Local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility System.

### **1.4.3**

The Mobility System project lists shall be provided within the CIE.

### **1.4.4**

The City shall implement a fee credit and trip reduction system that maximizes multi-modal transportation safety and incentivizes infill development.

### **1.4.5**

At each evaluation of the Mobility System, areas will be identified in which the greatest reduction in the number of annual crashes with fatalities or incapacitating injuries has occurred. The types of projects implemented in these areas shall be studied so as to determine the effectiveness and feasibility of implementing these improvements in additional areas of the City.

### **1.4.6**

The City shall increase data collection with regards to pedestrian and bicycle counts and types of facilities on local roadways. The subsequent analysis will base the bicycle and pedestrian transportation improvement projects on this data collection.

### **1.4.7**

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

### **1.4.8**

The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or redevelopable parcels.

### **1.4.9**

The street network shall generally be designed to promote the overall connectivity of all transportation systems while avoiding excessive through-traffic in residential areas by including where appropriate:

- Multiple direct multi-modal connections to and between local destinations such as parks, schools, and shopping;
- Inter-connections to multi-modal transportation facilities and services within and outside the boundaries of each Development Area, including bus services, regional rail service, regional greenway and trail systems, the SIS, and the regional aviation facilities;

- Modified grid systems, T-intersections, roadway jogs, and other appropriate traffic calming measures to discourage the use of local streets for cut-through traffic; and
- Additions or enhancements to improve the street network connectivity index.

#### **1.4.10**

Percentages of the mobility fee collected per development shall be allocated by motorized and non-motorized modes based upon projects identified for each Mobility Zone. These percentages, per Section 111.546 (Mobility Fee Zone Special Revenue Fund), Ordinance Code, shall be revised as necessary at each update of the Mobility System. The percentages allocated do not impact mobility fee credit calculations.

#### **1.4.11**

Although the Development Area boundaries may change, the weighted VMT value for each Development Area shall only be re-assessed at the next scheduled update of the Mobility System.

#### **1.4.12**

No more than twenty percent (20%) of the remaining mobility fee collected per development shall be allocated to improvements at or near the intersection of a city right-of-way or proposed city right-of-way and an identified prioritized project on the Automobile/Truck and Transit prioritized transportation list, provided however such improvement is located on the intersecting city right-of-way, proposed city right-of-way or the identified prioritized project, and can be demonstrated to improve capacity of the identified prioritized transportation project. Funds shall not go towards improvements required as part of a development order.

**Objective 1.5 The City shall maintain the Central Business District (CBD) within the geographic area depicted on the Development Areas Map for the purposes of downtown revitalization. This area includes all of the downtown revitalization area under the jurisdiction of the Downtown Investment Authority (DIA). Transportation and mobility contracts within the CBD shall be met through implementation of the mobility system and the following policies.**

### **Policies**

#### **1.5.1**

The City, in cooperation with appropriate public and private agencies shall continue to initiate methods to decrease automobile travel on, or encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System (FSHS) and other identified roadways within the Central Business District (CBD). Such methods may include where appropriate, but are not limited to, the following:

1. Marketing and public education campaigns that promote the benefits and availability of transit;
2. Continued construction and maintenance of sidewalks and lighting within the City to encourage pedestrian travel and to improve pedestrian access to transit and commercial facilities;
3. Improvement of intersections to facilitate safe pedestrian bicycle modes of transportation;
4. Construction and maintenance of roadways and inclusion of multi-use paths within the City to include bicycle facilities thereby encouraging bicycling as a viable mode of transportation;
5. Promote and encourage ridesharing, carpooling, staggered work hours and telecommuting;
6. Continued marketing of the CBD as a desirable and attractive place to live and work in an effort to accomplish compact growth;
7. Require that transit, bicycle, and pedestrian design considerations are included in the design of all redevelopment and new development projects.
8. Coordinate mass transit services within the CBD.

### **1.5.2**

The City will continue to cooperate with the North Florida Transportation Planning Organization (NFTPO) and Jacksonville Transportation Authority (JTA) in planning a high capacity transit system for Duval County. This system should be focused to serve the Central Business District (CBD) and provide intermodal connections to other systems such as buses, bicycling, pedestrians, parking garages, and major attractions.

### **1.5.3**

The City shall implement a program of constructing additional bicycle facilities in the Central Business District (CBD) to accommodate and encourage the use of bicycles as transportation. These should include bike lanes, bike paths, racks, and other bicycle parking facilities.

### **1.5.4**

The City, Downtown Investment Authority (DIA) and Jacksonville Transportation Authority (JTA) will continue working together to establish parking options for employees of downtown businesses and government by providing a transit system whose routes can be modified to meet the demands of changing business and government locations.



**1.5.5**

All new development and redevelopment shall be required to include new sidewalks and other pedestrian facilities within the Central Business District (CBD) to encourage more pedestrian trips.

**Objective 1.6** Multi-modal transportation improvements in the Central Business District (CBD) shall be enhanced and implemented through the Downtown Overlay Zone.

**FIGURE 1.6 Downtown Overlay Zone**



## **Policies**

### **1.6.1**

Pedestrian Circulation - Streetscape design standards and regulations shall be adopted by the City and implemented by the Downtown Investment Authority (DIA) and Downtown Design Review Board (DDRB) that establish distinct zones within the right of way for clear pedestrian travel and for above ground utilities, furnishings and the like. The standards shall prioritize clear travel ways for pedestrians to insure adequate pedestrian circulation capacity and to activate the Downtown streets. Furnishing or amenity zones shall be sufficient to accommodate streetlights, signal devices, street furniture and adequate planting space for trees.

### **1.6.2**

Highway Ramps – The Downtown Investment Authority (DIA) and the Planning and Development Department will work with Florida Department of Transportation (FDOT) on the recommendation that the Independent Drive ramps to the Main Street Bridge be eliminated, if determined to be feasible. The closing of these ramps would help promote both streets as business streets and enhance surrounding activities.

### **1.6.3**

Parking in the Central Business District (CBD) should be provided only with garage facilities, and not with surface lots. Parking garages located in the CBD should be accessible to visitors, i.e., short-term parking, and include such amenities as retail on the ground floor.

### **1.6.4**

Expand alternative modes of transportation in downtown as development occurs within each of the downtown planning districts. Alternative modes of transportation should be expanded only as development and travel demand dictates.

Extending alternative modes of transportation into LaVilla, Brooklyn, and the Hogan Creek Neighborhood should be taken into consideration when significant redevelopment within the Central Business District (CBD) occurs.

## **GOAL 2**

**Provide the City’s residents and businesses with reliable, safe and environmentally-sustainable mobility for people and goods for all modes (i.e. bike, walk, transit, micro-mobility, cars, and trucks) in the most cost effective manner.**

**Objective 2.1 The City shall optimize the multi-modal mobility of the existing roadway network by employing the most effective operation, maintenance, and electronic system upgrading procedures. Any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency, without**

**compromising safety, before considering the addition of through-lanes for motor vehicles**

**Policies**

**2.1.1**

The maintenance of all roadway surfaces shall continue to be funded at levels which will permit resurfacing within seven (7) years of a facility segment being evaluated at less than the minimum accepted level according to criteria established by the Public Works Department and authorized by the City Council.

**2.1.2**

The City shall schedule the implementation of roadway resurfacing projects in accordance with the priority ranking of these projects per procedures established by the Public Works Department and authorized by the City Council.

**2.1.3**

The City shall strive to bring each roadway segment into design conformity (bicycle and sidewalk facilities, shoulder widths, clear zone, turning lanes, etc.) concurrent with the implementation of its road resurfacing and reconstruction programs except where the roadway or roadway segment is constrained.

**2.1.4**

The City shall make every reasonable effort to protect the visual and environmental integrity of designated scenic and historic corridors and designated historic areas when implementing roadway resurfacing and reconstruction projects.

**2.1.5**

The City shall continue to fund the maintenance of signing and pavement markings according to applicable traffic control standards.

**2.1.6**

The City shall continue to maintain traffic signals according to applicable standards.

**2.1.7**

The City shall eliminate all traffic signals for which a Signal Warrants Removal Study has been conducted, and which satisfy the warrants for signal removal, within twelve months of the completion of the study, unless otherwise authorized by the City's Traffic Engineer.

**2.1.8**

The City shall continue to require warrants for installation of all new traffic control devices.

### **2.1.9**

The City shall continue to require that all traffic control devices installed on private property be in conformity with the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the U.S. Department of Transportation, Federal Highway Administration. Existing traffic control devices installed on private property shall be required to comply with these standards if moved or replaced.

### **2.1.10**

The Public Works Department shall be responsible for coordinating all construction scheduling within the public right-of-way to minimize its impact to traffic flow. The Public Works Department will coordinate with the Florida Department of Transportation in order to minimize the impact to traffic flow on City streets that may result from construction on the State Highway System.

### **2.1.11**

The City shall maintain normal traffic flow, to the extent possible, during construction work within roadway rights-of-way for all travel modes (pedestrian, bicyclist, and motor-vehicle).

### **2.1.12**

The City shall minimize the impacts of construction work occurring within roadway rights-of-way by notifying the public of necessary lane closures and traffic pattern changes in sufficient time to enable users to plan for use of alternate routes. This includes creating a safe bicycle and/or pedestrian path, or directing bicyclists and/or pedestrians to alternate route, when an existing dedicated travel route is blocked.

### **2.1.13**

The City shall follow established standards and criteria for the placement of four-way stops and roundabouts.

**Objective 2.2 The City shall consider the need for new through-lanes for motor vehicles based on the need for safe and efficient movement of goods and persons. The additional through-lane capacity for motor vehicles will be accomplished without compromising safety of other modes, and where possible, within the limits of the existing roadway rights-of-ways.**

## **Policies**

### **2.2.1**

Intelligent Transportation Systems (ITS) measures should be considered and implemented to ensure a facility is operating at the greatest degree of efficiency possible prior to considering the construction of additional through lanes.

### 2.2.2

The City shall, through its Land Development Regulations, continue to require developers of new sites to implement Intelligent Transportation System (ITS) improvements to the existing transportation network which do not entail the addition of through-lanes when ITS improvements will be necessary and adequate to maintain an acceptable quality/level of service. Additional through-lanes will be required if it is determined, through the development review process, that ITS improvements are not adequate to maintain an acceptable quality/level of service.

### 2.2.3

The City shall install and maintain traffic control devices in accordance with the latest edition of the Manual on Uniform Traffic Control Devices, and the Florida Department of Transportation Standards as revised by the Traffic Engineering Division. An engineering study will be required prior to installation of any new traffic control device.

### 2.2.4

Signal timings shall support the operating functional classification of the roadways along which they are installed, placing a higher emphasis on the through-movement of vehicles on major and minor arterials.

**Objective 2.3 The City shall implement a context sensitive approach to increase the multi-modal transportation efficacy and safety of all designated major arterials through measures other than construction of additional through-traffic lanes. The City shall revise its Land Development Regulations to ensure they support the operating functional classification of adjacent roadway facilities and enhance the performance of the City's total transportation network.**

## Policies

### 2.3.1

No zoning relief to reduce the required front yard setback, as established by Land Development Regulations, for any establishment located on a minor or major arterial shall be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be permitted adequate opportunity to respond to the request, and concerns expressed shall be considered prior to relief determination.

### 2.3.2

Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the Traffic Engineering Division and the Jacksonville Planning and Development Department (JPDD). Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right-turn-only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross

leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the Traffic Engineering Division and the JPDD, or the appropriate authority.

### **2.3.3**

New development sites shall be required, whenever possible, to provide interconnectivity between adjacent development, to minimize external trips onto the local roadway network. This may include sharing of access points, creating or building new service roads, and providing exclusive pedestrian access. The City will encourage such measures when deemed appropriate by the Traffic Engineering Division and the Planning and Development Department. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

### **2.3.4**

The Land Development Regulations shall include standards and criteria for access to new single-family residential parcels with frontage along two or more roadways. The standards and criteria may include, but are not limited to consideration of such factors as: roadway functional classification, roadway surface conditions, and orientation of existing or proposed development along the roadway. Special consideration should be given where access restrictions present safety hazards, result in delay or congestion on the roadway network, result in environmental degradation or hinder traffic circulation.

### **2.3.5**

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

### **2.3.6**

Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through-lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the Traffic Engineering Division and the JPDD.

### **2.3.7**

The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, and the sharing access drives and off-street parking areas.

### **2.3.8**

The Planning and Development Department in cooperation with the Department of Public Works shall implement context sensitive street standards in public and private development as well as all roadway projects as detailed in the Land Development Regulations, within one year of adoption of the context sensitive street standards.

### **2.3.9**

The City shall reduce the amount of on-street parking permitted on City-maintained streets, the only available on-street parking shall be in the Central Business District (CBD), on local streets, or in areas where it is restricted to a two-hour duration and prohibited during the morning and afternoon peak periods of the roadway facility, unless otherwise authorized by the Traffic Engineering Division. Areas with on-street parking, both designated and undesignated parking outside of the CBD are subject to parking studies to determine their utilization and the ascertain when on-street parking is justified and supply recommendations.

**Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.**

## **Policies**

### **2.4.1**

The City, shall continue to coordinate regularly with the North Florida Transportation Planning Organization (NFTPO) as they update their long range transportation plan for the Metropolitan Planning Area.

### **2.4.2**

The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

### **2.4.3**

The City shall support the JTA's efforts to expand Premium Transit Service throughout the City.

#### **2.4.4**

The City shall coordinate transportation planning activities with JTA and the NFTPO support land use objectives reflected in the Future Land Use and Growth Management Policies of the City of Jacksonville Comprehensive Plan.

#### **2.4.5**

Trip reduction data from active mobility fee applications shall be analyzed annually to determine the Mobility System's effectiveness at incentivizing infill and redevelopment within the urban areas of the City.

**Objective 2.5 The City shall support complete streets, including sidewalks and planting strips, as public spaces and support communities desire to expand the use of streets beyond their transportation functions.**

### **Policies**

#### **2.5.1**

Promote streets for transportation and public spaces by integrating both place making and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

#### **2.5.2**

Encourage repurposing street segments that are not critical for transportation connectivity and other community purposes such as: pedestrian zones, pedestrian malls, public plazas, outdoor markets, decorative gardens and other public amenities.

#### **2.5.3**

Promote street and trail alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native vegetation.

#### **2.5.4**

Support community efforts to brand and market arts districts and historic integrity of neighborhoods as well as partner with private, philanthropic, and other government institutions to target investments in arts and creative spaces, venues, and districts, particularly in communities where there are existing racial, ethnic, and economic disparities.

### **GOAL 3**

**Strive to develop a sustainable transportation network to increase the efficiency and safety of roadways. Plan, develop, operate, and maintain safe, efficient, and economical traffic circulation for the City of Jacksonville to ensure the movement**



**of persons and goods. Provide accessibility and mobility to accommodate all users and modes of transportation, especially during the time of emergency evacuations.**

**Objective 3.1 The City shall coordinate with local and state government agencies to ensure proper evacuation protocols are in place and strive to reduce evacuation times for developments within areas designated as Hurricane Evacuation Zones.**

## **Policies**

### **3.1.1**

The City shall ensure that facilities designated as a hurricane evacuation routes will be clearly identified as such with proper signage. Improvements to primary hurricane evacuation routes shall be maintained.

### **3.1.2**

The City shall establish guidelines for reviewing and designing new, resurfaced, or reconstructed roadways. These guidelines shall include dimensions for travel lane width, sidewalk width, and bicycle facility width and type. In order to create roadways that meet the needs of their surroundings, roadway designs are context sensitive based on adjacent land use, posted speed, number of travel lanes, and roadway users (pedestrians, bicyclists, persons with disabilities, motorists, transit riders, and freight operators).

**Objective 3.2 The City shall strive to preserve existing and protect projected future right-of-way for all modes, as identified in this Comprehensive Plan, and avoid encroachment by private property.**

## **Policies**

### **3.2.1**

The City shall perform preliminary engineering designs consistent with acceptable practices of the City of Jacksonville Department of Public Works, the most recent Florida Department of Transportation (FDOT) Design Standards Manual, the FDOT Project Development and Environmental Study (PD&E) guidelines for state roads and the City of Jacksonville Land Development Regulations.

### **3.2.2**

The City shall strive to preserve right-of-ways for future corridors utilizing the Comprehensive Plan to identify areas where the City shall take steps to protect the rights-of-way, where feasible, for these corridors and coordinate with and support the Florida Department of Transportation (FDOT) and the Jacksonville Transportation Authority (JTA) in their efforts to protect their respective existing rights-of-way.

### **3.2.3**

The City, through its development review process and the review of future transportation plans of the North Florida Transportation Planning Organization (NFTPO), the Florida

Department of Transportation (FDOT) and the Jacksonville Transportation (JTA) shall, encourage right-of-way sharing that supports multimodal transportation system and complete streets that prioritize safety, accessibility and mobility for all users.

#### **GOAL 4**

**The City shall establish and maintain an active transportation network through the creation of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists, and micro-mobility users throughout the City.**

**Objective 4.1 The City shall support the establishment and maintenance of facilities designed specifically for pedestrians and bicyclists along all roadways.**

#### **Policies**

##### **4.1.1**

The City shall establish and maintain a prioritized list of new bicycle facility projects. Bicycle facilities include protected bicycle lanes, but are not limited to the following: buffered bicycle lanes, bicycle lanes, and shared use/multi-use paths. The prioritized bicycle facility projects shall be based on each project's ability to improve safety in locations with high numbers of bicycle crashes; increase the connectivity of the bicycle facility network by filling gaps in the existing and planned network; provide bicycle facilities in economically distressed areas; and meet demand for bicycle facilities based on the presence of transit routes and bicyclist destinations such as parks, schools, multi-family housing and employment centers.

##### **4.1.2**

The City shall require all new or reconstructed streets to include bicycle facilities except for residential local subdivision streets. Residential local subdivision streets are local streets within platted subdivisions that provide access to residential lots and that do not provide connectivity to collector streets, major arterials or minor arterials or serve as major traffic generators. Bicycle facilities shall be required on subdivision entrance streets along the portion of the street with no home frontages. Subdivision entrance streets are those streets in a platted subdivision that provide a connection to a collector street, major arterial or minor arterial or otherwise are the entrance or exit point(s) to the subdivision.

##### **4.1.3**

The City shall add bicycle facilities on streets that are being resurfaced so long as sufficient pavement width exists. If the pavement width is not sufficient, the City shall determine the feasibility of a road diet and will consider widening to create space for bicycle facilities.

#### **4.1.4**

The City shall require new development or redevelopment projects that front along City or state road right-of-way to include sidewalks within the public right-of-way or shared use/multi-use path subject to approval by the Jacksonville Planning and Development Department (JPDD), unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654).

#### **4.1.5**

The City shall require new or reconstructed streets to include sidewalks within the public right-of-way or a shared use/multi-use path subject to approval by the JPDD, unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654).

#### **4.1.6**

All sidewalk designs shall be consistent with the City's Code of Subdivision Regulations (Ordinance Code, Chapter 654). A shared use/multi-use path may be approved by the JPDD based upon the presence of nearby paths, if the location is part of an established plan for shared use/multi-use paths, or if the location is an important link between existing bicycle and pedestrian facilities.

#### **4.1.7**

The City shall provide for the maintenance of pedestrian and bicycle travel ways on City facilities.

#### **4.1.8**

The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on site. Bicycle securing and/or storage facilities shall be located in a manner which eases the use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. To further this locational criteria, a bicycle storage facility shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

#### **4.1.9**

Where intersection construction or improvements are performed, the City shall provide or require ADA standard curb ramps at all intersections where one or more of the rights-of-way of the intersecting streets contain sidewalks.

#### **4.1.10**

The City shall utilize pavement surface and pavement marking treatments which support the accommodation of bicyclists within the roadway.

#### **4.1.11**

The City shall develop local roadway, sidewalk, and parking lot criteria which emphasize and support pedestrian traffic in appropriate neighborhood areas.

#### **4.1.12**

The City should consider developing a signed bicycle and pedestrian route network to enhance wayfinding to public places, by the way of signage, paint, and other means.

#### **4.1.13**

The City shall develop and maintain pedestrian and bicycle traffic counts to understand how people are traveling and improve non-motorized infrastructure.

#### **4.1.14**

The City's Public Works and Planning and Development Department and Jacksonville Transportation Authority shall coordinate to create conditions which support the first-and-last mile by foot and bike to public transportation.

**Objective 4.2 Encourage citizens to use active transportation that ensures safe and convenient pedestrian, and bicycle, and micro-mobility devices have access to all parks, recreational facilities, schools, transit service and other community serving institutions throughout the City.**

### **Policies**

#### **4.2.1**

The City, through its Bicycle/Pedestrian Coordinator and its Planning and Development and Public Works Departments, shall continue to coordinate with and encourage the Duval County School Board and area colleges and universities in the implementation of programs and incentives to encourage students to use pedestrian and bicycle travel modes. The City will continue to sponsor workshops and seminars at area schools through its Bicycle/Pedestrian Coordinator.

#### **4.2.2**

The City shall, through its Bicycle/Pedestrian Coordinator and in conjunction with the Office of the Sheriff and the Northeast Florida Safety Council, continue to encourage compliance with and the enforcement of existing bicycle and pedestrian laws.

#### **4.2.3**

The City, through its development review process, shall require that the non-motorized, active transportation network receives full consideration; specifically, that bicyclists and pedestrian needs are accommodated in future development within the City. Special consideration shall be given to the movement of bicycle and pedestrian traffic in the core area of the Central Business District (CBD).

**Objective 4.3 The City will commit to context sensitive design principles and encourages safe, equitable, reliable, efficient, intergraded and connected system of streets that promotes access, mobility and health for all people.**

**Policies**

**4.3.1**

Implement the Complete Streets Policy throughout all phases of transportation projects and initiatives, including programming, planning, designing, construction, operation, and maintenance.

**4.3.2**

Prioritize projects that will improve the safety of pedestrian, bicycle, and transit networks when developing the City’s long-range Capital Improvement Program, focusing on an equitable distribution of funding.

**4.3.3**

Develop curbside management policies to take full advantage of a dynamic urban environment.

**Objective 4.4 The City will seek to accomplish the following action steps to eliminate fatalities and severe injuries that are a result of crashes on city streets.**

**Policies**

**4.4.1**

Prioritize safety investments in line with the Complete Streets Policy.

**4.4.2**

Prioritize the Mobility System Plan projects that emphasize safety for all modes.

**GOAL 5**

**Prioritize transportation system safety in an effort to eliminate fatalities through the implementation of a complete multi-modal transportation network for all users.**

**Objective 5.1 The City shall establish a system for rating transportation projects which places equal value on the safety record of a facility when evaluated against construction costs, average daily traffic volumes, and other such criteria.**

**Policies**

**5.1.1**

The City shall keep accurate records regarding the frequency and location of crashes to analyze crash density hotspots.

### **5.1.2**

Each year, the City, in conjunction with the Jacksonville Sheriff's Office, shall identify the ten highest crash locations in the preceding calendar year. The Public Works Department shall perform field investigations of these sites to determine which design factors, if any are contributing to accidents at these locations. Results of the field investigations will be utilized in determining and designing future transportation improvements.

### **5.1.3**

The City shall rely on publicly accessible crash data for Jacksonville to evaluate the safety of a location.

**Objective 5.2 The City shall strive to develop and enforce clear zones by eliminating or preventing the location of roadside hazardous objects or the creation of hazardous conditions at intersections, for a distance consistent with the speed, traffic volume, and geometric conditions of the site.**

## **Policies**

### **5.2.1**

The City shall require that all new roadways or driveways intersecting with the City's existing and future roadway network provide a clear zone, defined as an area free of any obstruction including trees, mailboxes, ornamental structures or landscaping, identification signs, etc.

### **5.2.2**

The City shall continue to require the location of centralized mailbox facilities in all new developments.

## **GOAL 6**

**The Jacksonville Transit Authority (JTA) shall provide a safe transit system for the public in the most cost-effective manner.**

**Objective 6.1 The Jacksonville Transportation Authority (JTA) shall regularly evaluate its bus routes through the Annual Route Performance Report.**

## **Policies**

### **6.1.1**

The Jacksonville Transportation Authority (JTA) shall continue to conduct studies through various surveys and assessment methods. JTA shall include representatives of economically disadvantaged persons and disabled and handicapped persons in the study groups concerning accessibility of transit.

### 6.1.2

The Jacksonville Transportation Authority (JTA) shall continue to assess all fixed transit routes at a regular interval to determine necessary revisions to improve the fixed route system's efficiency.

### 6.1.3

The City's Land Development Regulations shall continue to provide for coordination with developers of industrial parks, existing developments of regional impact, Transit Oriented Developments (TODs), and other large developments to ensure, where warranted, the provision of transit access and passenger facilities in the development.

**Objective 6.2 The Jacksonville Transportation Authority (JTA) shall establish multi-modal transit corridors for premium transit, identify and analyze the viability of future commuter rail, autonomous vehicles, dedicated High Frequency Lanes and identify potential and appropriate sites for Station Area Plans and Transit Oriented Development (TOD).**

## Policies

### 6.2.1

The Jacksonville Transportation Authority (JTA) shall continue to establish and strategically locate park-and-ride facilities, express bus services, and Bus Rapid Transit (BRT) to areas of high demand.

### 6.2.2

The City shall promote higher density and intensity development in existing and future mass transit corridors, with employment-generating land uses concentrated in the vicinity of Bus Rapid Transit (BRT) facilities consistent with the Future Land Use Element and Map series.

### 6.2.3

The Jacksonville Transportation Authority (JTA) shall continue to operate Fixed Guideway transit systems and coordinate this system with other existing modes of mass transit, new technologies, and delivery methods.

**Objective 6.3 The Jacksonville Transportation Authority (JTA), in conjunction with the North Florida Transportation Planning Organization (NFTPO), shall ensure the timely and efficient provision of mass transit services to the City's disadvantaged and transit dependent.**

## **Policies**

### **6.3.1**

People with physical or mental disabilities, who cannot use the standard mass transit services shall be provided with Paratransit services (e.g. Connexion and Connexion Plus).

### **6.3.2**

The Jacksonville Transportation Authority (JTA) shall implement the plan developed by the City, the North Florida Transportation Planning Organization (NFTPO), and the Mayor's Disability Council which identifies the technical and financial methods of best providing for the transit needs of the disabled.

### **6.3.3**

The Jacksonville Transportation Authority (JTA) shall complete an internal study of alternative methods of financial support for mass transit and sustainable transportation systems.

**Objective 6.4 The Jacksonville Transportation Authority (JTA), shall continue to provide and improve public transportation that is a viable commuting alternative for all citizens of Jacksonville.**

## **Policies**

### **6.4.1**

Property owners and developers shall consider the needs of the transit rider, including the disabled and handicapped, in the provision of transportation facilities at, to and around their development by providing unobstructed access to contiguous bus stops.

### **6.4.2**

All new or refurbished buildings which offer service to the general public shall meet Americans with Disability Act (ADA) standards.

### **6.4.3**

The Jacksonville Transportation Authority (JTA) shall coordinate with the Duval County School Board (DCSB) to provide transit alternatives to the use of school buses and work to promote school buses utilizing electric or other alternative fuel sources.

### **6.4.4**

The Jacksonville Transportation Authority (JTA) shall implement context sensitive street design standards to create bicycle, pedestrian and transit facilities that are uniformly attractive, safe, and comfortable, and accessible to all people.

**Objective 6.5 The Jacksonville Transportation Authority (JTA) and the City shall continue to ensure that sustainable transportation is available throughout the City.**



## **Policies**

### **6.5.1**

The Jacksonville Transportation Authority (JTA) shall continue to adjust its hours of service to encourage the use of public transportation for home-work/ work-home trips.

### **6.5.2**

The Jacksonville Transportation Authority (JTA) and the City shall continue to ensure that an efficient non-polluting transit system is available in the Central Business District (CBD) and will extend the system as federal funds matched with state, local, and private monies become available.

### **6.5.3**

The Jacksonville Transportation Authority (JTA) shall provide sustainable transportation systems as an integrated transit mode inside and outside of the Central Business District (CBD) and continue to formulate long-range corridor plans for this sustainable transit system.

### **6.5.4**

The City and the Jacksonville Transportation Authority (JTA) shall coordinate and promote, in areas of mass transit corridors, the concept of Transit Oriented Development (TOD) through the lease or sale of real-estate assets to create public-private partnerships to ensure sustainable transportation networks within the City of Jacksonville.

## **GOAL 7**

**Jacksonville Port Authority (JAXPORT) shall be developed in an environmentally and economically sound manner, and implementation of the Master Plan for the Port of Jacksonville shall be promoted among the private sector elements of the Port.**

**Objective 7.1 The City shall support the Jacksonville Port Authority (JAXPORT) in the promotion of the seaport insofar as those efforts are in compliance with the Comprehensive Plan, and shall encourage private-sector operators of port facilities to adopt and adhere to the policies set forth in the *Jaxport Master Plan*.**

## **Policies**

### **7.1.1**

The City shall continue to participate in the review of development plans of the Jacksonville Port Authority (JAXPORT) and supporting those plans which are consistent with the Comprehensive Plan.

### 7.1.2

The City shall assist the Jacksonville Port Authority (JAXPORT) in the development and implementation of programs to involve private sector seaport and port-related industry operators in the planning and realization of the *Jaxport Master Plan* strategies.

### 7.1.3

The City shall work with the Florida Department of Transportation (FDOT) in developing the Florida Seaport and Waterways System Plan, and support with written comment, those parts which are in compliance with the Comprehensive Plan.

**Objective 7.2 The City shall protect the Jacksonville Port Authority (JAXPORT) from the new encroachment of incompatible land uses through the designation of a seaport and seaport-related activities area(s) with the subsequent implementation and enforcement of land and development regulations supporting such designation(s).**

#### **Policies**

##### 7.2.1

The City shall strive to avoid new land uses within the designated seaport area(s) which are non-water dependent and/or non-water related, such as residential, and advocate replacement of inconsistent land uses with land uses which are water dependent and/or water related, such as cargo shipping terminals and boat repair yards. Conversely, the City shall strive to retain and support the viability of existing seaport and water-related activities and industries and deter their movement away from existing seaport area(s).

##### 7.2.2

The City shall support those plans for redevelopment of existing, or development of new, seaport and seaport-related facilities which are consistent with the Future Land Use and the Conservation/Coastal Management Elements of the Comprehensive Plan.

**Objective 7.3 Both public and private-sector elements of the Jacksonville Port Authority (JAXPORT) shall be operated in a manner which minimizes impacts to estuarine water quality and marine resources and on adjacent land uses.**

#### **Policies**

##### 7.3.1

Stormwater runoff from marine industrial projects shall comply with the applicable stormwater management requirements of the St. Johns River Water Management District, federal, state and local agencies.

##### 7.3.2

Warnings shall be posted along the St. Johns River where endangered species, specifically manatees, have been frequently sighted. These posted warnings will be in

accordance with Florida Department of Environmental Protection requirements and dredge permits issued by federal and State agencies.

### **7.3.3**

Port facilities shall use best management practices during construction, operation and maintenance to ensure that water quality violations will not occur.

### **7.3.4**

Seaport facilities will be designed, constructed and operated so as to minimize the risk to endangered species.

**Objective 7.4 The City and the Jacksonville Port Authority (JAXPORT) will collaborate with the Coast Guard and the Florida Department of Transportation (FDOT) to ensure that state, federal, city and port plans are compatible and meet future needs.**

### **Policy**

#### **7.4.1**

Prior to the initiation of new seaport development or major re-development of existing seaport facilities, the City or the JPA Jacksonville Port Authority (JAXPORT), will supply pertinent information to the affected state and federal agencies.

**Objective 7.5 The City shall minimize barriers to development which supports the Jacksonville Port Authority (JAXPORT) system.**

### **Policy**

#### **7.5.1**

The City shall evaluate and address the impact of its Mobility System Plan and prioritizes public expenditures on transportation infrastructure to support JAXPORT.

## **GOAL 8**

**Airport facilities shall be developed in an environmentally and economically sound manner that accommodates and encourages all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreational.**

**Objective 8.1 The City shall coordinate its comprehensive planning process with the Jacksonville Aviation Authority (JAA) to ensure that the airport master plans and any amendments for Jacksonville International, Craig, Cecil, and Herlong Airports are consistent with the Comprehensive Plan, in order to provide the maximum economic, environmental and community benefits to the Jacksonville metropolitan area.**

## **Policies**

### **8.1.1**

The City shall continue to support and promote development plans for Jacksonville International Airport (JIA) as the primary commercial passenger and cargo airport in Northeast Florida.

### **8.1.2**

The City shall continue to support the designation of Herlong Airport to serve general aviation traffic as its primary purpose.

### **8.1.3**

The City shall continue to support the maintenance of Craig Airport in its current role as a General Aviation Reliever Airport; provided, however, that no further expansion of its runways shall be permitted.

### **8.1.4**

The City shall continue to participate in the comprehensive planning process for Continuing Florida Aviation System Planning Process (CFASPP), the North Florida Transportation Planning Organization (NFTPO), and the Florida Department of Transportation (FDOT), and review aviation facility plans for compliance and consistency with the Future Land Use, Conservation and Coastal Management, and Transportation elements of the Comprehensive Plan.

### **8.1.5**

The City shall work with the JAA to assist in funding and coordinating the planning and development of a City-wide constrained development program which has the full participation of concerned military authorities.

### **8.1.6**

The City shall amend the Comprehensive Plan as necessary to incorporate additional data and analysis generated as a result of the completion of Jacksonville Airport Authority (JAA) airport master plans for Jacksonville International, Craig, Cecil Field, and Herlong Airports and to facilitate the implementation of these master plans and any subsequent revisions; provided, however, that said amendments shall not have the effect of requiring the approval of the expansion of runways at Craig Airport.

**Objective 8.2 The City shall support the Jacksonville Airport Authority (JAA) in the redevelopment of existing, and the siting of new aviation and aviation-related facilities that provide for the economic development of the community and are compatible with adjacent land uses.**

## **Policies**

### **8.2.1**

The City shall continue to participate in the review of development plans for Jacksonville International Airport (JIA) and shall support, by issuing necessary permits, those development plans which provide opportunities for light industrial and commercial development, in addition to the existing aviation, military, recreational and environmental preservation land uses.

### **8.2.2**

The City, in conjunction with the Jacksonville Airport Authority (JAA) and local military authorities shall continue to enforce Part 10 of the City of Jacksonville Zoning Code which prevents the creation, establishment, or maintenance of hazards to aircraft and prevents the destruction or impairment of the utility of the airports to the City or the public investment therein.

### **8.2.3**

The City shall continue to review airport development plans to assure that development at the City's airports does not exceed Federal Aviation Administration (FAA) land use guidance decibel levels on existing developed land unless provisions are made to ameliorate the impacts.

**Objective 8.3 The City shall evaluate property developments within the military airport environs to ensure compatibility and to protect such aviation facilities from encroachment of incompatible land uses.**

## **Policies**

### **8.3.1**

The City will utilize information provided by the United States Military, such as Air Installation Compatible Use Zones, when developing plans to control encroachment of incompatible development in the vicinity of Naval Air Station Jacksonville (NAS), Naval Station (NS) Mayport, and Outlying Field (OLF) Whitehouse to ensure protection of the missions of these aviation facilities.

### **8.3.2**

All proposed Comprehensive Plan Amendments, Planned Unit Developments, and Rrezonings which, if approved, would affect the density, intensity or use of land, that lie within Military Influence Zones shall be referred to the United States Navy for review prior to final action by the City.

### **8.3.3**

The City will utilize information provided by the Federal Aviation Authority (FAA) and the Jacksonville Aviation Authority (JAA) when developing plans to control encroachment of incompatible development in the vicinity of Jacksonville International Airport, Herlong

Recreation Airport, Jacksonville Executive at Craig Airport and Cecil Airport to ensure compatibility of lands adjacent to these public use airports.

**Objective 8.4 Plan for roadway development, including arterial and collector roads to serve Cecil Field through build-out.**

**Policies**

**8.4.1**

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

**8.4.2**

The Jacksonville Airport Authority (JAA) as the owner of Cecil Field shall continue to plan development at Cecil Field consistent with the Cecil Airport Strategic Airport Master Plan and the Federal Aviation Administration/Florida Department of Transportation (FAA/FDOT) approved Cecil Field Airport Master Plan and Airport Layout Plan.

**Objective 8.5 Utilize the existing transportation network (i.e. air, rail and surface) to capitalize on the proximity to the Jacksonville Port Authority (JAXPORT).**

**Policies**

**8.5.1**

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

**8.5.2**

The City shall continue coordinate with the Jacksonville Aviation Authority (JAA) to ensure that access to the Jacksonville International, Cecil, Craig and Herlong Recreational Airports are integrated with surface transportation.

**GOAL 9**

**The City shall support a comprehensive rail system that meets current and future needs and furthers economic growth in the City.**

**Objective 9.1 The City shall support the development of a comprehensive rail system plan for the City of Jacksonville which addresses current and future rail and rail terminal facility needs.**

## **Policies**

### **9.1.1**

The City shall participate in the rail system plan development process to ensure consistency with the Comprehensive Plan.

### **9.1.2**

The City shall encourage the rail system plan to address the scheduling of train movements, speeds, noise, frequency, and the construction of rail/roadway grade separations through urban/suburban/residential areas so as to avoid conflicts with peak hour roadway traffic, and to minimize damage to residential structures.

### **9.1.3**

The City shall support plans which locate new track routes so as to avoid conflicts with vehicle traffic routes.

### **9.1.4**

The City shall encourage right-of-way acquisition or sharing for the potential use of a light or commuter rail system.

**Objective 9.2 The City shall encourage the rehabilitation of existing tracks and the siting of new rail terminal facilities to enable integration with the City's ground transportation network.**

## **Policy**

### **9.2.1**

The City shall encourage railroad companies to locate general yards in areas that will not incur major conflicts with vehicular traffic.

## **GOAL 10**

**Interagency coordination and implementation of an intermodal transportation systems which integrates highway, mass transit, seaport, airport, rail, and other transportation modes and facilities shall be supported.**

**Objective 10.1 The city shall consider intermodal connectivity when creating roadway designs for the City's multimodal transportation network.**

## **Policy**

### **10.1.1**

The City shall continue to review Florida Department of Transportation (FDOT), Jacksonville Transportation Authority (JTA), and all other City department, agency and independent authority plans for all new road facilities and corridors in order to ensure the implementation of roadway designs which compliment the movement of goods and services on state roads, freeways and interstate routes.

**Objective 10.2** The City, shall coordinate with the North Florida Transportation Planning Organization (NFTPO), the Jacksonville Transportation Authority (JTA) and the Florida Department of Transportation (FDOT) and the Duval County School Board (DCBS) in their efforts to educate the general public as to the environmental, financial and social benefits of alternative transportation modes. This coordination will be achieved through the Technical Coordinating Committee (TCC) of the NFTPO where all the above agencies are represented.

**Policies**

**10.2.1**

The transportation development process shall provide an increase in public relations and utilization of alternatives, such as designated paths, sidewalks and trails for bicycles and walking.

**10.2.2**

The City shall encourage and support the Duval County School Board (DCBS) in increasing the number of students walking and biking to school which will result in a decrease in vehicular traffic.

**10.2.3**

The City shall support the use of active transportation for area colleges and universities and prioritize infrastructure that supports transit utilization.

**Objective 10.3** The City shall promote plans and activities which support the establishment of multimodal transportation corridors and make the most efficient use of existing and proposed transportation corridors.

**Policies**

**10.3.1**

The City shall not declare as surplus property land which is immediately adjacent to and contiguous with the right-of-way of any major transportation facility without the full review of all agencies responsible for planning and operation of transportation facilities.

**10.3.2**

Agencies responsible for the planning and operation of transportation facilities, including agencies operating at the state and federal level, shall be given the right of first refusal to purchase any surplus public land adjacent to, or contiguous with, the right-of-way of any publicly proposed new roadway alignment. This includes projects for which an environmental assessment or impact statement has been prepared and projects which have undergone preliminary design, regardless of the funding status for project construction.



### **10.3.3**

The City shall coordinate its transportation and recreation planning activities with the programs of the FDOT in securing abandoned rail corridors for alternative uses by including the FDOT Five-Year Work Program in the NFTPO Transportation Improvement Program.

**Objective 10.4** The City shall promote a comprehensive transportation planning process which coordinates the planning and implementation efforts of the various agencies having responsibility for highway construction, mass transit, and railroad, air and seaport facilities and services with the City. The City will continue to coordinate its comprehensive transportation planning process through the North Florida Transportation Planning Organization (NFTPO) with the Florida Department of Transportation (FDOT) Five-Year Work Program and the Jacksonville Transportation Authority (JTA).

## **Policies**

### **10.4.1**

The City shall utilize the North Florida Transportation Planning Organization (NFTPO) generated Regional Travel Demand Model and the City's Mobility System Plan as principal tools in the development of long-range transportation plans and the formulation of strategies for the implementation of an integrated transportation system.

### **10.4.2**

The NFTPO shall serve as the primary forum for addressing concerns related to and the planning for intra-county transportation facilities between the City and other communities within the region.

### **10.4.3**

The City shall promote a continuing dialogue with the rail industry in Jacksonville, particularly to resolve issues arising from conflicts between rail and other transportation modes.

### **10.4.4**

The City shall review large scale development and smaller development plans to ensure transportation system improvements are consistent with state, regional and area local comprehensive plans, capital improvement plans, and land development regulations.

### **10.4.5**

The City shall utilize the technical assistance, information and funding available from the State in its development of an integrated transportation system.

**10.4.6**

The City shall support long-range transportation planning to ensure integrated access routes between major transportation facilities: airports, seaports, rail or related facilities with other modes of surface or water transportation.

**10.4.7**

The City shall place a high priority on the coordination of surface and water access to seaports, airports, rail, and related facilities.

**10.4.8**

The City, through its development review process, shall support those plans from agencies and private developers that promote efficient use of multimodal transportation services such as truck, rail, sea, and air.

**10.4.9**

The City shall assist the North Florida Transportation Planning Organization (NFTPO) in the regular update of the socio-economic data required in the development of the long-range transportation model for Duval County, which requires updating every five years in accordance with Federal Statute.

**10.4.10**

The City shall consider multimodal and active transportation as an alternative to the expansion of roads or the provision of new roadway construction.

**10.4.11**

The City shall establish local transportation corridors which can be utilized by more than one transportation mode and which connect multimodal facilities, such as highway, mass transit, seaport, air, and rail.

**10.4.12**

The City shall continue to ensure that bicycle and pedestrian sidewalk systems adequately connect areas of concentration of employment, residences, and schools with mass transit opportunities.

**Objective 10.5** The City shall acknowledge and promote its role as a hub for transportation activities. The City shall serve as the point of coordination for plans which support the economic growth and diversity of the community. These plans will include the by development of transfer facilities to facilitate the movement of goods between various transportation modes.

## **Policies**

### **10.5.1**

The City, as a member of the Technical Coordinating Committee of the North Florida Transportation Planning Organization (NFTPO), shall coordinate with railroad, trucking, aviation, and marine shipping interests concerning the intermodal shipment of goods to improve the vitality of the City's economy, specifically as it relates to maritime and air cargo shipping interests, while minimizing traffic conflicts on adjacent roadways.

### **10.5.2**

The City, through Land Development Regulations, shall encourage new development involved in the import and export of heavy or bulk goods or recyclable goods to be located, when economically feasible, on sites near or adjacent to port, rail, or air facilities to help minimize the number of heavy trucks on the region's highway system.

### **10.5.3**

The City shall coordinate with the Jacksonville Port Authority and the Jacksonville Airport Authority to implement its policies which relate to development and expansion of facilities designed to expedite the movement of persons and goods between various transportation modes.

### **10.5.4**

The City shall enforce truck routes to minimize the impact of traffic through residential areas and maximize the flow of intermodal shipment of goods.

**Objective 10.6 The City shall be supportive of the expansion of existing transportation systems to accommodate emerging technologies in the intermodal movement of goods and passengers in an efficient, cost-effective, and competitive manner to meet the standards set forth in this Comprehensive Plan.**

## **Policies**

### **10.6.1**

The City shall review agency plans and support cost-feasible system capacity improvements through its Capital Improvement Element, the North Florida Transportation Planning Organization (NFTPO) Transportation Improvement Program, and area transportation studies.

### **10.6.2**

The City shall support, where feasible, those transportation network improvements that will accommodate future technology and automated vehicles.

### **10.6.3**

The City shall coordinate with the Jacksonville Port Authority (JPA) and the Jacksonville Airport Authority (JAA) to ensure compatible land uses in the areas surrounding area these facilities.

## **GOAL 11**

**A multimodal transportation system shall continue to 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.**

**Objective 11.1 A multimodal transportation system shall continue to be developed to 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.**

### **Policies**

#### **11.1.1**

The City shall ensure that its multimodal transportation system is accessible to the citizens and visitors of Jacksonville and provides them with timely and efficient access to services, jobs, markets and attractions. Particular emphasis shall be placed on linking low-income areas with high-employment areas.

#### **11.1.2**

The City shall support both the private and public sector in their efforts to meet existing and future demands for transit, airport, port, and rail services and facilities.

#### **11.1.3**

The City shall seek available sources of public and private funding for transportation facilities and encourage federal and state governments to adopt more flexible and more responsive financial assistance programs.

#### **11.1.4**

The City shall work with the Jacksonville Port Authority to coordinate with other Florida ports in order to increase their utilization.

**Objective 11.2 The City shall generate community support for the development and expansion of both new and existing facilities to improve seaport, transit, rail, and airport services. The City can execute this objective by remaining responsive to the needs and desires of the community and its citizenry as it carries out its transportation planning process consistent with the City's land use and growth management strategies.**

## **Policies**

### **11.2.1**

The City shall continue active participation in the metropolitan planning process through the involvement of the Mayor and the representatives of the City Council serving on the North Florida Transportation Planning Organization (NFTPO) Board. In accordance with the TPO's Public Involvement Plan, the involvement of other elected officials and decision-makers with an interest in the local transportation system will also be encouraged.

### **11.2.2**

The Planning and Development Department and Department of Public Works shall implement procedures which ensure that the transportation system improvements agreed upon as a condition of private development are implemented as development occurs in accordance with said agreements.

### **11.2.3**

The City shall coordinate with other government agencies to protect the seaport, airports, railways or related facilities from the encroachment of incompatible land uses. Similarly, the City shall adopt and implement the Land Development Regulations that provide for noise buffers between rail and air facilities and for other noise-sensitive land uses.

### **11.2.4**

The City shall coordinate with other government agencies in the implementation of provisions which prohibit obstructions to aircraft operations.

### **11.2.5**

The City shall not allow incompatible development to locate in airport noise and accident potential zones as defined by the Aircraft Installation Compatible Use Zones (AICUZ) provisions of the Zoning Code.

### **11.2.6**

The City shall continue to support policies that regulate land use in areas of aircraft accident potential such as the Air Installation Compatible Use Zones (AICUZ).

**Objective 11.3 The City shall develop its multimodal transportation network in a manner which preserves and enhances community integrity and neighborhood identity.**

## **Policies**

### **11.3.1**

The City shall establish additional procedures to address the preservation and enhancement of community integrity and neighborhood identity when identifying new

functionally classified transportation corridors or constructing new functionally classified transportation facilities by applying the context sensitive streets standards.

### **11.3.2**

The City shall develop and achieve a high level of elected official and citizen participation early in the planning of the City's transportation system improvements.

### **11.3.3**

The City shall determine any required operational improvements for ingress, egress and other factors that affect safe and convenient on-site traffic flow for proposed developments through the site plan review process.

### **11.3.4**

A local road that primarily serves residential uses and connects two roadways that are functionally classified as Minor Arterial or higher shall not be physically widened to increase vehicular capacity or to add or modify parking unless requested by a majority of landowners located along the road. However, such request will not obligate the City to do so.

Such roads include but are not limited to:  
River Oaks Road

### **11.3.5**

New development along Cedar Bay Road, a residential dead-end street, shall not generate industrial traffic.

**Objective 11.4 The City shall promote plans which minimize adverse impact to the environment from transportation system development and are in compliance with all federal, state, and City regulations for environmental conditions in and around seaport, airport, rail, and related facilities.**

## **Policies**

### **11.4.1**

The City shall develop transportation facilities which minimize or reduce noise, water, air pollution, and other environmental problems.

### **11.4.2**

The City shall work with local agencies to develop plans to minimize or mitigate the potential for accidents resulting from the movement of hazardous materials via air, water, rail, and highway.

**11.4.3**

The City shall promote those projects which meet or exceed the air, water and noise quality standards established by federal, state and local governmental agencies.

**11.4.4**

The City shall promote those plans which provide for the mitigation of existing adverse impacts from the development of seaports, airports, rail or related facilities upon natural and historic resources and land uses.

**11.4.5**

The City shall promote plans which avoid future negative impacts upon natural and historic resources and land uses.

**11.4.6**

The City shall review plans for the expansion of existing airport, seaport and rail facilities and the development of new facilities to ensure that the plans meet or exceed the mitigation standards for adverse impacts on prime aquifer recharge areas, 25-year flood plain areas, and water's edge wetlands at an appropriate level as established by federal, state, and local government agencies.

# **2045 COMPREHENSIVE PLAN**

## **MAP SERIES**



**MARCH 2024**

***The Honorable Donna Deegan, Mayor***

***R. Brett James, Director of Planning & Development***

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202



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
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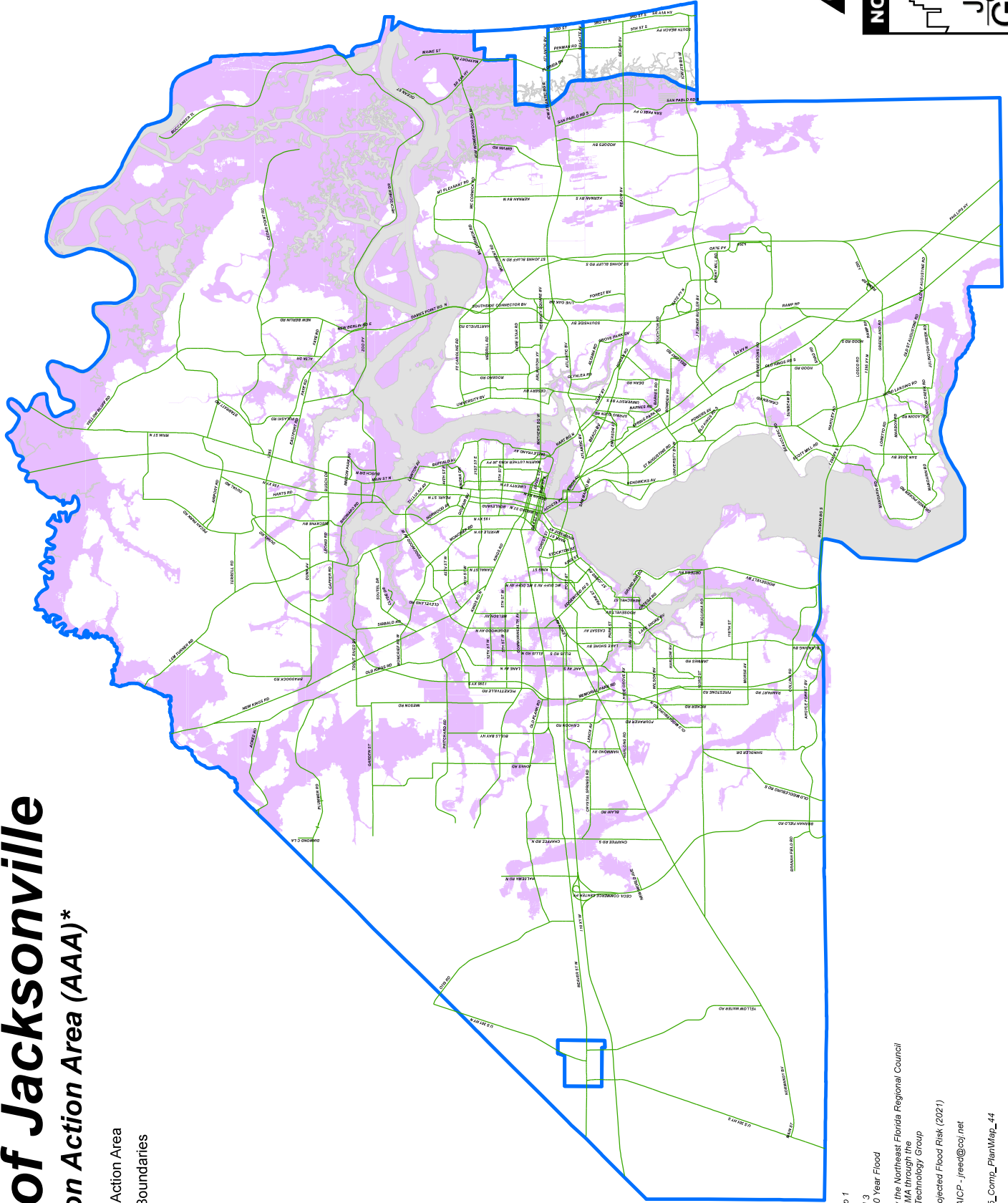
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# **ADAPTATION ACTION AREA**

# City of Jacksonville

## Adaptation Action Area (AAA)\*

-  Adaptation Action Area
-  Municipal Boundaries
-  River



\*2045 Comprehensive Plan, Map 1

- SURGE Zones 1(CHHA) 2 and 3 with Connected 100 Year and 500 Year Flood

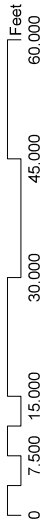
- SURGE Zone data provided by the Northeast Florida Regional Council Flood Zone data provided by FEMA through the City of Jacksonville Information Technology Group

- Includes Public Works 2100 Projected Flood Risk (2021)

Developed by James M. Reed, AICP - jreed@coj.net  
January 4, 2022

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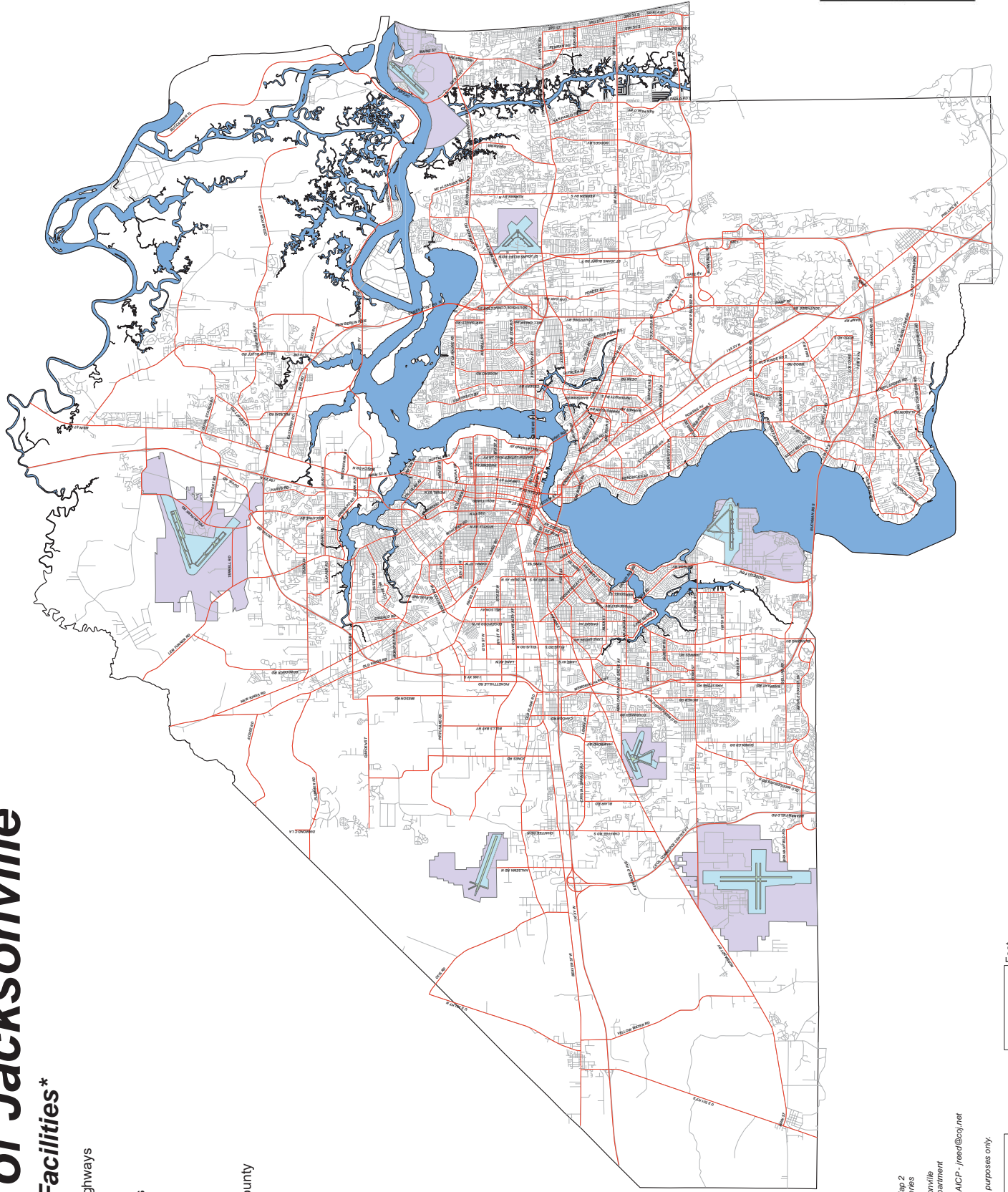


# **AIRPORT FACILITIES**

# City of Jacksonville

## Airport Facilities\*

- Major Highways
- Roads
- Runways
- Aprons
- Airports
- River
- Duval County



\*2045 Comprehensive Plan, Map 2  
Transportation Element Map Series  
Data provided by City of Jacksonville  
Planning and Development Department  
Developed by James M. Reed, AICP - jreed@coj.net  
May 24, 2021  
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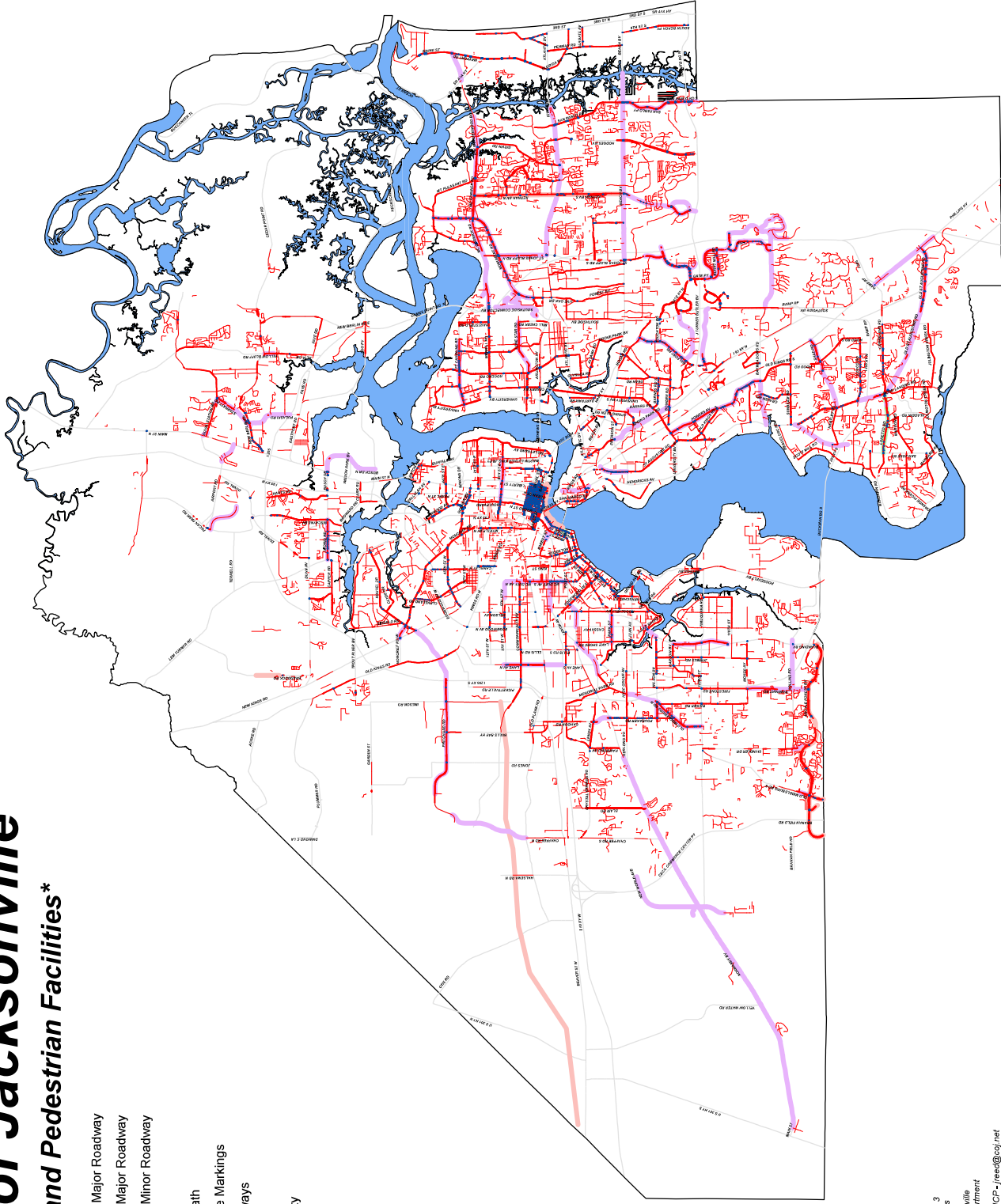


# **BICYCLE AND PEDESTRIAN FACILITIES**

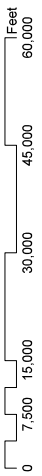
# City of Jacksonville

## Bicycle and Pedestrian Facilities\*

- Crosswalk - Major Roadway
- Sidewalks - Major Roadway
- Sidewalks - Minor Roadway
- Bike Lane
- Multi-Use Path
- Shared Lane Markings
- Major Highways
- River
- Duval County



\*2045 Comprehensive Plan, Map 3  
 Transportation Element Map Series  
 Data provided by City of Jacksonville  
 Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 Nov 15, 2021  
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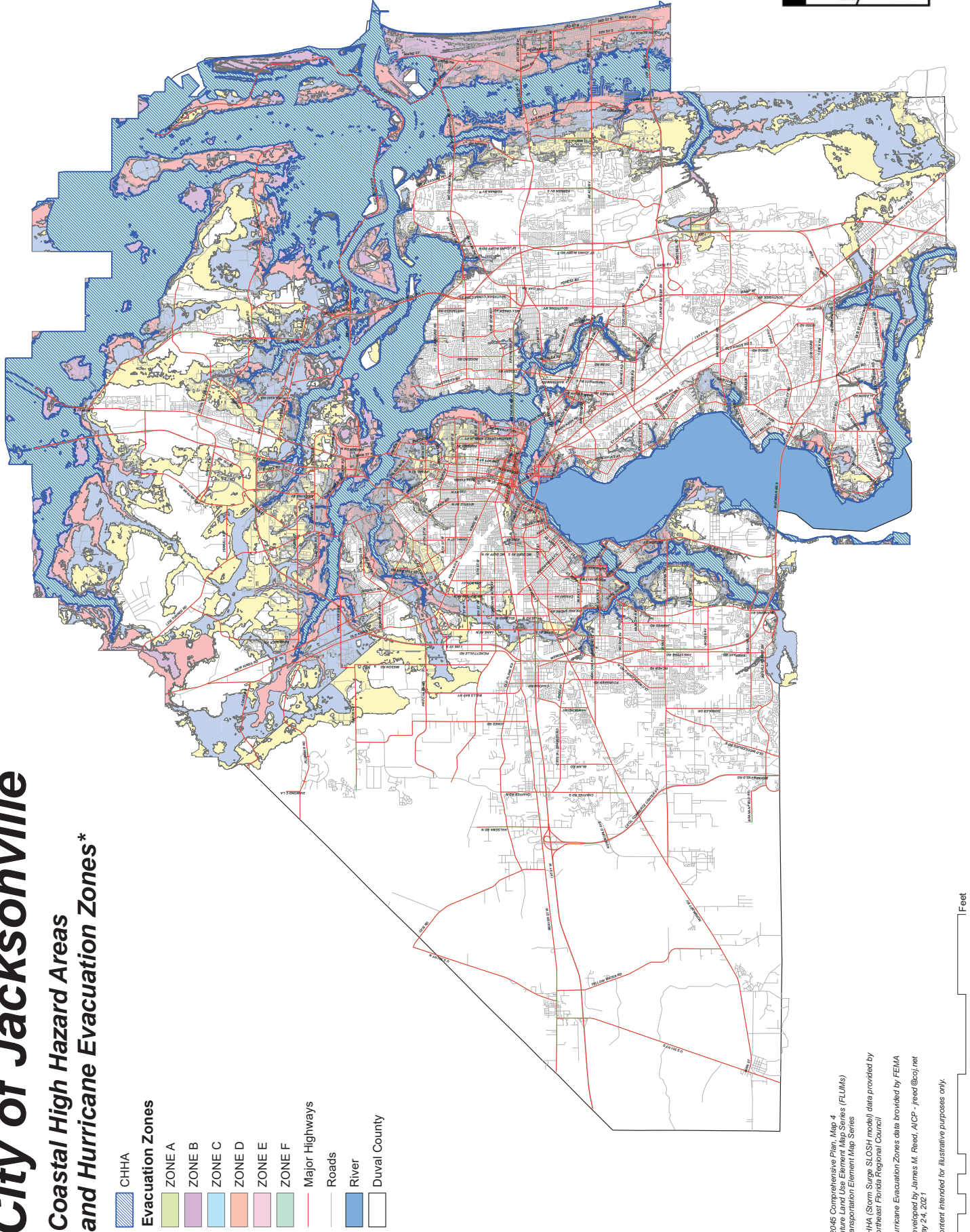


**COASTAL HIGH HAZARD AREAS (CHHA) AND HURRICANE  
EVACUATION ZONES**



# City of Jacksonville

## Coastal High Hazard Areas and Hurricane Evacuation Zones\*



CHHA

**Evacuation Zones**

ZONE A

ZONE B

ZONE C

ZONE D

ZONE E

ZONE F

Major Highways

Roads

River

Duval County















\* 2016 Comprehensive Plan, Map 4  
 Future Land Use Element Map Series (FLUMS)  
 Transportation Element Map Series  
 CHHA (Storm Surge SLOSH model) data provided by  
 Northeast Florida Regional Council  
 Hurricane Evacuation Zones data provided by FEMA  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 24, 2021  
 Content intended for illustrative purposes only.

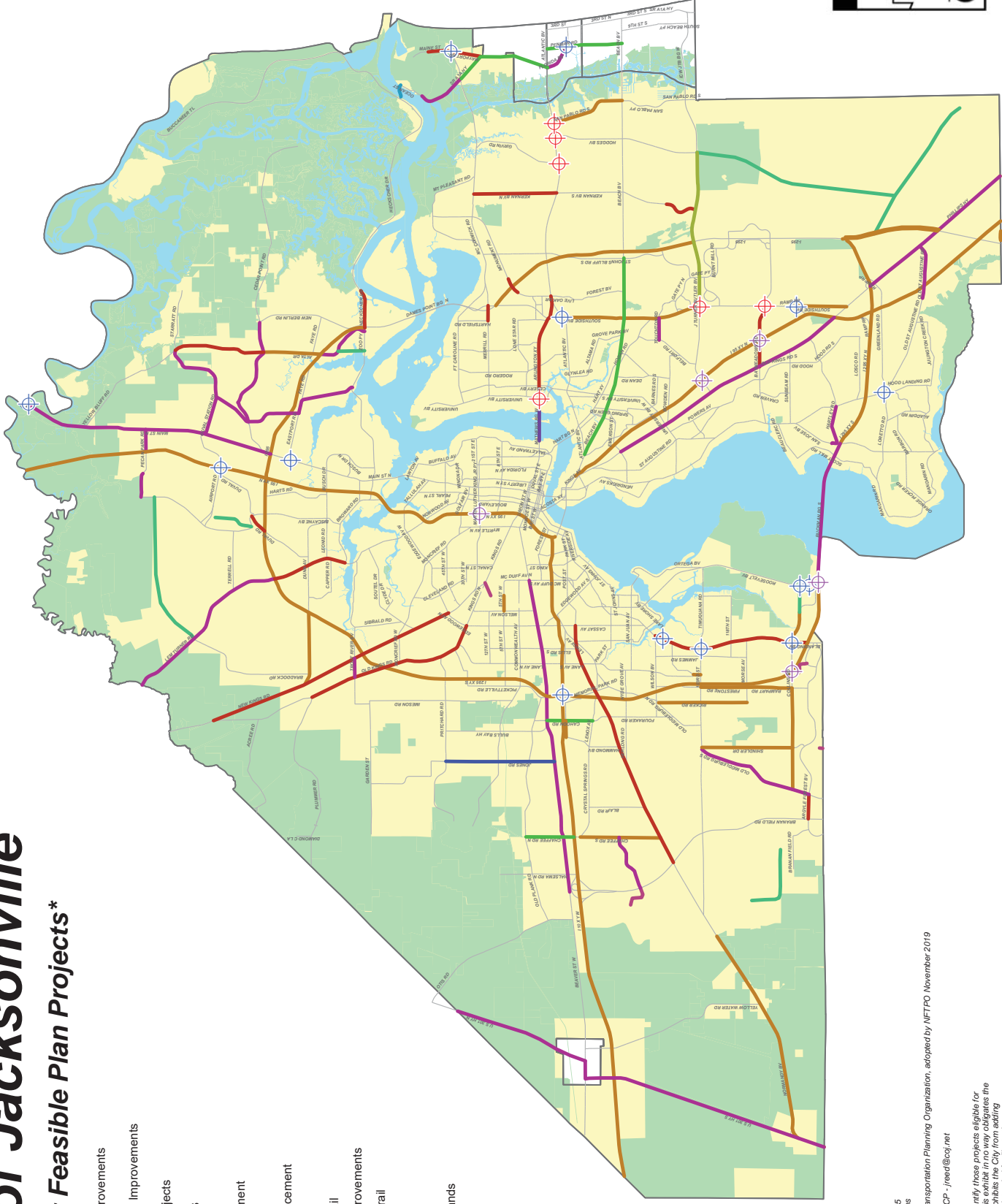


## **2045 COST FEASIBLE PLAN PROJECTS**

# City of Jacksonville

## 2045 Cost Feasible Plan Projects\*

-  Intersection Improvements
-  SIS Interchange Improvements
-  Interchange Projects
- Roadway Projects**
-  Add Lane
-  Bridge Replacement
-  CSS
-  Ferry Slip Replacement
-  New Road
-  New Road + Trail
-  Operational Improvements
-  Reconstruct + Trail
-  Widen
-  Widen + Trail
-  Conservation Lands



2045 Comprehensive Plan, Map 5  
 Transportation Element Map Series  
 Data provided by North Florida Transportation Planning Organization, adopted by NFTPPO November 2019  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 24, 2021










This exhibit is only intended to identify those projects eligible for federal funds and state bonds. This exhibit does not represent the City's intent to fund these projects nor prohibits the City from adding additional local projects. Content intended for illustrative purposes only.

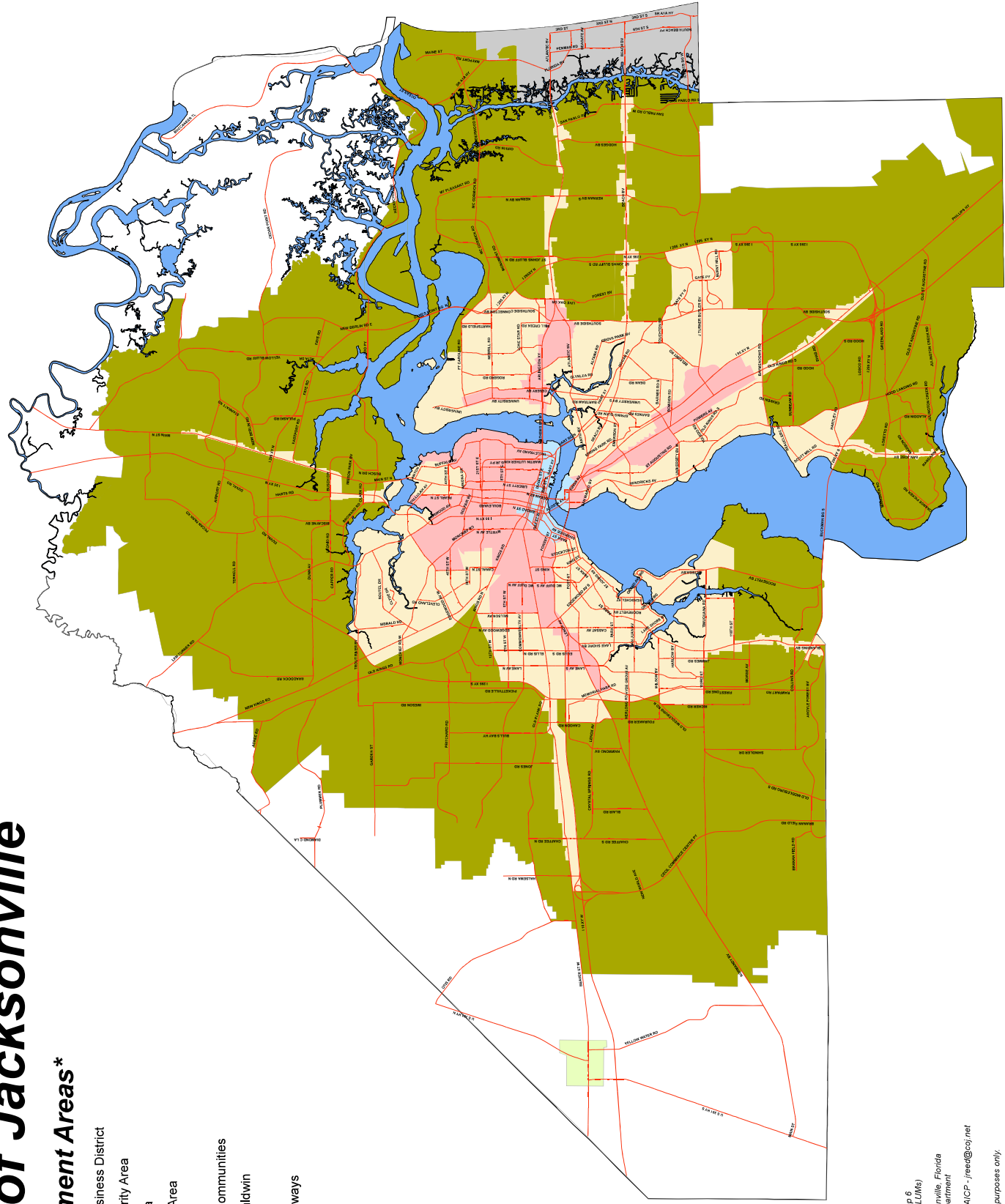


# **DEVELOPMENT AREAS**

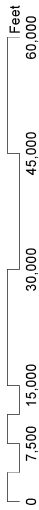
# City of Jacksonville

## Development Areas\*

-  Central Business District
-  Urban Priority Area
-  Urban Area
-  Suburban Area
-  Rural Area
-  Beaches Communities
-  Town of Baldwin
-  River
-  Major Highways



\*2045 Comprehensive Plan, Map 6  
 Future Land Use Map Series (FLUMs)  
 Data provided by City of Jacksonville, Florida  
 Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 November 23, 2022  
 Content intended for illustrative purposes only.



**ENERGY CONSERVATION**

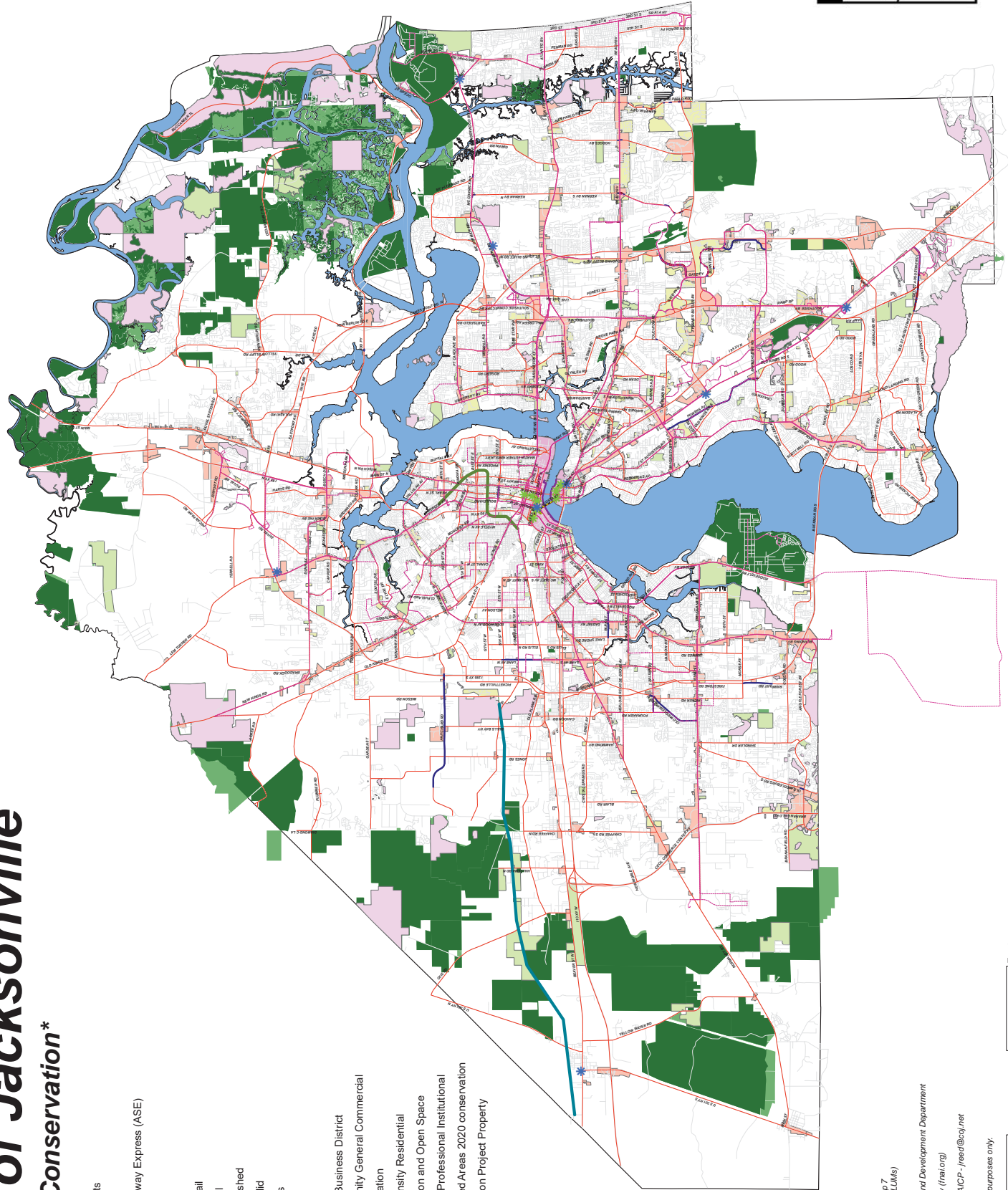
# City of Jacksonville

## Energy Conservation\*

- Park-n-Ride Lots
- ASE Stations
- Automated Skyway Express (ASE)
- Bus Routes
- Riverwalk
- Baldwin Rail Trail
- S-Line Rail Trail
- Bike Lanes, Hashed
- Bike Lanes, Solid
- Major Highways
- Roads

### Associated Land Use

- CBD - Central Business District
- CGC - Community General Commercial
- CSV - Conservation
- HDR - High Density Residential
- ROS - Recreation and Open Space
- RPI - Regional Professional Institutional
- Florida Managed Areas 2020 conservation
- COJ Preservation Project Property
- River
- Duval County



\*2045 Comprehensive Plan, Map 7  
 Future Land Use Map Series (FLUMs)

Date provided by:  
 - City of Jacksonville Planning and Development Department  
 - Jacksonville Transit Authority  
 - Florida Natural Areas Inventory (fna.org)

Developed by James M. Reed, AICP - jreed@coj.net  
 February 10, 2021

Content intended for illustrative purposes only.




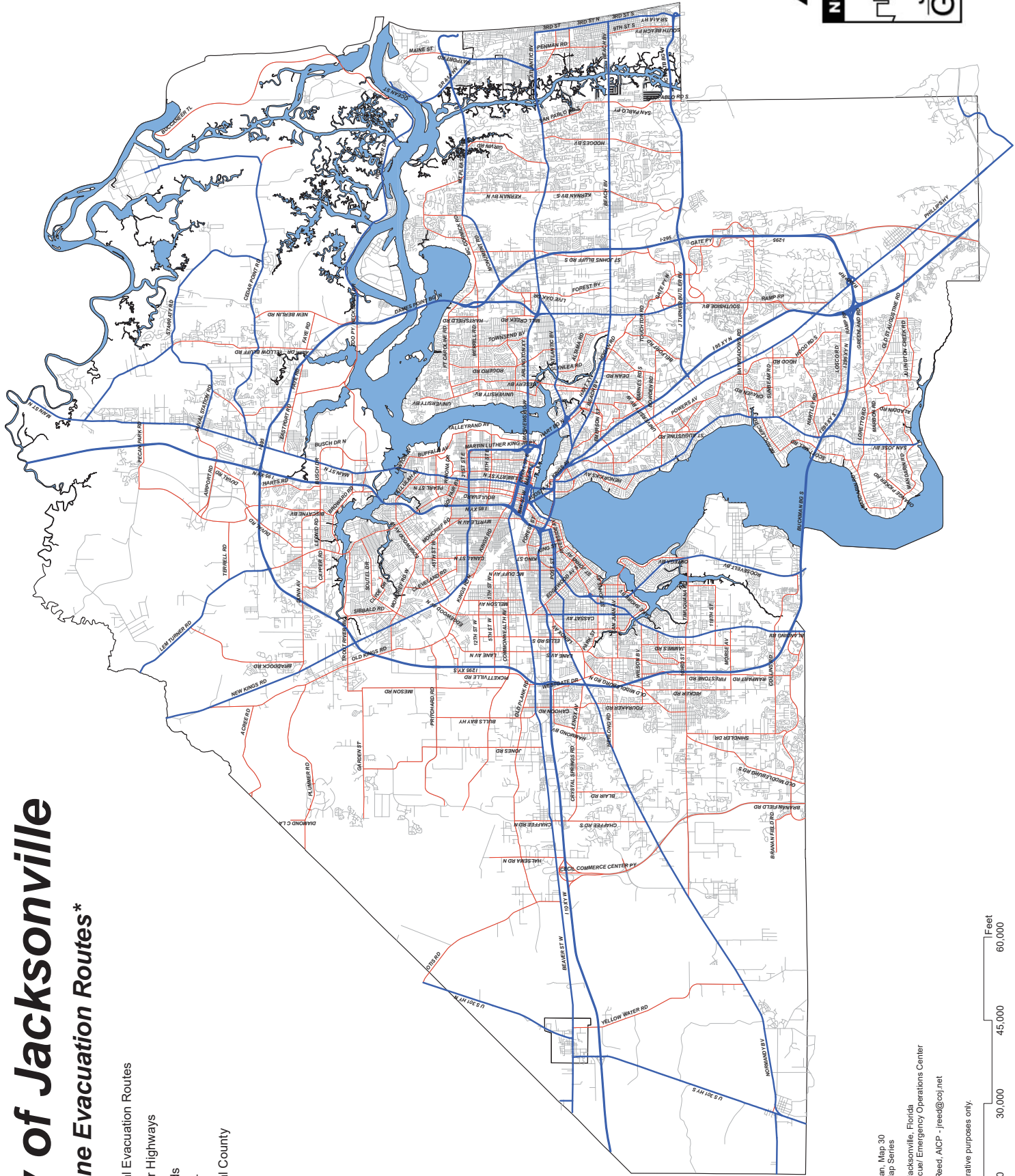
**EVACUATION ROUTES**



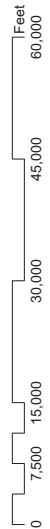
# City of Jacksonville

## Hurricane Evacuation Routes\*

-  Duval Evacuation Routes
-  Major Highways
-  Roads
-  River
-  Duval County



\* 2045 Comprehensive Plan, Map 30  
 Transportation Element Map Series  
 Data provided by City of Jacksonville, Florida  
 Jacksonville Fire and Rescue/ Emergency Operations Center  
 Developed by James M. Reed, AICP - jreed@coj.net  
 June 24, 2021  
 Content intended for illustrative purposes only.

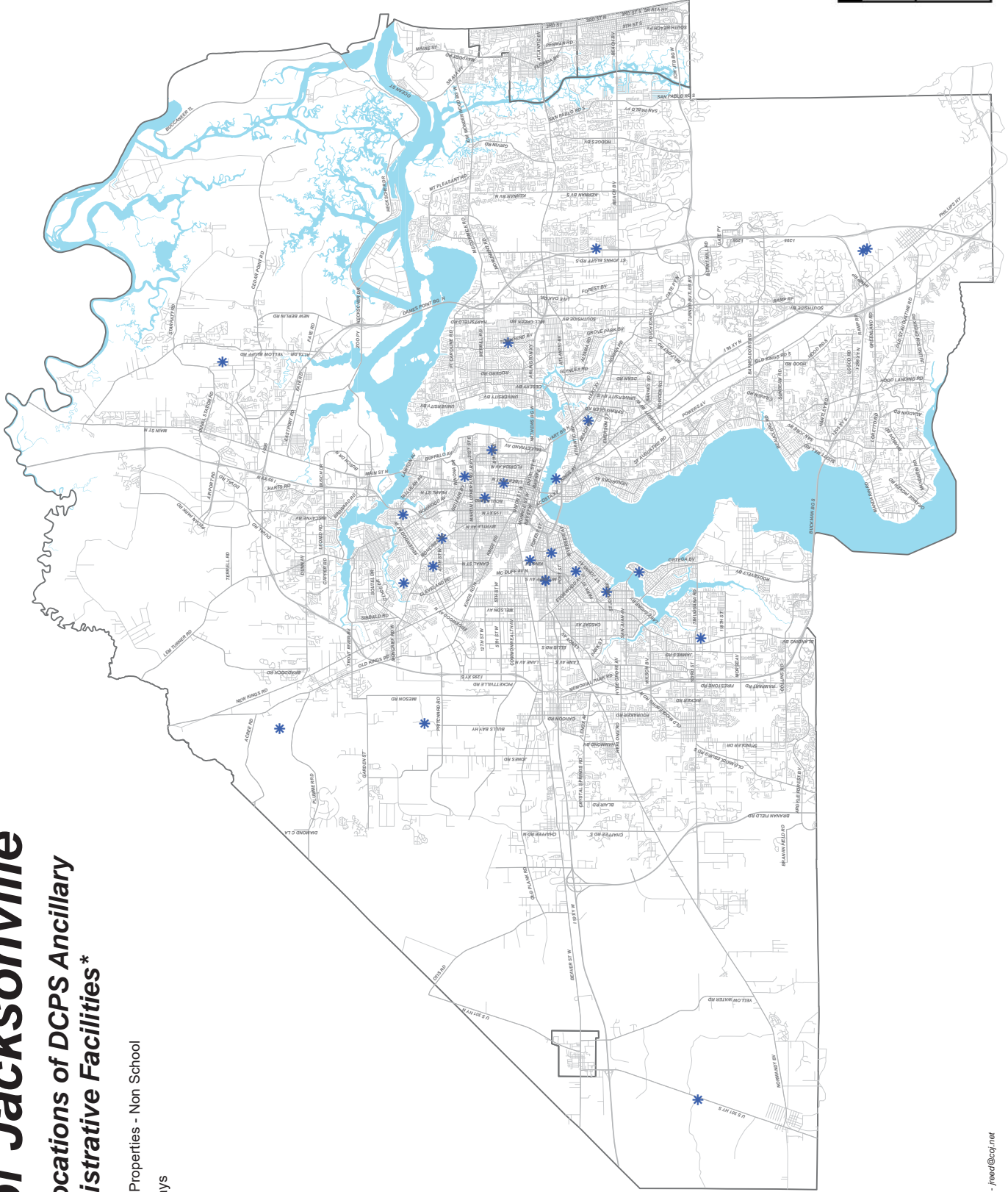


**EXISTING LOCATIONS OF DCPS ANCILLARY AND  
ADMINISTRATIVE FACILITIES**

# City of Jacksonville

## Existing Locations of DCPS Ancillary and Administrative Facilities\*

- \* School Board Properties - Non School
- Major Roadways
- Roads
- Duval County
- River



\*2045 Comprehensive Plan, Map 8  
 Data provided by:  
 Duval County Public Schools  
 Duval County Property Appraiser  
 Developed by James M. Reed, AICP - jreed@coj.net  
 February 11, 2021

Content intended for illustrative purposes only.



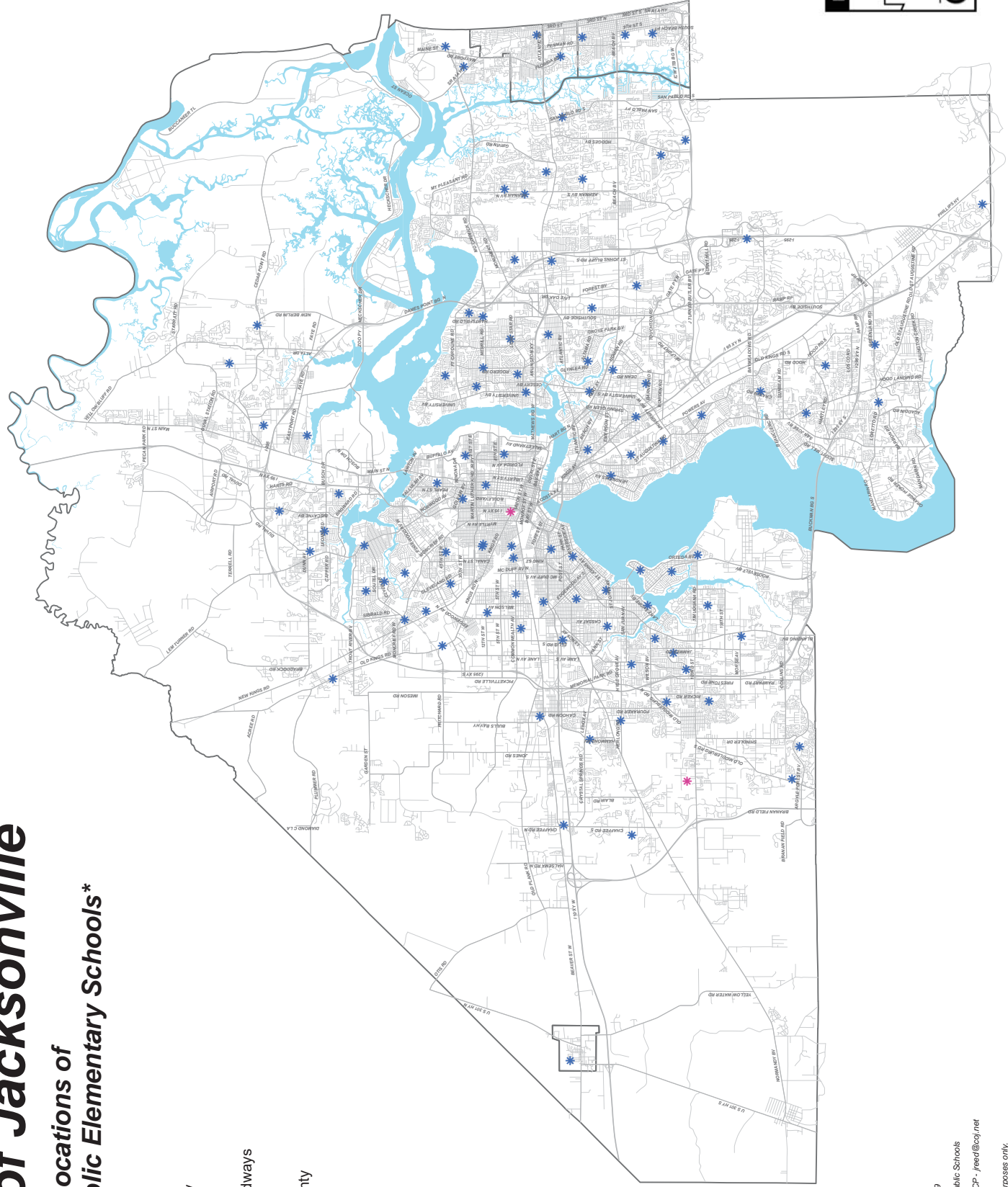
**EXISTING LOCATIONS OF DCPS PUBLIC ELEMENTARY  
SCHOOLS**

# City of Jacksonville

## Existing Locations of DCPS Public Elementary Schools\*

### Schools

- \* Elementary
- \* K-8
- Major Roadways
- Roads
- Duval County
- River



\*2045 Comprehensive Plan, Map 9  
 Data provided by Duval County Public Schools  
 Developed by James M. Reed, AICP - jreed@coj.net  
 February 10, 2021  
 Content intended for illustrative purposes only.



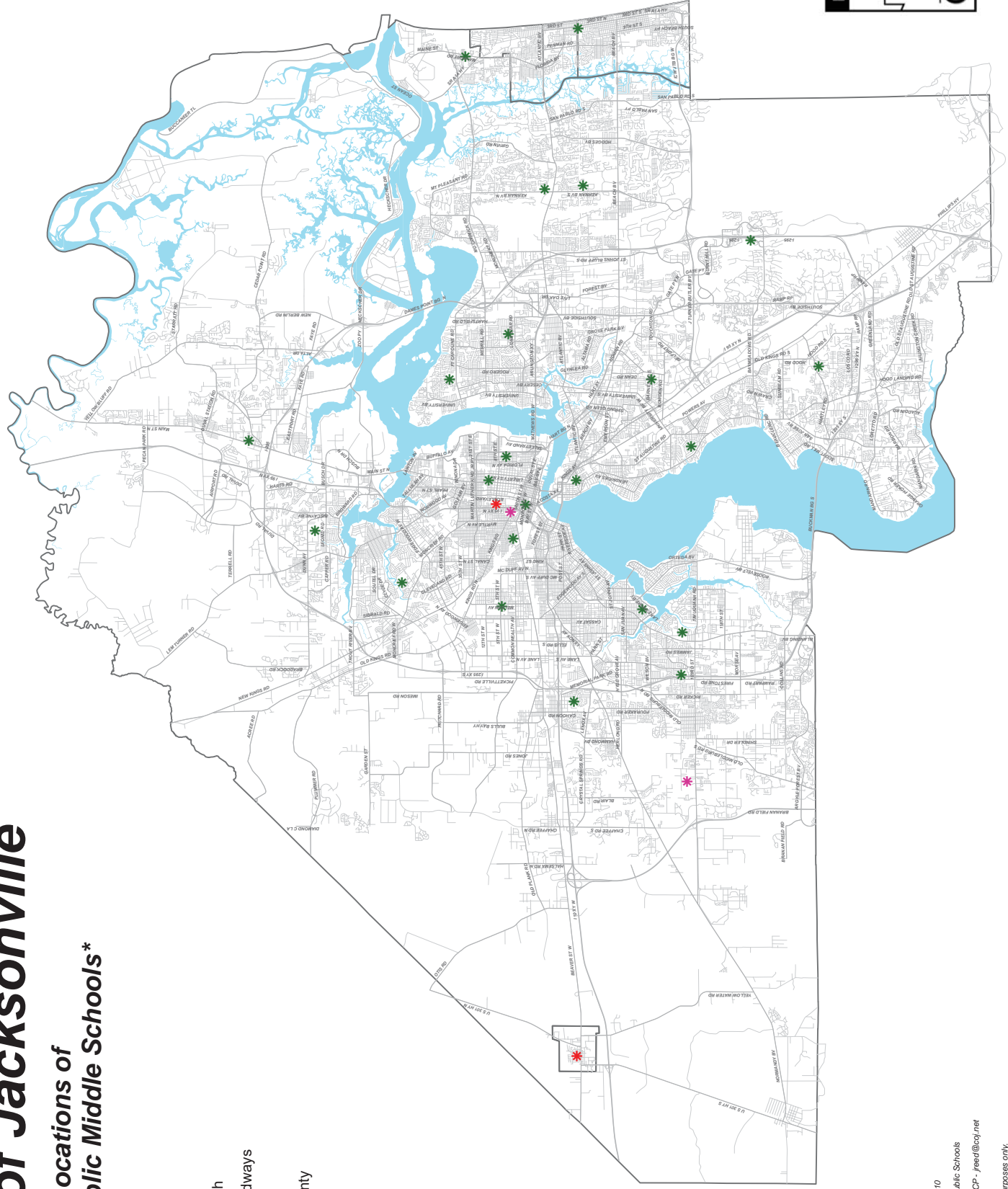
# **EXISTING LOCATIONS OF DCPS PUBLIC MIDDLE SCHOOLS**

# City of Jacksonville

## Existing Locations of DCPS Public Middle Schools\*

### Schools

- \* K-8
- \* Middle
- \* Middle-High
- Major Roadways
- Roads
- Duval County
- River



\*2045 Comprehensive Plan, Map 10  
 Data provided by Duval County Public Schools  
 Developed by James M. Reed, AICP - jreed@coj.net  
 February 10, 2021  
 Content intended for illustrative purposes only.



# **EXISTING LOCATIONS OF DCPS PUBLIC HIGH SCHOOLS**



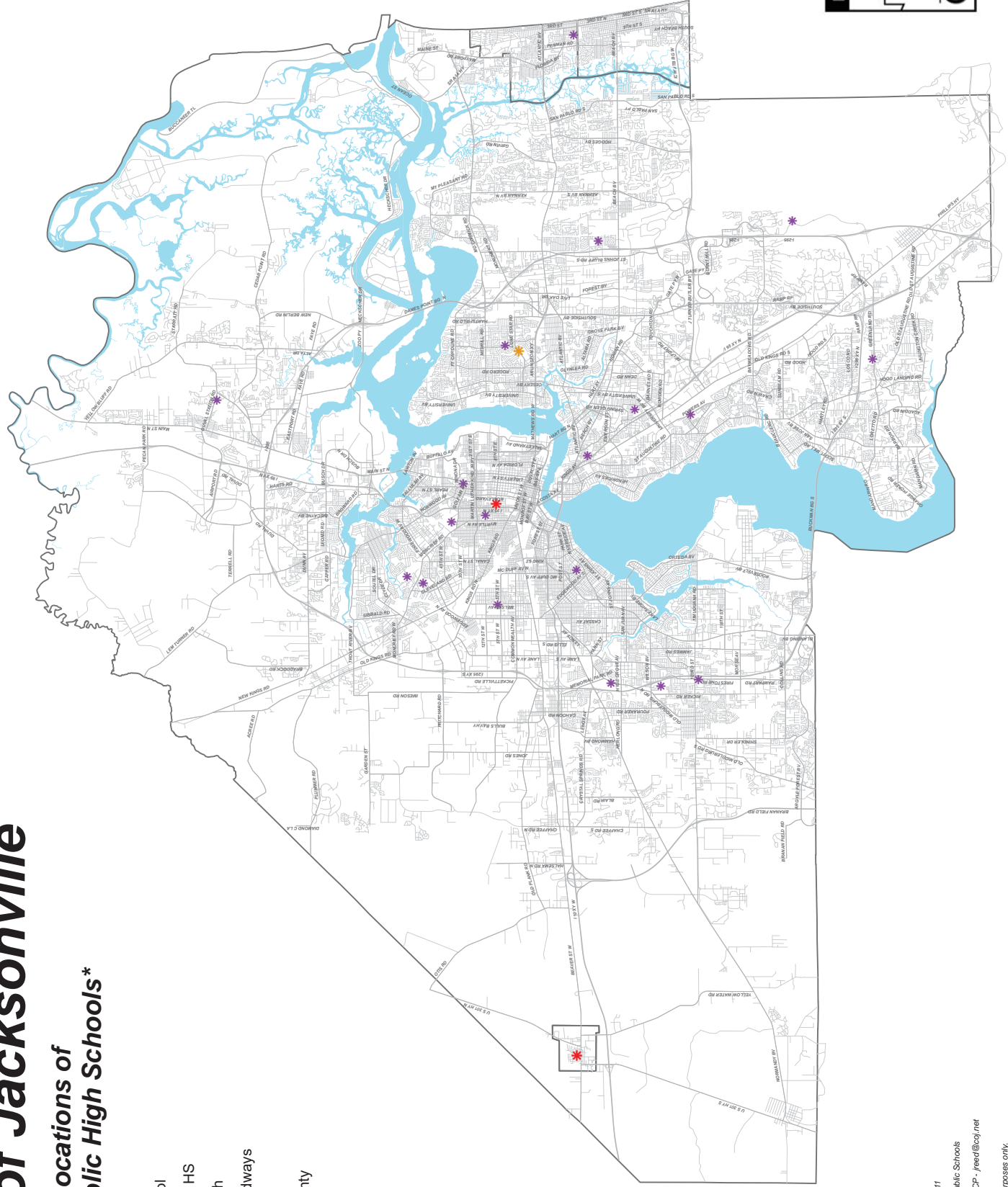
# City of Jacksonville

## Existing Locations of DCPS Public High Schools\*

### Schools

- \* High School
- JUVENILE HS
- Middle-High

- Major Roadways
- Roads
- Duval County
- River











\*2045 Comprehensive Plan, Map 11  
 Data provided by Duval County Public Schools  
 Developed by James M. Reed, AICP - jreed@coj.net  
 February 10, 2021  
 Content intended for illustrative purposes only.

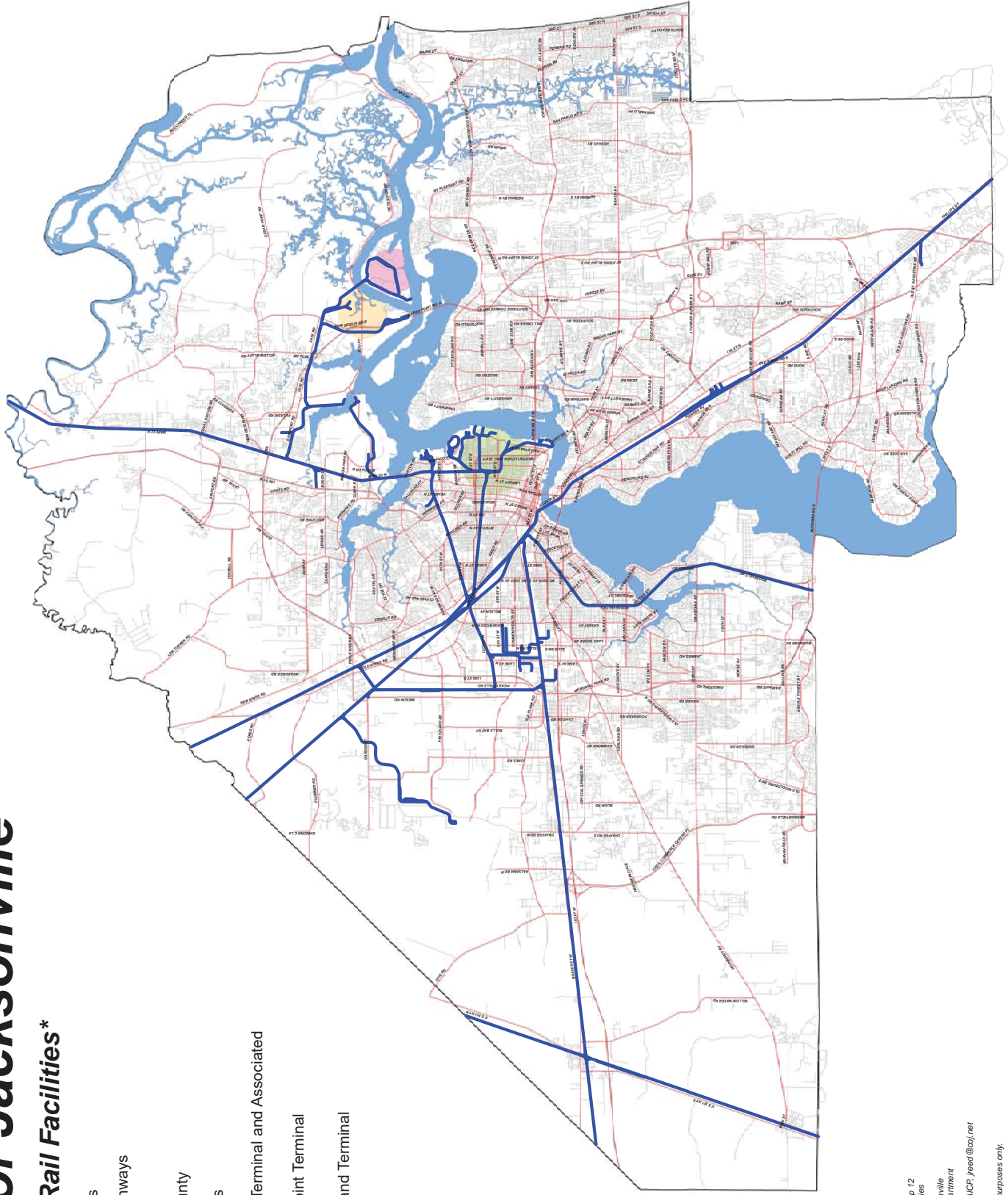


## **EXISTING RAIL FACILITIES**

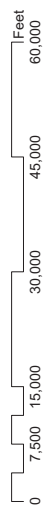
# City of Jacksonville

## Existing Rail Facilities\*

-  Rail Roads
-  Major Highways
-  Roads
-  Duval County
-  Port Rail Facilities
-  Tallyrand Terminal and Associated
-  Dames Point Terminal
-  Blount Island Terminal



\*2046 Comprehensive Plan, Map 12  
 Transportation Element, Map Series  
 Data provided by City of Jacksonville  
 Planning and Development Department  
 Developed by James M. Reed, AICP, jreed@coj.net  
 May 2-2021  
 Content intended for illustrative purposes only.



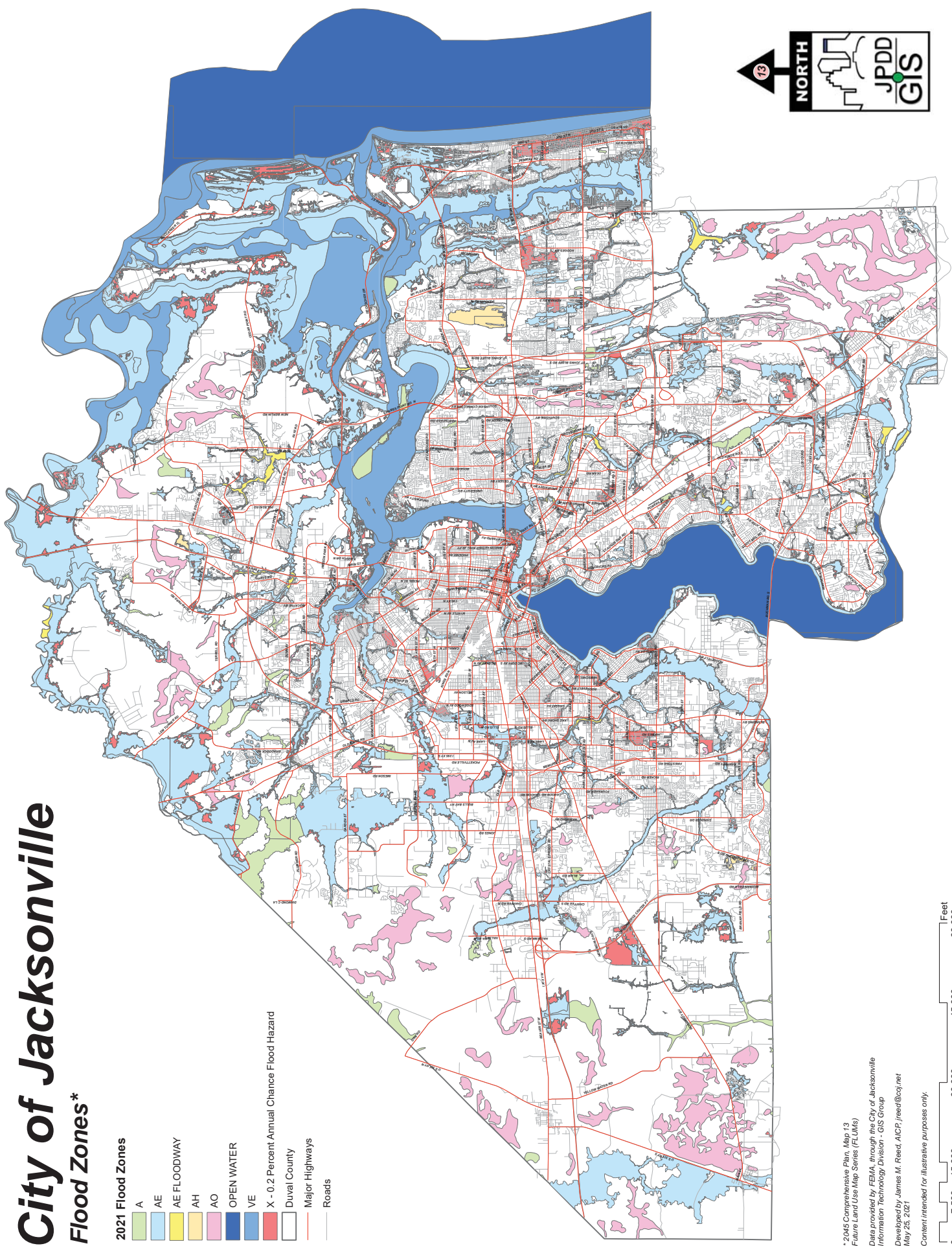
# **FLOOD ZONES**

# City of Jacksonville

## Flood Zones\*

### 2021 Flood Zones

- A
- AE
- AE FLOODWAY
- AH
- AO
- OPEN WATER
- VE
- X - 0.2 Percent Annual Chance Flood Hazard
- Duval County
- Major Highways
- Roads



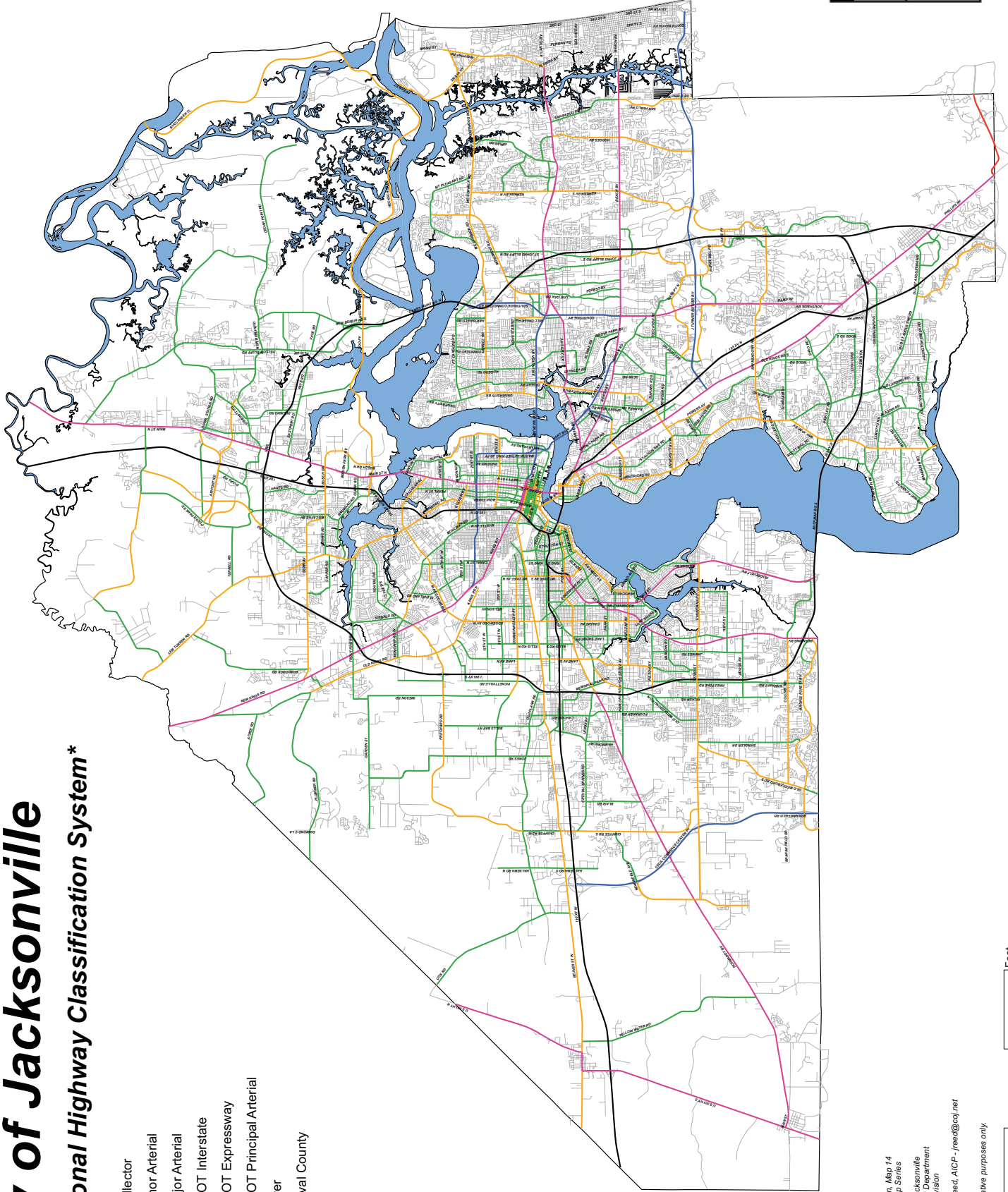
\*2015 Comprehensive Plan, Map 13  
 Future Land Use Map Series (FLUMS)  
 Data provided by FEMA, through the City of Jacksonville  
 Information Technology Division - GIS Group  
 Developed by James M. Reed, AICP, jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.

# **FUNCTIONAL HIGHWAY CLASSIFICATION SYSTEM**

# City of Jacksonville

## Functional Highway Classification System\*

- Collector
- Minor Arterial
- Major Arterial
- FDOT Interstate
- FDOT Expressway
- FDOT Principal Arterial
- River
- Duval County



\* 2045 Comprehensive Plan, Map 14  
Transportation Element Map Series  
Data provided by City of Jacksonville  
Planning and Development Department  
Transportation Planning Division  
Developed by James M. Reed, AICP - jreed@coj.net  
July 22, 2021  
Content intended for illustrative purposes only.



**FUTURE LAND USE**

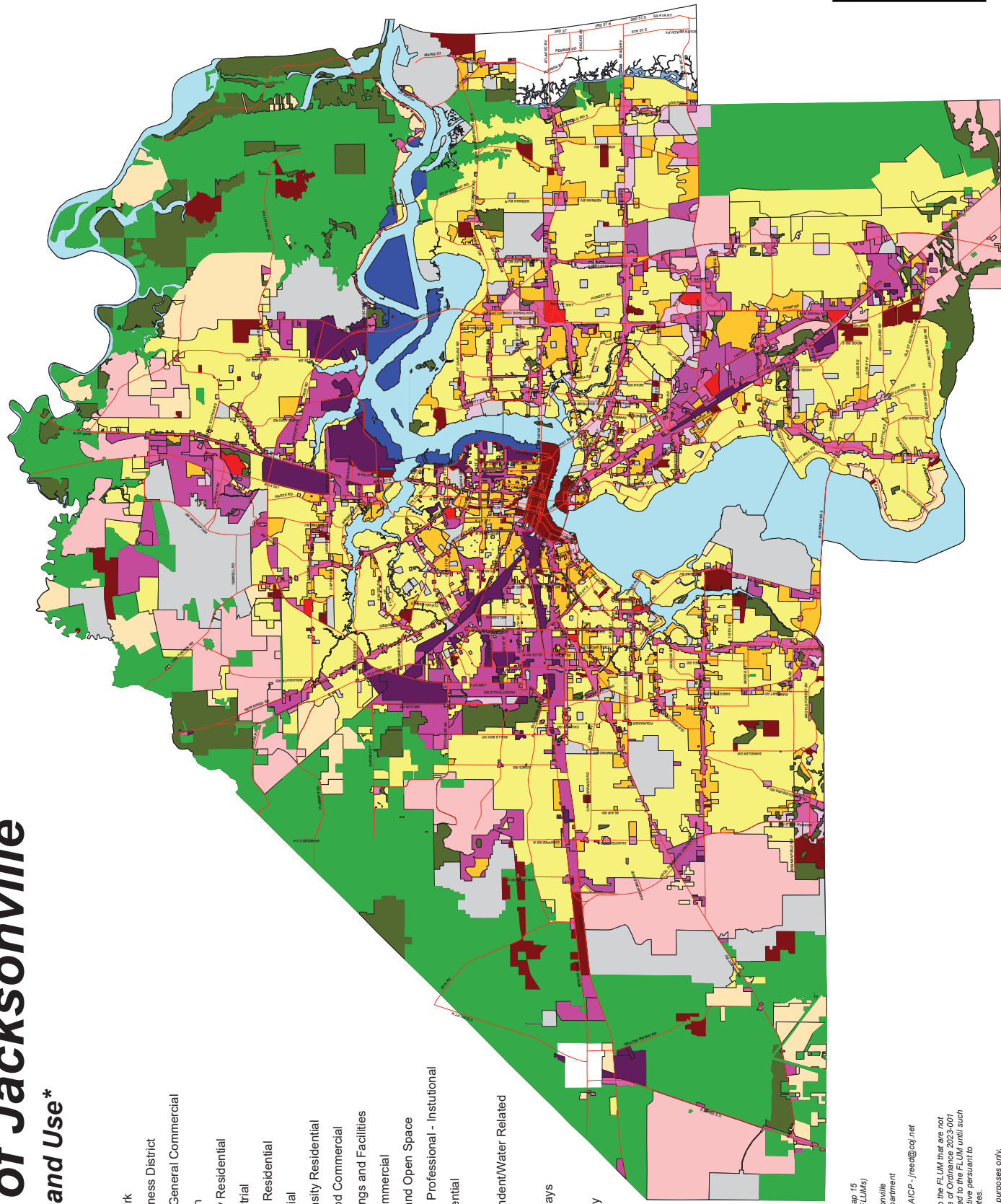


# City of Jacksonville

## Future Land Use\*

### Categories

- AGR
- Business Park
- Central Business District
- Community/General Commercial
- Conservation
- High Density Residential
- Heavy Industrial
- Low Density Residential
- Light Industrial
- Medium Density Residential
- Neighborhood Commercial
- Public Buildings and Facilities
- Regional Commercial
- Recreation and Open Space
- Residential - Professional - Institutional
- Rural Residential
- Water
- Water Dependent/Water Related
- Multi Use
- Major Highways
- River
- Duval County



\* 2045 Comprehensive Plan, Map 15  
 Future Land Use Map Series (FLUMs)  
 Date provided by City of Jacksonville  
 Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 February 28, 2023  
 Admitted amendments posted to the FLUM that are not  
 effective as of the adoption date of Ordinance 2023.001  
 shall not be deemed to be posted to the FLUM until such  
 time as the amendment is effective pursuant to  
 Section 163.3187, Florida Statutes.  
 Content intended for illustrative purposes only.

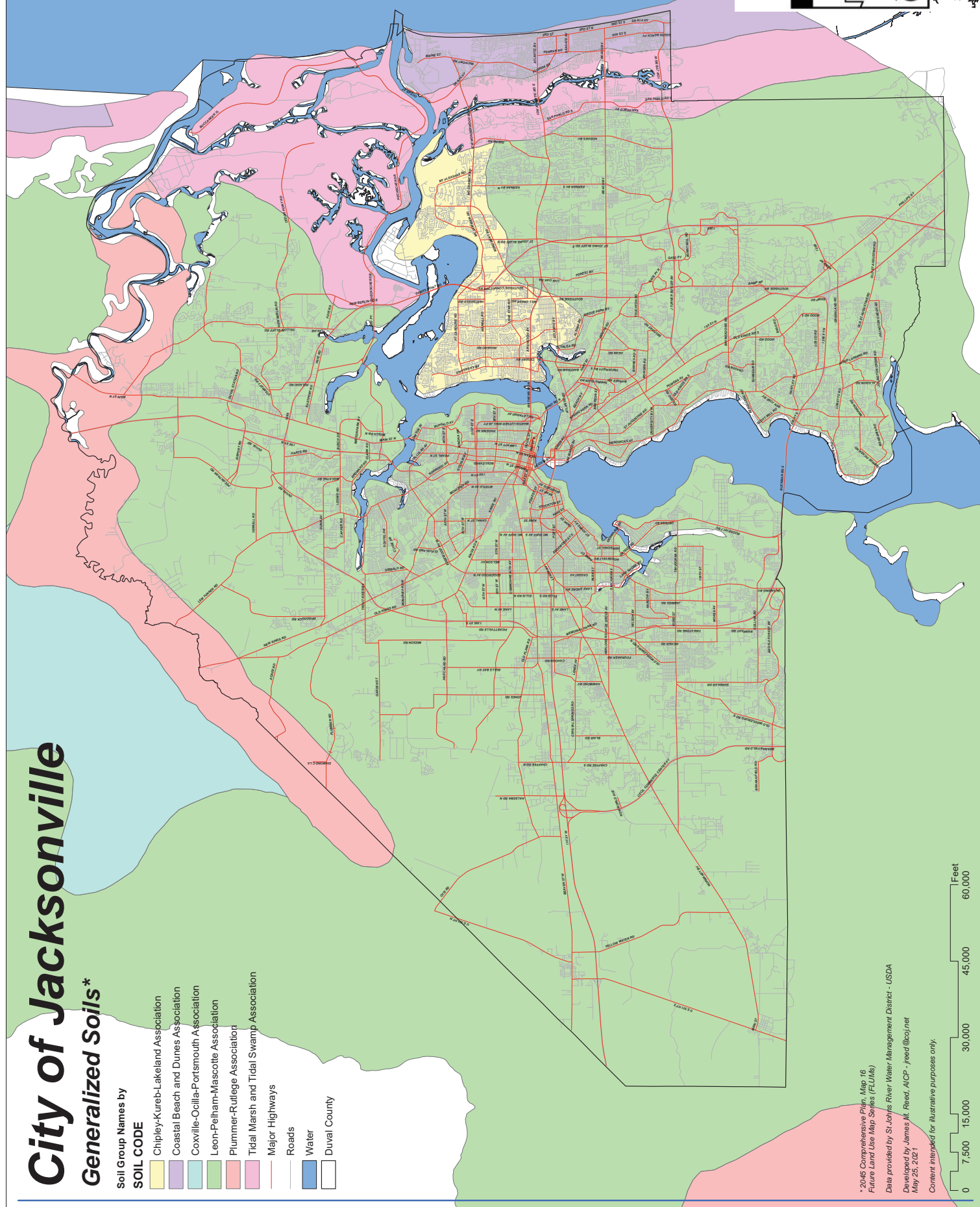


# **GENERALIZED SOILS**

# City of Jacksonville

## Generalized Soils\*

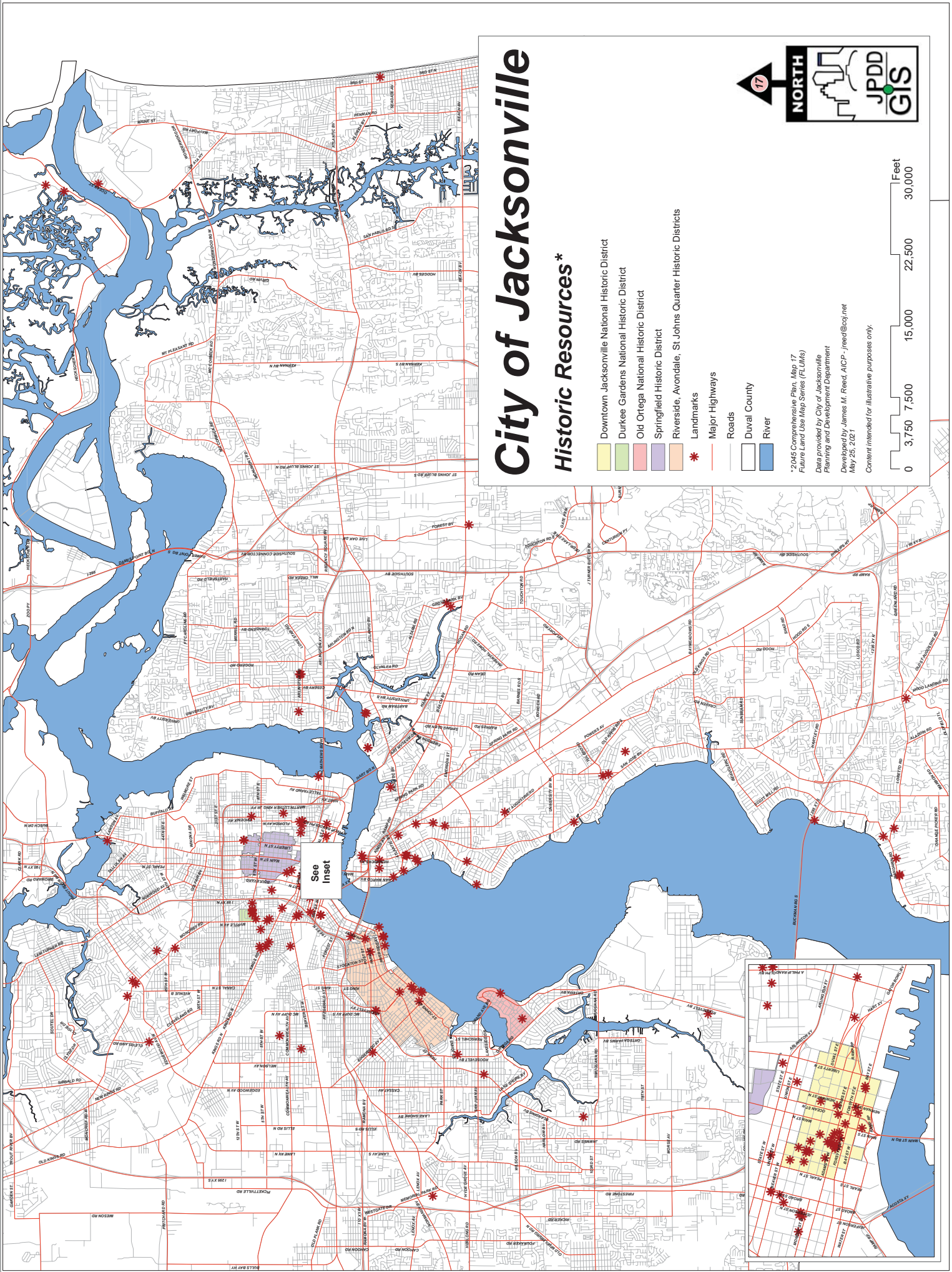
- Soil Group Names by SOIL CODE
- Chipley-Kureb-Lakeland Association
  - Coastal Beach and Dunes Association
  - Cowville-Ocilla-Portsmouth Association
  - Leon-Pelham-Mascotte Association
  - Plummer-Rutledge Association
  - Tidal Marsh and Tidal Swamp Association
  - Major Highways
  - Roads
  - Water
  - Duval County



\* 204S Comprehensive Plan, Map 16  
 Future Land Use Map Series (FLUMs)  
 Data provided by St. Johns River Water Management District - USDA  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.



# **HISTORIC RESOURCES**

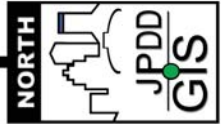


# City of Jacksonville

## Historic Resources\*

- Downtown Jacksonville National Historic District
- Durkee Gardens National Historic District
- Old Ortega National Historic District
- Springfield Historic District
- Riverside, Avondale, St. Johns Quarter Historic Districts

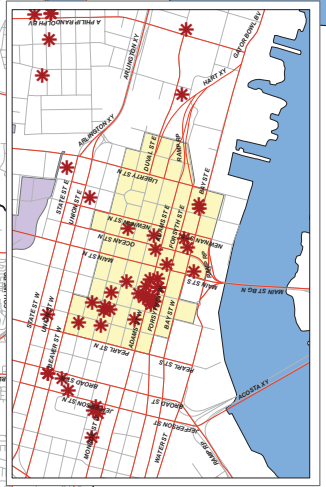
- \* Landmarks
- Major Highways
- Roads
- Duval County
- River



\*2045 Comprehensive Plan, Map 17  
 Future Land Use Map Series (FLUMS)  
 Data provided by City of Jacksonville  
 Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.



See Inset

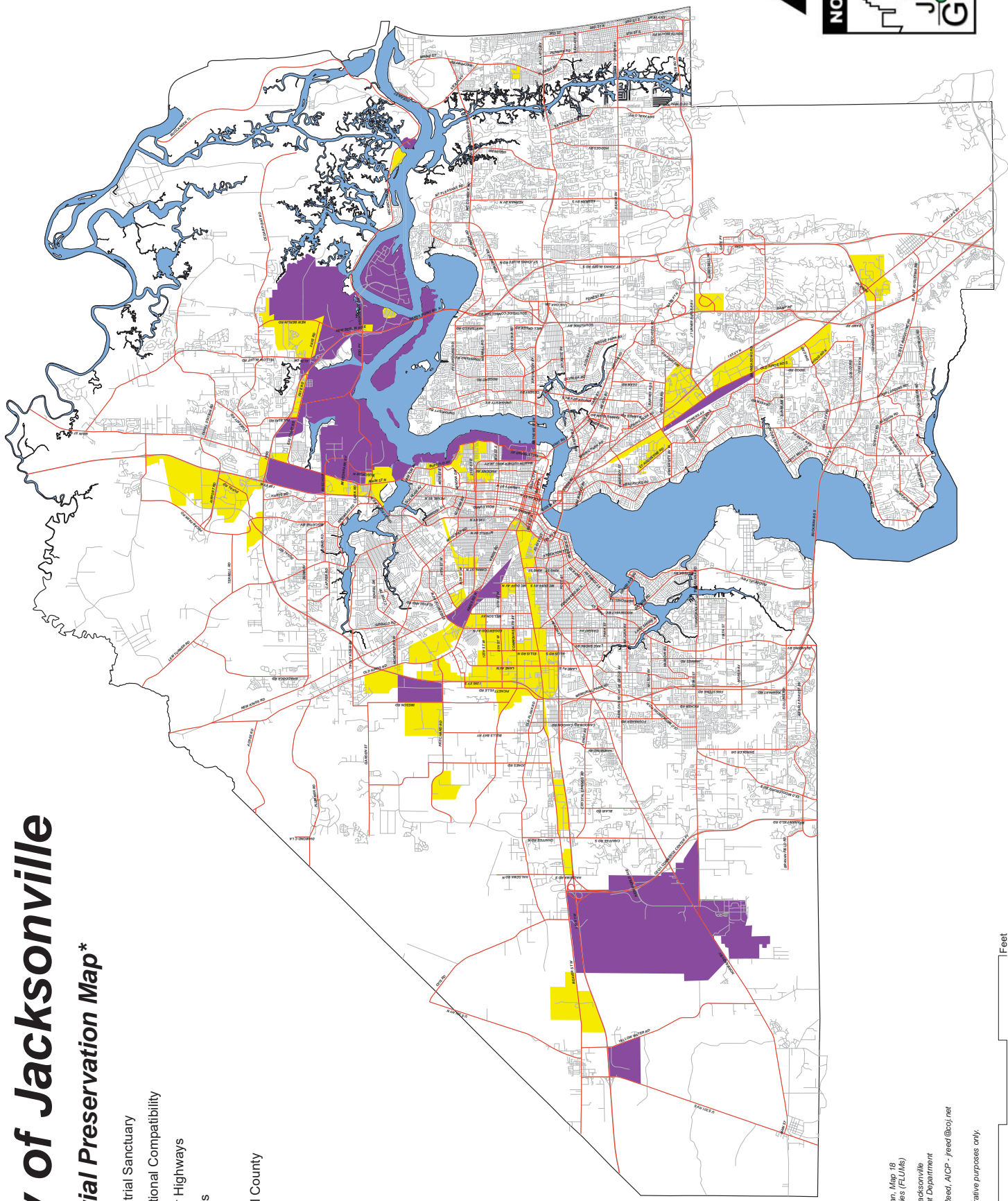


# **INDUSTRIAL PRESERVATION**

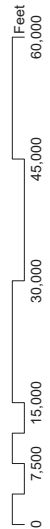
# City of Jacksonville

## Industrial Preservation Map\*

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



\* 2045 Comprehensive Plan, Map 18  
Future Land Use Map Series (FLUMs)  
Data provided by City of Jacksonville  
Planning and Development Department  
Developed by James M. Reed, AICP - jreed@coj.net  
May 25, 2021  
Content intended for illustrative purposes only.








# **MAJOR PUBLIC TRIP GENERATORS AND ATTRACTORS**



# City of Jacksonville

## Major Public Trip Generators and Attractors\*

Developments of Regional Impact/Regional Activity Centers/Central Business District

-  Park-n-Ride Lots
-  ASE Stations
-  Attractors - Malls and Major Universities/Colleges
-  ASE Stations
-  Automated Skyway Express (ASE)

Express Routes

Bus Routes

Major Highways

**Non-Rural Residential Land Uses**

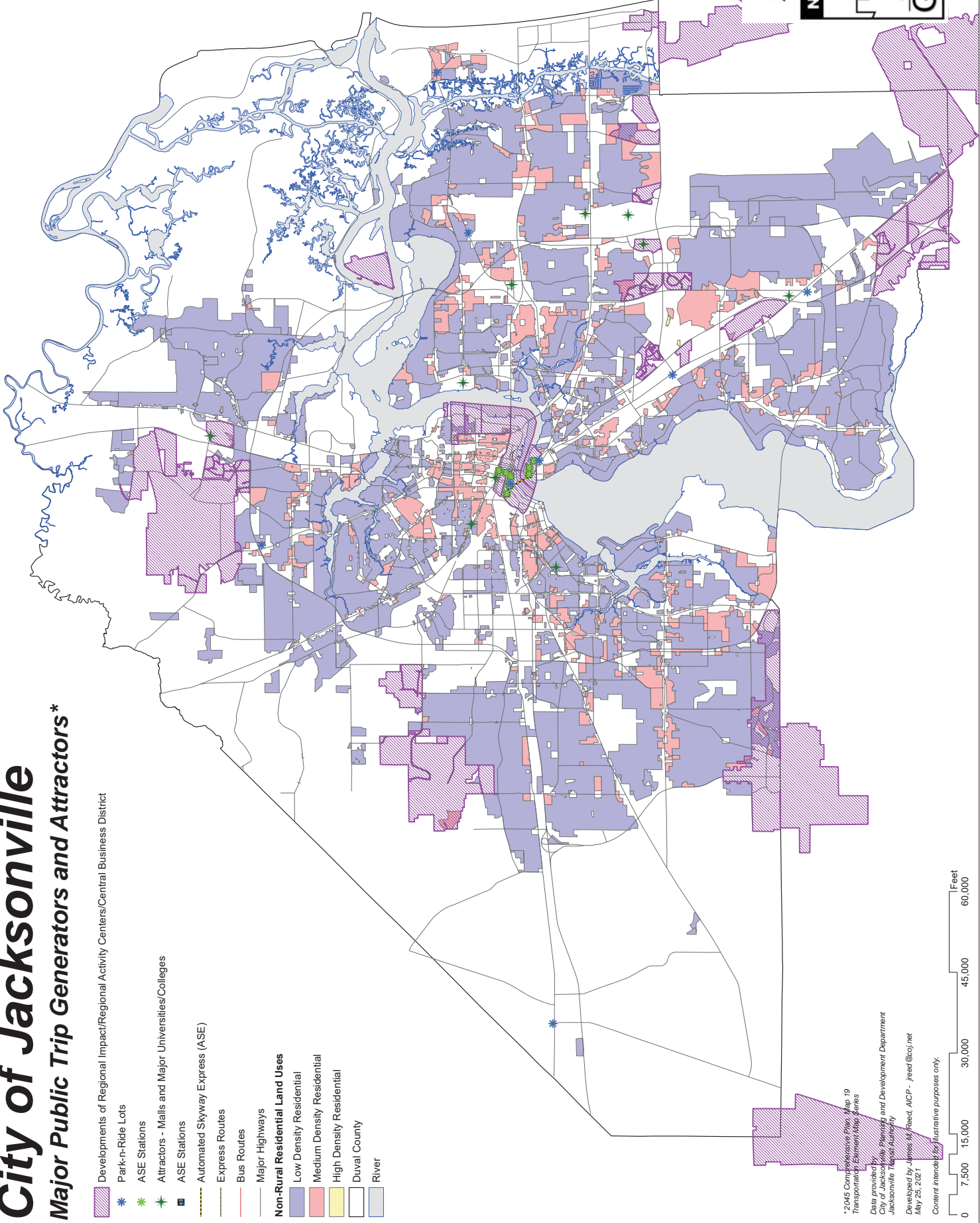
Low Density Residential

Medium Density Residential

High Density Residential

Duval County

River











\*2045 Comprehensive Plan, Map 19  
 Transportation Element Map Series  
 Data provided by  
 City of Jacksonville Planning and Development Department  
 Jacksonville Transit Authority  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.

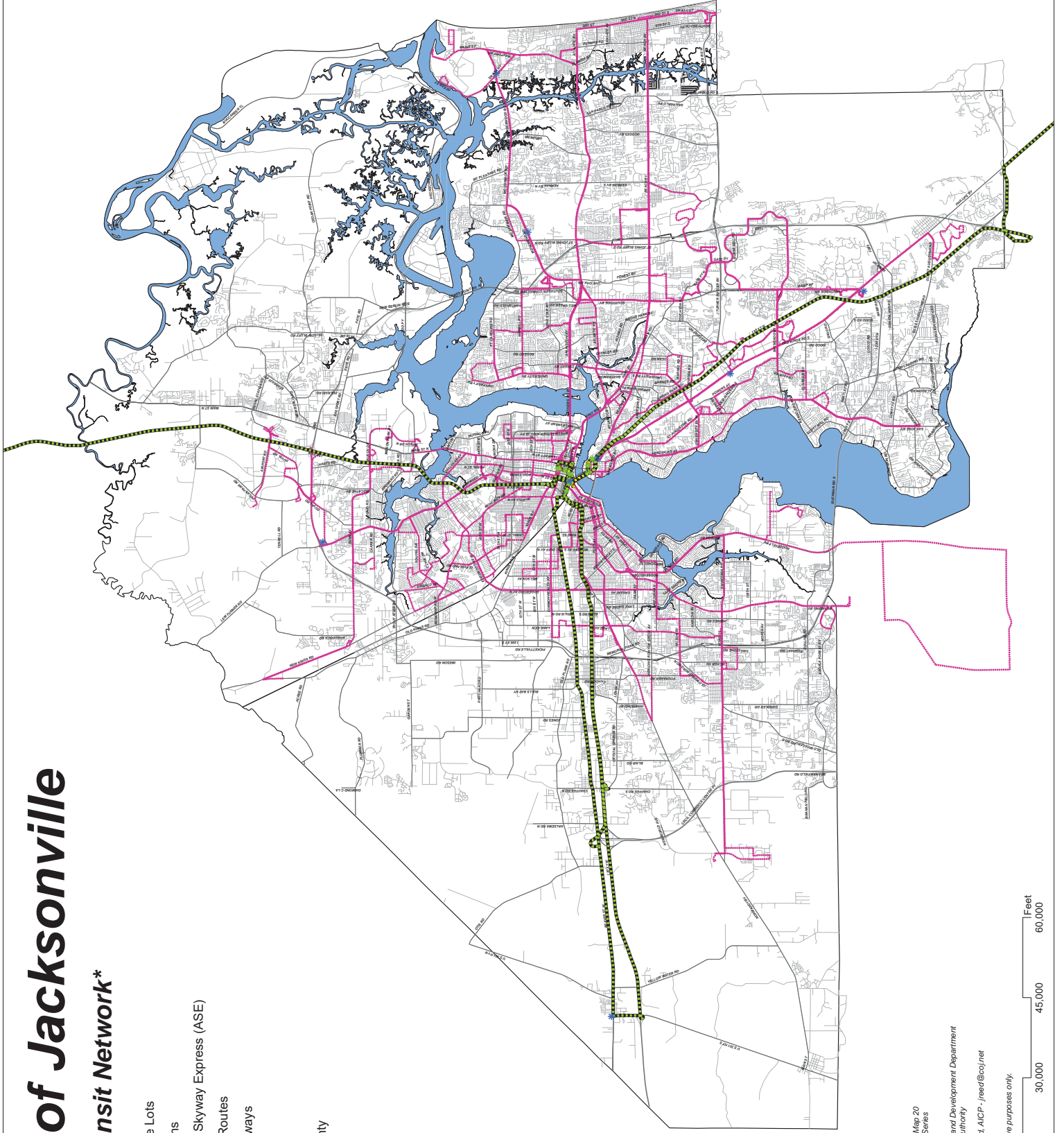
0 7,500 15,000 30,000 45,000 60,000 Feet

# **MASS TRANSIT NETWORK**

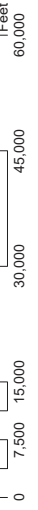
# City of Jacksonville

## Mass Transit Network\*

-  Park-n-Ride Lots
-  ASE Stations
-  Automated Skyway Express (ASE)
-  Fixed Bus Routes
-  Major Highways
-  Roads
-  River
-  Duval County



\*2045 Comprehensive Plan, Map 20  
 Transportation Element Map Series  
 Data provided by  
 City of Jacksonville Planning and Development Department  
 Jacksonville Transportation Authority  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.



# **MILITARY AND CIVILIAN INFLUENCE ZONES**

# City of Jacksonville

## Military and Civilian Influence Zones\*

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

in DB

60

65

70

75

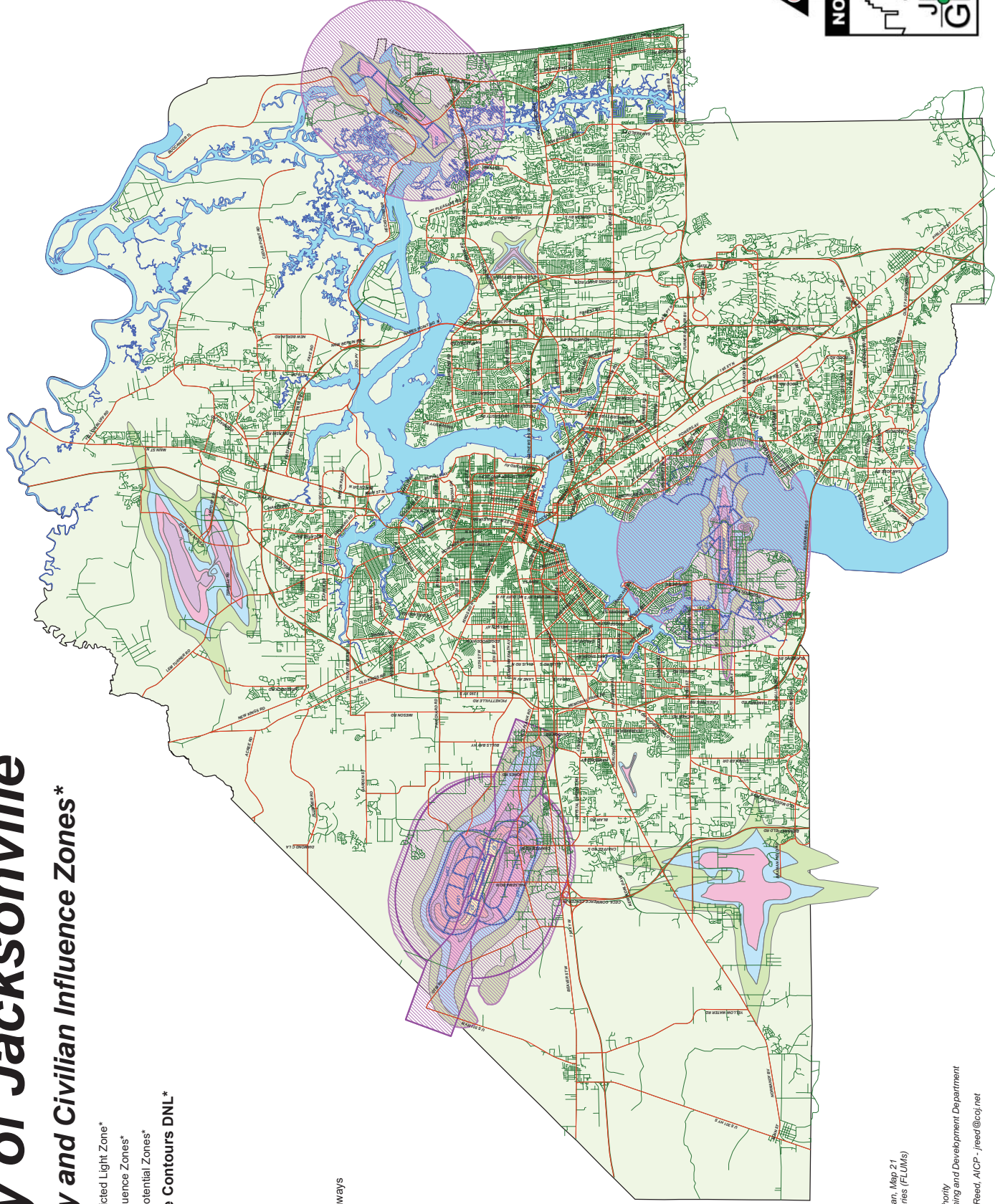
80

85

Major Highways

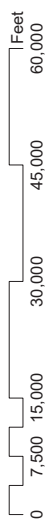
Roads

River



\*2045 Comprehensive Plan, Map 21  
 Future Land Use Map Series (FLUMs)  
 Data provided by  
 United States Navy  
 Jacksonville Aviation Authority  
 City of Jacksonville Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021

Content intended for illustrative purposes only.



## **MOBILITY ZONES**

# City of Jacksonville

## Mobility Zones\*

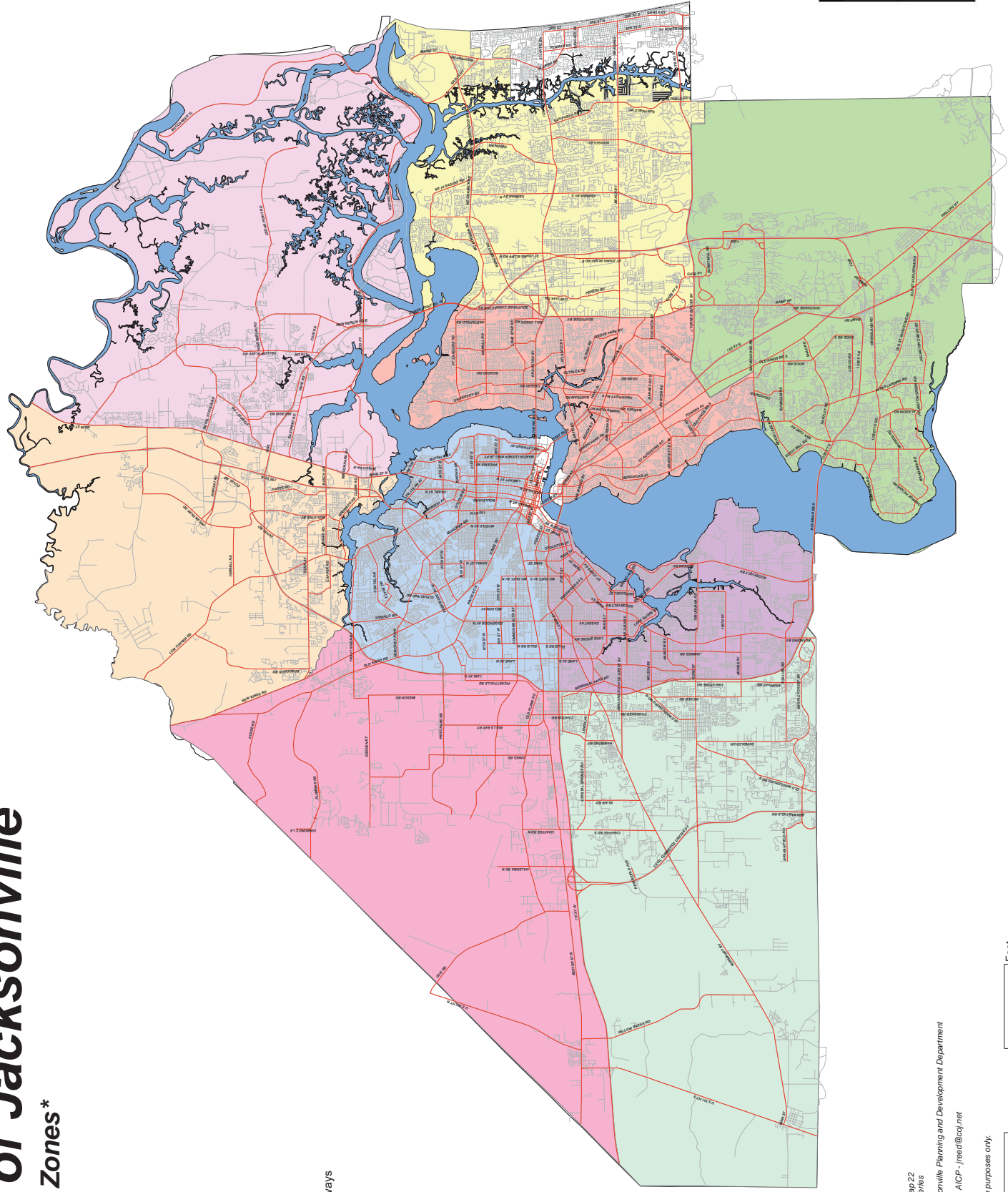
### Mobility Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6
- Zone 7
- Zone 8
- Zone 9
- Zone 10

Major Highways

Roads

River



2045 Comprehensive Plan, Map 22  
 Transportation Element Map Series  
 Data provided by City of Jacksonville Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.



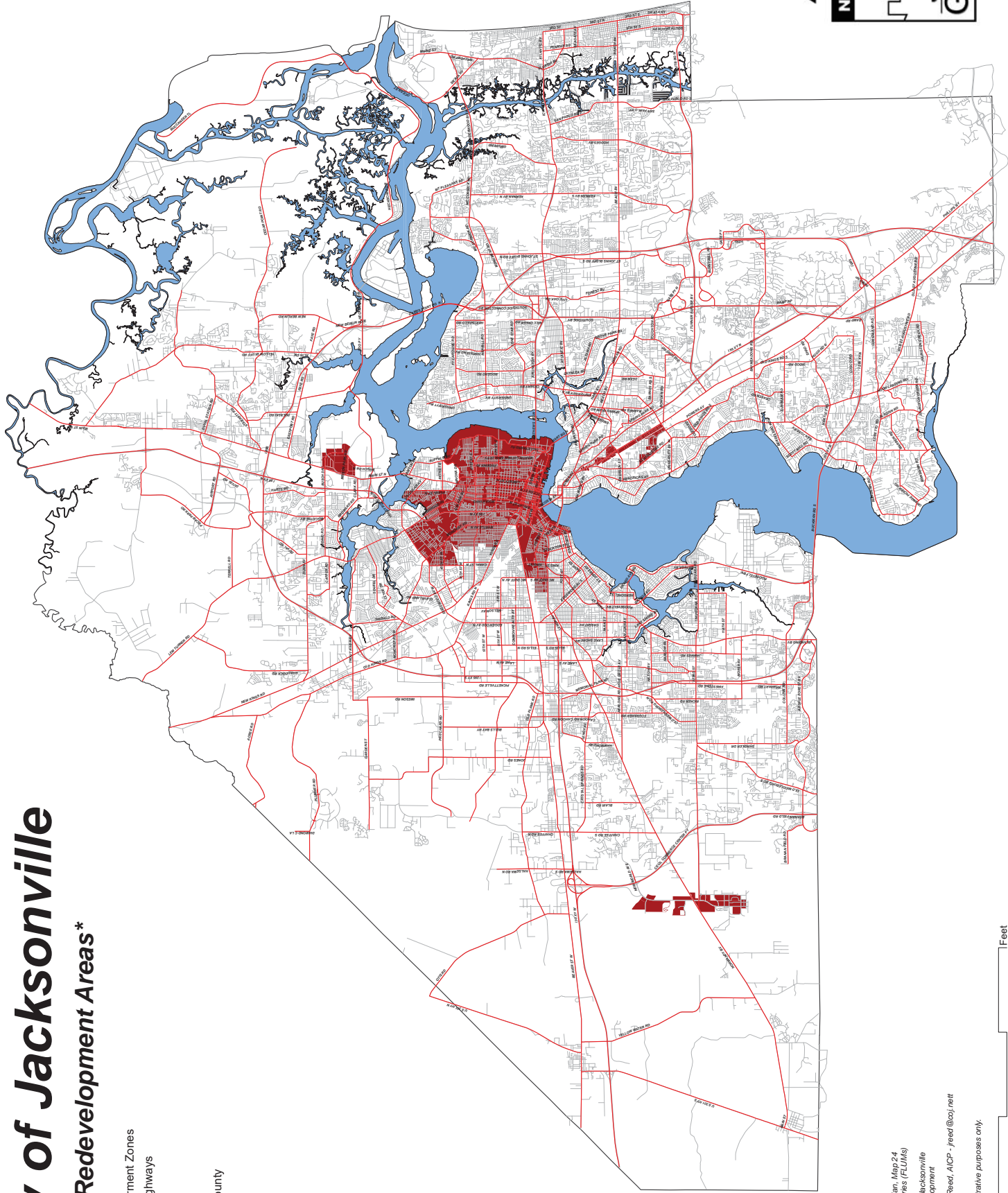
# **URBAN REDEVELOPMENT AREAS**



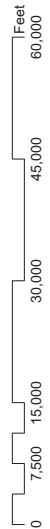
# City of Jacksonville

## Urban Redevelopment Areas\*

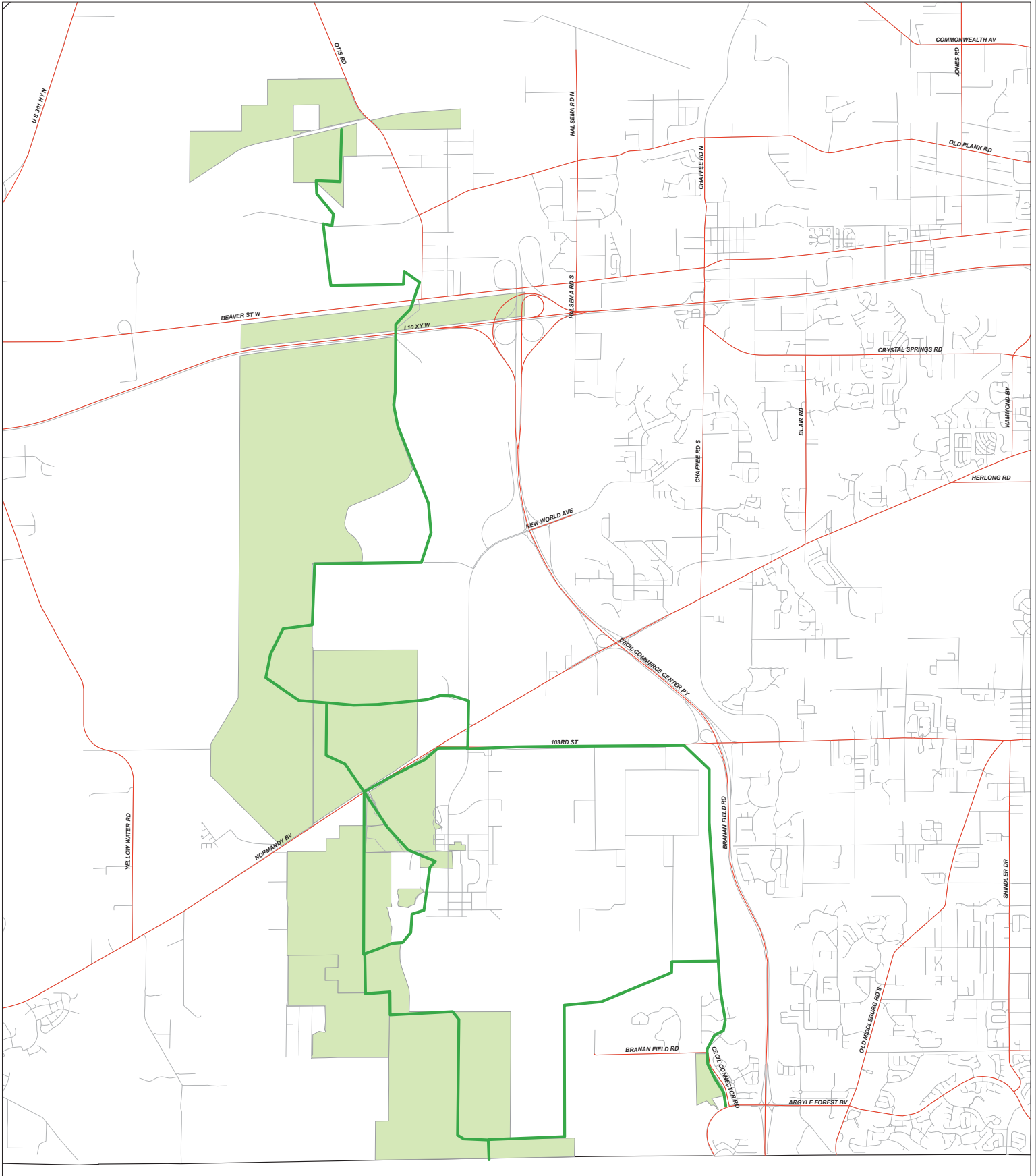
- Empowerment Zones
- Major Highways
- Roads
- River
- Duval County



\*2045 Comprehensive Plan, Map 24  
Future Land Use Map Series (FLUMs)  
Data provided by City of Jacksonville  
Office of Economic Development  
Developed by James M. Reed, AICP - jreed@coj.net  
May 25, 2021  
Content intended for illustrative purposes only.



# **CECIL FIELD NATURAL AND RECREATIONAL CORRIDOR**



# City of Jacksonville






## Cecil Field Natural and Recreational Corridor\*

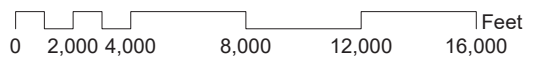
\* 2045 Comprehensive Plan, Map 23

Data provided by  
North Florida Transportation Planning Organization

Developed by James M. Reed, AICP - jreed@coj.net  
May 25, 2021

Content intended for illustrative purposes only.




-  Cecil Trail
-  Associated City Parks
-  Major Highways
-  Roads
-  Duval County

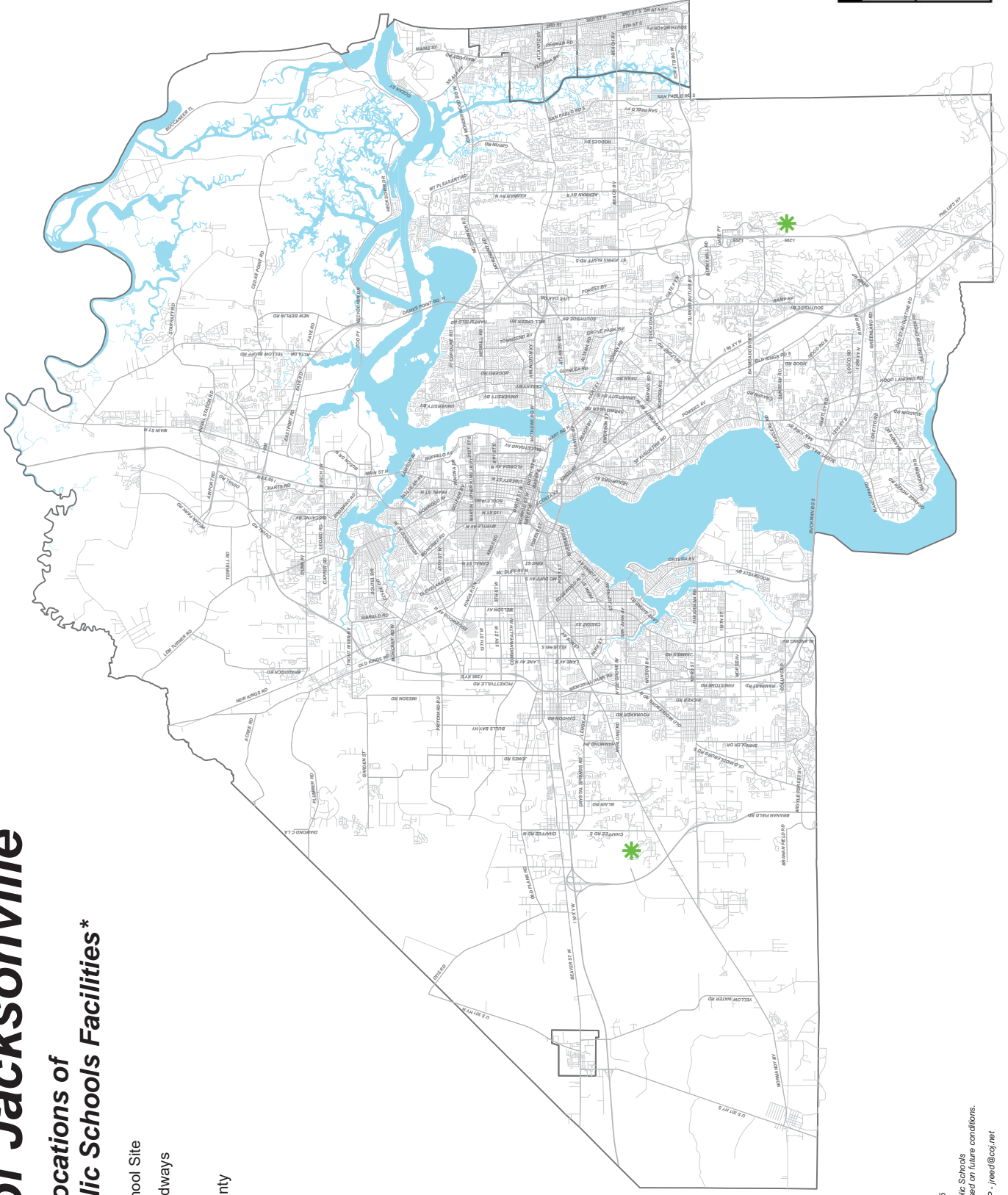


**PLANNED LOCATIONS OF DCPS PUBLIC SCHOOLS**  
**FACILITIES**

# City of Jacksonville

## Planned Locations of DCPS Public Schools Facilities\*

-  Future School Site
-  Major Roadways
-  Roads
-  Duval County
-  River



\*2045 Comprehensive Plan, Map 25  
 Data provided by Duval County Public Schools  
 Locations are subject to change based on future conditions.  
 Developed by James M. Reed, AICP - jreed@coj.net  
 February 22, 2021  
 Content intended for illustrative purposes only.



# **ROAD WIDTH AND MAINTENANCE RESPONSIBILITIES**

# City of Jacksonville

## Road Width and Maintenance Responsibilities\*

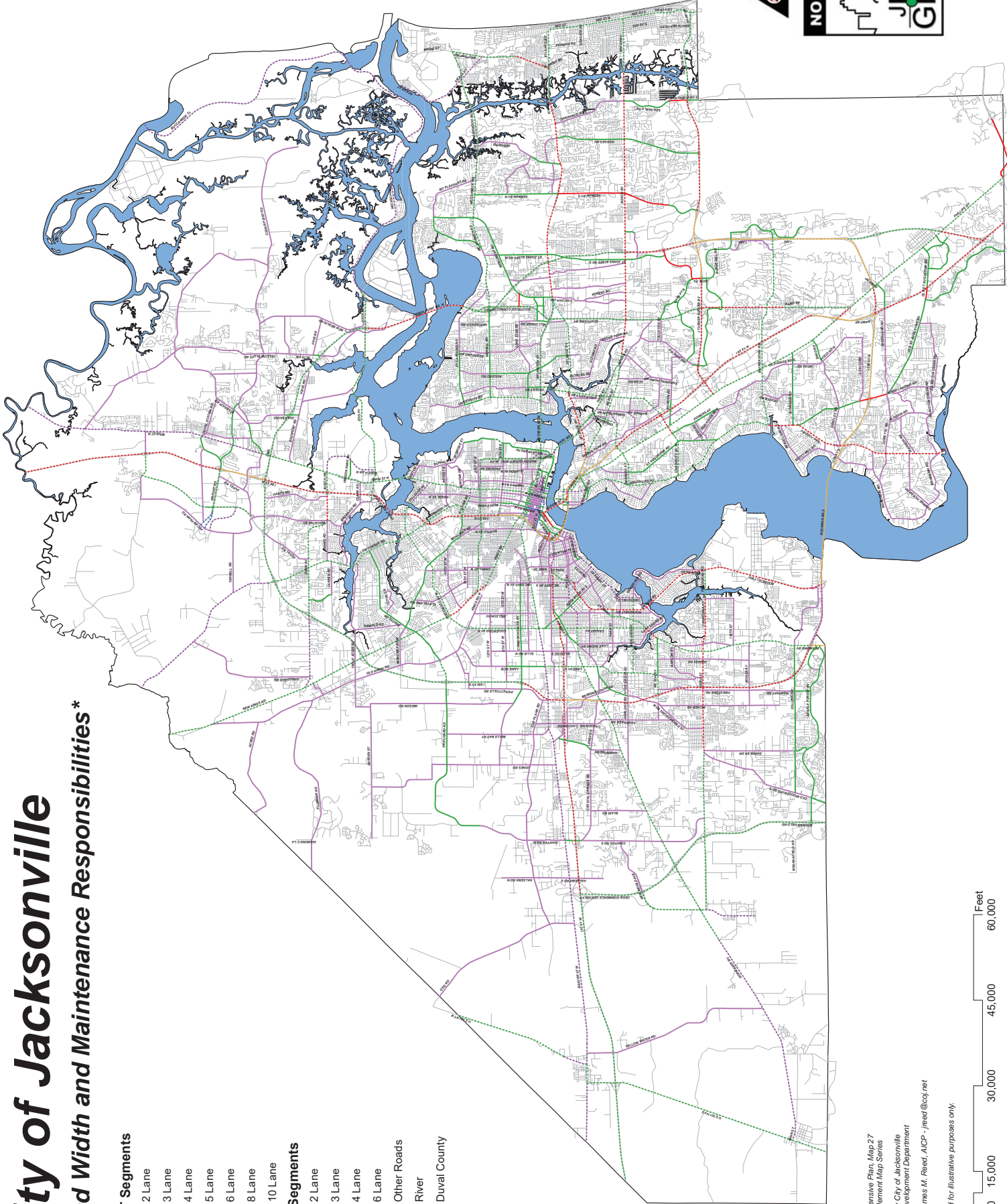
### FDOT Segments

- 2 Lane
- 3 Lane
- 4 Lane
- 5 Lane
- 6 Lane
- 8 Lane
- 10 Lane

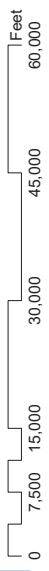
### COJ Segments

- 2 Lane
- 3 Lane
- 4 Lane
- 6 Lane

- Other Roads
- River
- Duval County



\*2046 Comprehensive Plan, Map 27  
 Transportation Element Map Series  
 Data provided by City of Jacksonville  
 Planning and Development Department  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.



# **TRANSPORTATION MANAGEMENT AREA (TMA)**



# City of Jacksonville

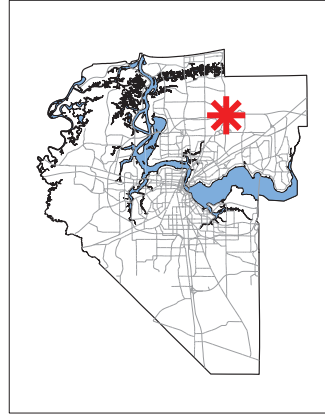
## Transportation Management Area (TMA)\*

### SUBSECTOR

- A-1
- A-2
- A-3
- A-4
- B-1
- B-2
- C-1
- C-2

### Major Highways

- Roads
- River
- Duval County



\*2045 Comprehensive Plan, Map 28  
 Transportation Element Map Series  
 Data provided by City of Jacksonville  
 Planning and Development Department  
 Developed by James M. Reed, AICP - feed@coj.net  
 May 25, 2021  
 Content Intended for illustrative purposes only.



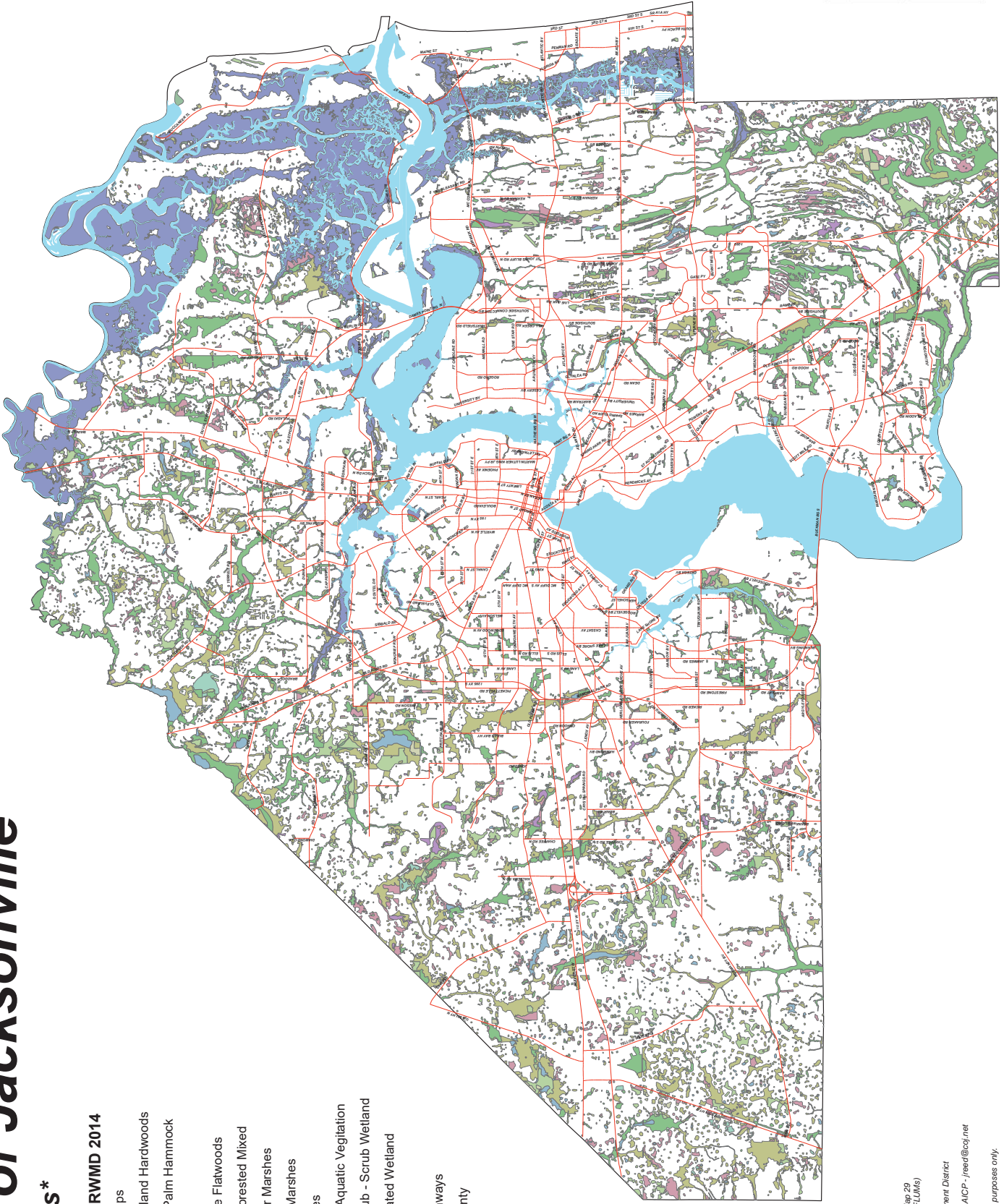
# WETLANDS

# City of Jacksonville

## Wetlands\*

### Wetlands - SJRWMD 2014

- Bay Swamps
- Mixed Wetland Hardwoods
- Cabbage Palm Hammock
- Cypress
- Hydric Pine Flatwoods
- Wetland Forested Mixed
- Freshwater Marshes
- Saltwater Marshes
- Wet Prairies
- Emergent Aquatic Vegetation
- Mixed Scrub - Scrub Wetland
- Non-Vegetated Wetland
- River
- Major Highways
- Duval County



\*2045 Comprehensive Plan, Map 29  
 Future Land Use Map Series (FLUMs)  
 Date provided by  
 St. Johns River Water Management District  
 Developed by James M. Reed, AICP - jreed@coj.net  
 May 25, 2021  
 Content intended for illustrative purposes only.



# **2045 COMPREHENSIVE PLAN**

## **DEFINITIONS**



**MARCH 2024**

*The Honorable Donna Deegan, Mayor*

*R. Brett James, Director of Planning & Development*

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**JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT**  
214 N. Hogan Street, Suite 300, Jacksonville, Florida 32202

## DEFINITIONS

Definitions of terms used throughout the Comprehensive Plan rely on the definitions appearing in Chapters 163, 171, 177 180, 380 and 381, F.S. These statutory definitions, and related terms defined in applicable, supporting Florida Administrative Rules, are implicit to this comprehensive planning document. Definitions which appear in the City Ordinance Code are also incorporated.

In cases where the City's Ordinance Code and State statute or administrative rule conflict the more restrictive of the two shall be considered to govern. Definitions found in applicable Florida Statutes, the Florida Administrative Code and the City Ordinance Code are included. Key words that relate directly to the Comprehensive Plan, and that may not be defined by Statute, Florida Administrative Rule or the City's Ordinance Code, are defined as follows for the reader's convenience.

2010 Comprehensive Plan - Adopted September 21, 1990; replaced with the 2030 Comprehensive Plan, per Ordinance 2009-791-E on November 10, 2009; replaced with the 2045 Comprehensive Plan, per Ordinance 2023-001-E.

2030 Comprehensive Plan - Adopted November 10, 2009 by Ordinance 2009-791-E; replaced with the 2045 Comprehensive Plan, per Ordinance 2022-XXX-E.

Abutting - Having common borders or edges.

Accessory Use - A use incidental or subordinate to the principal use of a building or project and located on the same site.

Accident Rate - The accident frequency, or actual number of accidents which occur, expressed in terms of number of accidents per average daily vehicle trips for the location. The accident rate provides useful information in evaluating the operational safety of a roadway segment or intersection.

Active Parks - Are intended to serve a neighborhood that is accessible given no more than a five minute driving time. Some will be parks in the urban core that are primarily walk-to facilities. These parks, generally under 14 acres in size, provide primarily athletic facilities including ball fields, courts, pools, and playgrounds. Many of the sites are located adjacent to schools or major housing/apartment units.

Active Transportation - refers to modes of travel that do not involved motorized vehicles; the most prominent examples includes biking and walking, although sometimes active transportation can be supplemented by motorized vehicles (e.g., walking to a transit stop, using manual pedal power on an electric-assisted bicycle).

Adaptation Action Area or AAA – is a designation in the City's Comprehensive Plan which identifies an area that experiences coastal flooding due to extreme high tides and storm

surge, and that is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. The City of Jacksonville AAA is specifically defined as those areas within the projected limits of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone, and additional areas determined through detailed flood analysis.

*Adaptive Re-use* - The process of converting a building to a use other than that for which it was originally designed.

*Adjacent* - To have property lines or portions thereof in common or facing each other across a right-of-way, street, alley or waterbody.

*Adjusted for Family Size* - Adjusted in a manner which results in an income eligibility level which is lower for households with fewer than four people, or higher for households with more than four people, than the base income eligibility otherwise determined, based upon a formula as established by the United States Department of Housing and Urban Development.

*Adjusted Gross Income* - All wages, regular cash or noncash contributions from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under s. 62 of the Internal Revenue Code.

*Adult Congregate Living Facility (ACLF)* - A building or buildings, Section of building, or distinct part to a building, residence, private home, boarding home, home for the aged, or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding 24 hours, housing, food service, and one or more personal services for four or more adults, not related to the owner or administrator by blood or marriage, who require such services; or to provide extended congregate care, limited nursing services, or limited mental health services, when specifically licensed to do so pursuant F.S. § 400.407. A facility offering personal services, extended congregate care, limited nursing services, or limited mental health services for fewer than four adults is within the meaning of this definition if it formally or informally advertised to or solicits the public for residents or referrals and holds itself out to the public to be an establishment which regularly provides such services. This type of facility could be deemed to include Community Residential Homes, Group Homes, Residential Treatment Homes, etc.

*Affordable Housing* - Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons.

*Agricultural Uses* - Activities within land areas that are predominately used for the cultivation of crops and livestock including: cropland, pasture-land, orchards, vineyards,

nurseries, ornamental horticulture areas, groves, confined feeding operations, specialty farms and silviculture areas.

All Other Wetlands Areas (Category III Wetlands) - Those wetlands that are not Category I and II wetlands and do not have a direct impact on the City's waterways. These wetlands are in large and small isolated pockets and do not directly drain into the City's waterways.

Alteration - Any act that changes the exterior features of a building or structure.

Alternative Transit Modes - Forms of travel, other than the conventional use of the personal automobile, which are implemented primarily for the purpose of satisfying home-work/work-home trips. A list of alternative transit modes would include, but not be limited to, regular bus service, express bus service, shuttle service, fixed guideway (rapid rail, light rail and monorail are examples), heavy rail, and streetcars.

Ancillary Plant - A building or facility necessary to provide district wide support services, such as energy plant, bus garage, warehouse, maintenance building, or administrative building.

Annual General Fund debt service - The debt service expenditures that are funded by the General Fund.

APZ - Accident Potential Zone.

Aquifer - A geologic formation, group of formations, or rock layers, which are waterbearing.

Archaeological Site - A location that has yielded or may yield information on history or prehistory. An archaeological site contains physical remains of the past. An archaeological site may be found within archaeological zones, historic sites, or historic districts.

Archaeological Zone - A geographically defined area that has or may reasonably be expected to yield information on local history or prehistory based upon broad prehistoric or historic settlement patterns.

Areas of Situational Compatibility - areas identified on the Industrial Preservation Map that may be suitable for industrial uses under certain conditions.

Arterial Road or Street (Arterial) - A roadway providing service which is relatively continuous and of a relatively high traffic volume, long trip length and high operating speed. Arterial roads have restricted parking, access control, with signals at important intersections and stop signs on the side streets. In addition, every United States numbered highway is an arterial road.

Arterial System - A roadway network that supports the function of principal arterials, i.e. the through-movement of motorized vehicles, by minimizing direct access to adjacent properties, reducing median and curb cuts, utilizing right-turn-only curb access offset from median cuts, using common service driveways to connect adjacent non-residential properties, and other such measures.

Auxiliary Facility - The spaces located at educational plants which are not designated for student occupant stations.

Available Capacity - A factor to be used to determine school concurrency that is determined by current permanent FISH capacity plus portables plus planned additional permanent seats plus portables over the applicable testing period according to the CIE less current student enrollment (for testing in the current year) or projected enrollment (for testing in year 3) based on State COFTE, adjusted to remove students generated by projected new housing stock

Basin Management Action Plan (BMAP) - The “blueprint” for restoring impaired waters by reducing pollutant loadings to meet the allowable loadings established in a Total Maximum Daily Load (TMDL).

Beach - The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves. The term beach is limited to oceanic and estuarine shorelines.

Best Construction Methods - Those methods delineated in the City standards and specifications.

Best Management Practices (BMPs) – Means whereby pollutant loading to downstream elements are reduced. BMPs can be either structural (see Stormwater Treatment Facility) or non-structural practices. Non-structural practices include but are not limited to inlet cleaning, street sweeping, and detention pond maintenance. BMPs also refer to administrative rules which identify work practices and odor control equipment applicable to the terpene chemical manufacturing industry and which are reasonably available based upon considerations of costs and environmental benefits.

Bikeway - Any roadway which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists, or are to be shared with other vehicles.

Blighted Area - An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals or welfare in its present condition and use; (1) predominance of defective or



inadequate street layout; (2) faulty lot layout in relation to size, adequacy, accessibility or usefulness, (3) unsanitary or unsafe conditions; (4) deterioration of site or other improvements; (5) tax or special assessment delinquency exceeding the fair value of the land; and (6) diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

*Boat Facilities* - Port facilities, boat ramps or other launching facilities for motorized vessels, and marinas including both commercial and multi-family residential boat facilities. Any dock with more than 5 slips is a boat facility.

*Boat Facilities Siting Plan* - A City-wide plan for the development of boat facilities which specifies preferred locations by zone for boat facility development based on an evaluation of natural resources, manatee protection needs, and recreation and economic demands. It is one component of a Manatee Protection Plan.

*Building* - A structure created to shelter any form of human activity. This may refer to a house, barn, garage, church, hotel, packing house or similar structure. Buildings may refer to a historically or architecturally-related complex, such as a house, jail or barn.

*Capacity (Transportation)* - The maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.

*Capacity (Public Schools and Facilities)* - The number of students that may be housed in a facility for the testing period based upon the permanent FISH capacity calculations plus portables.

*Capacity Analysis of the FLUMs* - A determination of the Future Land Use Plan Map series ability to provide adequate areas for residential and non-residential uses based on projected population and employment growth during the planning timeframe.

*Capital Budget* - The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

*Capital Improvements* - Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a physical improvement is generally nonrecurring and may require multi-year financing.

*Capital Improvement Plan or Program* - A projected schedule of capital projects based on estimated costs and expected funding levels.

*Category I Wetlands/Salt Water Marshes* – See Salt Water Marshes (Category I Wetlands)

*Category II Wetlands/Riverine/Estuarine Wetlands* – See Riverine/Estuarine Wetlands

(Category II Wetlands)

Category III Wetlands/All Other Wetlands Areas – See All Other Wetlands Areas (Category III Wetlands).

Cedar Swamp - Headwater wetlands and wetlands contiguous to the Cedar Swamp Creek within the following: Section 39, Township 3 South, Range 28 East; Section 15, Township 3 South, Range 28 East; Section 10, Township 3 South, Range 28 East; Section 3, Township 3 South, Range 28 East; Section 4, Township 3 South, Range 28 East; Section 33, Township 2 South, Range 28 East; Section 21, Township 2 South, Range 28 East; Section 28, Township 2 South Range 28 East; Section 4, Township 2 South, Range 28 East; Section 39, Township 2 South, Range 28 East.

Certificate of Appropriateness - A written document approved by the Jacksonville Historic Preservation Commission or administratively approved by the Planning and Development Department pursuant to s. 307.107 allowing an applicant to proceed with approved alteration, demolition, relocation or new construction of a designated landmark, landmark site or property in an historic district, following a determination of the proposal's suitability to applicable criteria.

Certified Local Government - A government meeting the requirements of the National Historic Preservation Act Amendments of 1980 (P.L. 96-515) and the implementing regulations of the United States Department of the Interior and the State of Florida. A government which becomes certified will review all nominations to the National Register within its jurisdiction before reviews at the state and federal levels.

CFASPP - An acronym for the Continuing Florida Aviation Systems Planning Process, a mechanism which brings together the various public agencies with responsibility and interest in the operation and maintenance of aviation facilities. When the term "process" is written out, only the initials CFASP are used (e.g. CFASP process).

City - The City of Jacksonville.

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

Class Size Reduction - A provision to ensure that by July 1, 2010, there are sufficient number of classrooms in a public school so that: 1. The maximum number of students who are assigned to each teacher in the public classrooms for pre-kindergarten through 3rd grade does not exceed 18 students; 2. The maximum number of students who are assigned to each teacher in the public classrooms for 4th grade through 8th grade does

not exceed 22 students; and 3. The maximum number of students who assigned to each teacher in the public classrooms for 9th grade through 12th grade does not exceed 25 students.

*Clustering and Cluster Development* - The practice of grouping uses close together rather than distributing them evenly throughout a site while remaining below the applicable gross density ceiling of the land use plan category.

*Coastal Area* - The 35 coastal counties and all coastal municipalities within their boundaries designated coastal by the State land planning agency. These local governments are listed in the document entitled "Local Governments Required to Include Coastal Management Elements in their Comprehensive Plans", dated July 1, 1986, and available from the Department upon request. The local governments listed in the document and any other communities that incorporate subsequent to July 1, 1986, and meet the criteria in Section 380.24, F.S., shall also be included in the coastal area.

*Coastal High Hazard Area* - The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as established by the most current Northeast Florida Hurricane Evacuation Study. It is shown on the Coastal High Hazard Areas (CHHA) and Hurricane Evacuation Zones Map. A property shall be deemed to be within the CHHA as depicted on the Coastal High Hazard Areas (CHHA) and Hurricane Evacuation Zones Map unless site specific, reliable data and analysis demonstrates otherwise.

*Coastal or Shore Protection Structures* - Shore-hardening structures, such as seawalls, bulkheads, revetments, rubble mound structures, groins, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection, and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces, including beach and dune restoration.

*Collector Streets or Roads (Collector)* - Surface streets providing land access and traffic circulation service within residential, commercial, and industrial areas. Collector roads collect and distribute traffic between local roads and arterial roads. Collector streets serve to connect local roadway networks to the larger city-wide arterial roadway network. Collectors are roadways providing service that is of relatively moderate traffic volume, moderate trip length and moderate operating speed.

*Commercial Infill* - Commercial development or redevelopment of land that has been bypassed, remained vacant, or is underused as a result of urban development and that has access to full urban services.

*Commercial Uses* - Activities within land areas that are predominantly connected with the sale, rental and distribution of products or performance of services.

*Commercial Wastes* - Wastes generated by the commercial and institutional sectors.

Physical characteristics of these wastes are similar to those of residential wastes, in that they consist largely of combustible materials in the form of paper and food waste from offices, restaurants, retail establishments, schools, hospitals, motels and churches.

Community Development Block Grant (CDBG) - Federal program which provides annual grants to communities to carry out community development activities directed toward neighborhood revitalization, economic development and improved community facilities and services.

Community Garden - An area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members.

Community Owned Public Utility Company - A water or sewer utility owned by nonprofit corporations providing service to members who own and control such nonprofit corporations, associations, or cooperatives.

Community Residential Home - A dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Families or licensed by the Agency for Health Care Administration which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents in s. 419.001(d), *Florida Statutes*.

Community Water System - A public water system which regularly serves twenty-five year round residents.

Compact Development - Compact development refers to buildings or a collection of buildings which utilize land more efficiently than conventional suburban development, primarily by increasing intensity and density and through a reduction in land devoted to surface parking.

Compatibility - Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Complete Streets - a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable

travel and access for users of all ages and abilities regardless of their mode of transportation. This term also includes context sensitive street concepts.

Composting - The process by which biological decomposition of the organic constituents of solid waste under controlled conditions occurs.

Comprehensive Emergency Management Plan (CEMP) - The plans prepared by the county civil defense or county emergency management agency addressing weather-related natural hazards and manmade disasters except nuclear power plant accidents and war. The plan covers hazard mitigation, emergency preparedness, emergency response, emergency recovery and, in coastal counties, hurricane evacuation.

Comprehensive Plan - An official document in ordinance form adopted by the local government setting forth its goals, objectives and policies regarding the long-term development of the area within its jurisdiction. In the City, this refers to the text and maps adopted and amended by the City Council pursuant to Chapter 163 (Part II), et seq., F.S. as amended.

Concurrency - With regard to the provision of facilities and services, the assurance that, with the exception of transportation, the necessary public facilities and services to maintain the City's adopted Level of Service standards are available when the impacts of development occur.

Concurrency Management System - The procedures and/or process the City will use to assure that development orders and permits when issued will not result in a reduction of the adopted Level of Service standards at the time the impact of the development occurs.

Concurrency Requirement - A growth management tool for ensuring the availability of adequate public facilities and services to maintain adopted levels of service necessary to accommodate the impacts of development.

Concurrency Service Areas (CSAs) - The designation of an area within which the level of service will be measured when an application for a residential development order is reviewed.

Cone of Influence - An area around one or more major waterwells, the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or draw down depth.

Connected Development - Adjacent developments which enable highly efficient circulation and safe movement by linking properties through internal roadways and paths in lieu of movement via major arterial corridors and collectors.

Conservation Easement - A conservation easement is a right or interest in real property, which is appropriate to retaining land or water areas predominately in their natural state

and as further defined by Section 704.06, F.S.

Conservation Uses - Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management or protection of vegetative communities or wildlife habitats.

Constrained Facilities - A roadway is classified as a constrained facility when, for physical, environmental or political reasons, the facility cannot be expanded by at least two through-lanes. The initial classification of facilities as constrained is to be based on same-year field counts and shall be concurrent with the adoption of the *Comprehensive Plan*.

Context Sensitive Streets - Street cross-sections which are designed and constructed to respond to their immediate surroundings. Specifically, context sensitive streets (CSS) consider the community, land, and surrounding built environment which streets, roads, and highways pass through and emphasize that transportation facilities should fit their physical settings, preserve neighborhood character, and maintain safety and mobility. This term also includes complete street concepts.

Contributing Structure or Property - A building or structure which is at least fifty years old and which is within the boundaries of a designated historic district and which contributes to the historic or architectural character of the district and which is identified by the City Council in its designation of the historic district.

Conveyance - Transport of stormwater via pipe and/or open channel system(s).

Core Facility (Public Schools and Facilities) - The cafeteria, media center, gymnasium, toilet facilities and circulation space of an educational facility.

Corridor Development - Involves the location of commercial, retail, office and mixed-use development, including multi-family residential development, in a linear pattern along both sides of arterial roadways and appropriate collector roadways. In urban Development Areas, this type of development differs from strip or ribbon development in that it makes more efficient use of existing land resources through infill development and redevelopment at higher densities within multi-story buildings; incorporates urban development characteristics; and provides internal circulation and ease of access between abutting uses and sites to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

Cost per Student Station - Cost per Student Station includes all costs of providing instructional and core capacity facilities as published in the Educational Specifications, State Requirements for Educational Facilities (SREF), Florida Building Code and designed using the standards listed in the Facilities Services Design Guidelines developed by the School District, including school facility construction cost, hurricane

hardening of structures, required on and off-site infrastructure costs, including land, professional fees for architects, engineers, construction managers, design, DCPS athletic costs, buildings, equipment, furniture, and site improvements.

Cultural Resources - Those resources that possess qualities of significance in national, state or local history, architecture, archaeology, and culture and which are present in districts, sites, structures, and objects that possess integrity of location, design, setting, materials, workmanship, and association.

Consumptive Use Permit (CUP) - A permit for any use of water which reduces the supply from which it is withdrawn or diverted. A consumptive use permit must be obtained from the Governing Board of the St. Johns River Water Management District before withdrawal of water shall be commenced for quantities set forth in Chapter 40D-2.031, F.A.C.

dB - Decibel

dBA - A-weighted decibel scale.

DCHD - Duval County Health Department

DCPS - Duval County Public Schools

DCPS Five-Year Capital Facilities Plan - The adopted DCPS Five-Year Work Plan and Capital Improvements Budget as authorized by Section 1013.35, Florida Statutes.

DCSB - Duval County School Board

Demand Conservation - Water conservation activities such as; pricing structures, public education, water reuse systems, water saving fixtures, or other regulation.

Demolition - The complete or constructive removal of any or part or whole of a building or structure upon any site when same will not be relocated intact to a new site or. ~~shall mean~~ any act that destroys in whole or in part a landmark, a building or structure on a landmark site or a contributing structure in an historic district.

DEO - Florida Department of Economic Opportunity

DEP - Florida Department of Environmental Protection

Design Capacity - The amount of flow a storm sewer system is designed to manage, usually expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

Designated Site, Landmark, or District - Any site, landmark, or district designated by the federal, state, or local government as having historical, architectural, or archaeological significance.

Detention or To Detain - To temporarily store stormwater in such a way as to limit its flow, either to limit downstream impacts or provide treatment for water quality.

Detention Basin - A stormwater facility designed to capture and limit stormwater flow (by releasing it at a reduced rate) in order to reduce downstream impacts or to treat stormwater to improve its quality.

Developer - Any person, including governmental agency undertaking any development.

Development - The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels, as described in s. 380.04, *Florida Statutes*.

The following activities or uses shall be taken for the purposes of this element to involve *development*, as defined herein:

- A. A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.
- B. A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land, or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
- C. Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any "coastal construction" as defined in Section 161.021, F.S.
- D. Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
- E. Demolition of a structure.
- F. Clearing of land as an adjunct of construction.
- G. Deposit or refuse, solid or liquid waste, or fill on a parcel of land.

The following operations or uses shall not be taken for the purpose of this element to involve *development* as defined herein:

- A. Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad track, if the work is carried out on land within the boundaries of the right-of-way.



- B. Work by any utility and other persons engaged in the distribution or transmission of gas or water for the purpose of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, power lines, towers, poles, tracks, or the like.
- C. Work for the maintenance, renewal, improvement or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
- D. The use of any structure or land devoted to dwelling uses for any purpose customarily incidental to enjoyment of the dwelling.
- E. The use of any land for the purpose of growing plants, crops, trees, and other agricultural or forestry products, raising livestock, or for other agricultural purposes.
- F. A change in use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
- G. A change in the ownership or form of ownership of any parcel or structure.
- H. The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights of land.

Development Area - An area depicted on the FLUM series which controls the density, development characteristics, and other variables within plan categories. The City is organized by five tiers of Development Areas including: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA).

Development Order - Means any order granting, denying, or granting with conditions an application for a development permit.

Development Permit - Includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

Development Phasing - The process by which a large scale project is built in stages over a period of time, concurrent with market conditions or the provision of public facilities.

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

Digital Infrastructure - Foundational services that are necessary to information technology

capabilities. Examples could include, but are not limited to, internet routes; broadband; mobile telecommunications; communications satellite; network infrastructure such as Wi-Fi; data centers; cloud computing; and Internet of Things (IoT).

Direct Net Debt - The amount of debt excluding self-supporting debt.

Disturbance - Digging, excavating, and similar activity conducted at an archaeological site.

Ditch - An open stormwater conveyance facility with side slopes steeper than three units horizontally to one unit vertically.

DNL - Day-Night Sound Level

Domestic Consumption - Water used in direct human contact for drinking, cooking, bathing, and cleaning purposes inside a residential or commercial establishment.

Domestic Waste - Human body waste and household - type wastes, including bath and toilet type wastes, laundry wastes, kitchen wastes, and other similar wastes from household or established appurtenances.

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

Drainage Basin - Any land area from which the runoff collects at a common point or receiving water.

DRI – Development of Regional Impact

Dune - A mound or ridge of loose sediments, usually sand-sized sediments, lying landward of the beach and extending inland to the landward toe of the dune which intercepts the 100-Year Storm Surge.

Duval County Public Schools (DCPS) - The Duval County Public Schools District

Economic Hardship - An onerous and excessive financial burden that would be placed upon a property owner by the denial of a certificate of appropriateness or a similar burden which would be placed on a property owner by conditions which the Historic Preservation Commission seeks to place on the granting of a certificate.

Education Plant Survey - A systematic study of educational and ancillary facilities conducted every five years, to evaluate existing facilities, and to plan for future facilities to meet proposed program needs.

Educational Facilities - The public buildings and equipment, structures, and special educational use areas that are built, installed or established to serve educational purposes only.

Educational Facilities Work Plan - The listing of capital outlay projects for a five-year period that is adopted by the DCPS as part of the educational facilities plan. The work plan must include a schedule of major repair and renovation projects necessary to maintain the educational and ancillary facilities and a schedule of capital outlay projects necessary to ensure the availability of satisfactory student stations for the projected student enrollment in K-12 programs.

Educational Uses - Activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

Effluent - Wastewater or other liquid discharged from a treatment process or treatment plant.

Environmentally Sensitive Lands - Any land area and related water resources that may be determined to contain naturally occurring and relatively unaltered flora, fauna, or geologic conditions and whose interdependent biophysical components, including historical and archaeological resources might be essentially preserved intact by acquisition. This includes, but is not limited to, SMAs, high quality wetlands and buffer areas, native plant communities, listed species habitat and coastal beaches and dunes. Nothing in this definition shall be construed to prohibit silvicultural operations which employ the Florida Department of Agriculture and Consumer Affairs Best Management Practices, as revised in 1993.

EPA - United States Environmental Protection Agency.

EPB - City of Jacksonville Environmental Protection Board.

EQD - Environmental Quality Division

Established Neighborhood - A neighborhood where platted, or otherwise divided, lands have been at least eighty percent developed and occupied without substantial deterioration since such development.

Estuary - A semi-enclosed naturally existing coastal body of water in which saltwater is naturally diluted by fresh water and which has an open connection with oceanic waters. Estuaries include bays, embayments, lagoons, sounds, and tidal streams.

Evacuation Routes - Routes designated by county civil defense authorities, or the regional evacuation plan, for the movement of persons to safety in the event of a hurricane.

Exfiltration - Sewage leaving sewers through defective joints and cracks in pipes and manholes.

Exfiltration Trench - A subsurface facility designed to convey stormwater into the underlying soil, providing treatment through filtration and volume reduction.

F.S. - Florida Statutes.

FAA – Federal Aviation Administration

Fabric - The physical materials of a building, structure, district, or city connoting an interweaving of component parts.

F.A.C.- Florida Administrative Code.

Facility Availability - Whether or not a facility is available in a manner to satisfy the Concurrency Management System.

Family Care Homes - Small residential facilities of six or fewer beds.

FDEP - Florida Department of Environmental Protection

FDOT - Florida Department of Transportation

Financial Feasibility - An assurance that sufficient revenues are currently available or will be available from committed or planned funding sources for the 5-year capital improvements schedule.

Fishing Village - A concisely defined contiguous area that has historically been and continues to be characterized by a commercial fishing and related business economy. The dominant occupations are directly related to commercial fishing and associated industries, which operate within the community because of the community's waterfront. (

Flood Hazard Area - The greater of the following two areas:

- A. The area within a floodplain subject to a one percent or greater chance of flooding in any year.
- B. The area designated as a flood hazard area on the community's flood hazard map, or otherwise legally designated.

Flood Insurance Rate Map (FIRM) - The official map of the community on which the Federal Emergency Management Agency (FEMA) has delineated both special flood hazard areas and the risk premium zones applicable to the community.

Flood Insurance Study (FIS) - The official report provided by the Federal Emergency Management Agency that contains the Flood Insurance Rate Map, the Flood Boundary and Floodway Map (if applicable), the water surface elevations of the base flood, and supporting technical data.

Floodplains - Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Flood-Prone Area - Areas which flood which may not be identified on the FEMA FIRM maps.

Floodway - The channel of a river or other riverine watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot.

Florida Inventory of School Houses (FISH) Capacity - The report of the permanent capacity of existing public school facilities. The FISH capacity is the number of students that may be housed in a facility (school) at any given time based on a percentage of the total number of existing student stations and a designated size for each school type, based on the Department of Education (DOE) formulas.

Florida Master Site File - The state's clearinghouse for information on archaeological sites, historical structures, and field surveys for such sites. A combination of both paper and computer files, it is administered by the Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State.

Florida Watershed Restoration Act of 1999 (FWRA) - Requires DEP to identify impaired waters and prioritize them for restoration. Science-based pollution limits, called Total Maximum Daily Loads (TMDLs), are then developed to promote the restoration of each impaired waterway.

Floridan Aquifer - Those earth materials first penetrated at varying depths greater than two hundred fifty feet (76.3m) below the ground surface in the City and that compose one or more of the following stratigraphic formations: limestone of the Ocala Group, Avon Park Limestone, Lake City Limestone or Oldsmar Limestone. The approximate depth to which wells first penetrate the Floridan Aquifers is shown in the 1978 Water Resources Investigation report, 77-144, prepared by the United States Geological Survey, or as revised.

Foster Care Facility - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents and serving either children or adult foster residents. See also s. 39,F.S. and s. 419,F.S.

Free Flowing Wells - Those wells which are uncapped or leaking and which are releasing groundwater under pressure from an aquifer to flow freely to grade level.

Freeway - A multi-lane divided highway having a minimum of two lanes for exclusive use of traffic in each direction and full control of access and egress.

Full Urban Services - Areas receiving, or programmed to receive, centralized sewer and water service, urban service levels for mass transit (where applicable) and other transportation, solid waste, parks and recreation, and drainage facilities, in accordance with the Capital Improvements Element, will be deemed to be full urban service areas. In addition, the provision of education, public safety and health services may be considered as a necessary component in the provision of full urban services when the functional departments and agencies having jurisdiction over these areas have established quantitative service levels for their activities that have been recognized by an action of the City Council.

Functionally Classified Transportation Facility - Any roadway classified as a collector street or higher according to the Functional Highway Classification Map of the Comprehensive Plan.

Future Land Use Element - The long-range development guide that coordinates the various functional plans related to the physical development of the community. This element of the Comprehensive Plan will guide future growth and development.

Future Land Use Map Series (FLUMs) - The graphic aid intended to depict the spatial distribution of various uses, intensities and densities of the land in the City by land use category and Development Area, subject to the goals, objectives and policies of the Comprehensive Plan and applicable Land Development Regulations. The FLUMs shall be construed to include, but not be limited to, all maps required by Section 163.3177(6) and are hereby considered incorporated by reference into the Future Land Use Element.

Goal - The long-term end toward which programs or activities are ultimately directed.

GPCD - Gallons Per Capita Per Day

Grade Level - Pre-Kindergarten – 5th grade, 6th – 8th grade, and 9th – 12th grade.

Greenway - A linear open space protected and managed as part of linked conservation lands or recreation opportunities, as defined by Chapter 9K-7.002(14) F.A.C. Greenways typically follow natural landscape features such as rivers, streams, shorelines, man-made corridors such as utility and abandoned railroad right-of-ways, and scenic roadways. Greenways may protect the habitat of native plants and wildlife, maintain wildlife movement routes and natural connections, or provide opportunities for outdoor recreation. For purposes of greenway and trail system planning, the City of Jacksonville

incorporates "blueway" into the greenway definition. A blueway is considered to be a network of canoeing and kayaking trails linked through integrated, coordinated plans.

Gross Density - The number of dwelling units per gross acre. Gross acreage is the total amount of raw land, including all developable and undevelopable portions thereof.

Groundwater - Water beneath the surface of the ground, whether or not flowing through known definite channels.

Ground Water Recharge Areas - Land or water areas through which groundwater is replenished.

Groundwater Resource Management - All actions which are necessary to accomplish the objectives of the City's Ordinance Code associated with protection of Jacksonville's groundwater resources.

Group Homes - A facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management - A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety and welfare benefits to the residents of the community.

Hazardous Waste - Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

High Intensity Wetlands Survey - An on-site delineation by a qualified Wetlands Scientist or related Environmental Specialist using hydrology, vegetation, and soil field indicators to accurately determine wetland boundaries which are then plotted and mapped. The survey shall include the location, type(s), size, and Comprehensive Plan wetland category classification of all wetlands located within the boundaries of the site.

High Quality Wetlands - Wetlands which provide environmentally high functional values such as:

- containing unique plant communities
- and/or containing or providing habitat for listed species of wildlife

- and/or have a high flood water storage capacity thereby reducing downstream flooding
- and/or have a high filtration capacity for removing pollutants for improved water quality
- and/or provide passive recreation opportunities and aesthetic or visual-cultural values

High Recharge Areas - Areas with recharge rates of 12 or more inches per year

Historic District - An area which meets at least two of the criteria contained in s. 307.105(j), Ordinance Code, and has at least fifty percent of its structures identified as contributing structures, and has been so designated by the Council.

Historic Landmark - A specific object, site, or building designated as historic under municipal ordinance.

Historic Property or Historic Resource - Any prehistoric or historic district, site, building, object or other real or personal property of historical, architectural or archaeological value. The properties may include, but are not limited to, monuments, memorials, Indian habitations, ceremonial sites, abandoned settlements, sunken or abandoned ships, engineering works, treasure trove, artifacts or other objects with intrinsic historical or archaeological value, or any part thereof, relating to the history, government and culture of the State.

Historic Resources - All areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

Historic Site - A single lot or portion of a lot containing an improvement, landscape feature, or archaeological site, or a historically related complex of improvements, landscape features or archaeological site's that may yield information on history or prehistory.

Historic Survey - A comprehensive survey involving the identification, research and documentation of buildings, sites and structures of any historical, cultural, archaeological or architectural importance.

Homeless - Those individuals or families which do not have a fixed place to sleep at night which is considered by the local ordinances of Duval County to be standard housing.

Hurricane Shelter - A structure designated by local officials as a place of refuge during a storm or hurricane.

Hurricane Vulnerability Zone - (also "areas subject to coastal flooding") The areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The



hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-Year storm or Category 3 storm event.

Hydroperiod - The characteristic frequency and duration or saturation of a wetland during a typical year.

ILA Team - A committee of members representing the DCPS, the City, the Office of General Counsel, and the Cities of Atlantic, Neptune and Jacksonville Beaches and the Town of Baldwin.

Impervious - Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

Inclusionary Zoning - A requirement that developers of a certain size development include provisions for affordable housing.

Income Levels - Criteria established by federal HUD based on family size which defines very low income as 50 percent of below median, low income as between 50 and 80 percent of median, and moderate income as between 80 and 120 percent of median income.

Industrial Sanctuary - areas identified on the Industrial Preservation Map (~~Map L-23~~) as strategically located industrial lands for future industrial expansion and economic development.

Industrial Uses - The activities within land areas predominantly connected with manufacturing, assembly, processing or storage of products.

Industrial Wastes - Wastes generated by industrial processes and manufacturing operations, excluding hazardous wastes. These wastes also include general industrial housekeeping and support activity wastes. Industrial wastes also include wastewater not otherwise defined as domestic sewage waste and includes wastewater from floor drains in buildings and industrial manufacturing parks, commercial laundry facilities, wastewater from animal holding facilities, etc.

Infill Development - Development or redevelopment of land that is/has been vacant, bypassed, and underutilized but is located within areas that already have infrastructure, utilities, and public facilities. The use of infill development, among others, promotes the best use of resources and also will tend to have a positive impact upon the tax and other fiscal policies.

In-fill Housing - The interspersing of new housing units among older, existing units in established neighborhoods.

Infiltration/Inflow - Groundwater entering sewers and building connections through defective joints and cracks in pipes and manholes.

Inflow - Water discharged into service connections and sewer pipes from foundation and roof drains, outdoor paved areas, cooling water from air conditioners, and unpolluted discharges from businesses and industries.

Influent - Wastewater or other liquid (raw or partially treated) flowing into a reservoir, basin, treatment process, or treatment plant.

Infrastructure - Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges and roadways.

Inlet - A structure which allows stormwater to flow into a conveyance system.

Integrated Solid Waste Management System - A combination of solid waste management and disposal options which meet the community's needs for safe and cost-effective solid waste disposal.

Intensity - A measure of land use activity based on density, use, mass, size and external impact.

Interceptors - Mean conduits which carry flows from the collector sewers to the point of treatment or disposal of the wastewater.

Interlocal Agreement (ILA) - As it relates to the Public School Facilities Element it is an Agreement among the DCPS, the City and the other municipalities containing the specific details of the school concurrency management system for all of Duval County, including the establishment of a process and uniform methodology for determining proportionate share mitigation. A school concurrency management system cannot be created by a single local government body acting alone.

Interstate Highway - A freeway which is part of the designated National System of Interstate and Defense Highways mandated by Congress. An Interstate highway, or "Interstate," provides a very high level of transport service and continuity among the States. To classify as Interstate, a freeway must meet full Interstate standards for construction. For the purposes of discussion, unless specifically cited by use of the term "Interstate," a reference to "freeways" shall be construed to encompass Interstate highways as well.

Intracoastal Waterway - All navigable sections of the inland waterway having sufficient water depth to support power and sail boating.

Investor Owned Public Utility Company - A water or sewer utility which, except as provided in Section 367.022, F.S. is providing, or is proposed to provide, water or sewer service to the public for compensation.

Irrigation - The method by which water is artificially applied to land surfaces, for the purpose of supplementing natural rainfall.

Jacksonville Aviation Authority (JAA) – An independent agency of the City of Jacksonville responsible for the operation of the City’s four civilian airport. The four municipal airports area: Jacksonville International, Craig, Herlong and Cecil Field.

Jacksonville Historic Preservation Commission - A seven-member advisory board, appointed by the Mayor and confirmed by the City Council, that advises the City government and the general public on matters regarding the preservation of Jacksonville's historic resources. The Commission was created in 1971 as the Jacksonville Historic and Cultural Commission.

Jacksonville Housing Finance Authority (JHFA) - The JHFA was established under ordinance 2002-1314-E in compliance with Florida Statutes 159.601 and is supported by the City of Jacksonville, Housing and Neighborhoods Department. It was created for the purpose of addressing affordable housing needs in the City of Jacksonville by stimulating the construction and rehabilitation of housing through the use of public financing.

Jacksonville Port Authority - Also referred to by the term "JPA or JaxPort," is an independent agency of the City of Jacksonville. Its Maritime Division is responsible for promoting and developing waterborne traffic and commerce through the Port of Jacksonville.

Jacksonville Rural Area - The rural boundaries established for Duval County by the Florida Department of Transportation for its planning and funding purposes, as well as the rural area boundary established in the Capital Improvements Element.

Jacksonville Urban Area - The urban boundaries established for Duval County by the Florida Department of Transportation for its planning and funding purposes, as well as the urban and suburban boundaries established in the Capital Improvements Element.

JEA - Water, Sewer & Electric Utility serving community in and around Duval County; previously known as Jacksonville Electric Authority.

JHA - Jacksonville Housing Authority

JHPC - Jacksonville Historic Preservation Commission

Joint Planning Committee - A committee of elected and citizen members which provides advice to the DCPS, the City Council, and the other municipalities.

JPA - Jacksonville Port Authority

JPC (Joint Planning Committee) - A committee of elected and citizen members which provides advice to the DCPS, the City Council, and the other municipalities.

JTA - Jacksonville Transportation Authority

Land Development Regulations - Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, site development review, building construction or sign regulations or any other regulations controlling the development of land.

Land Use Category - A classification used to designate, geographically on a map and/or verbally in text form, which activities are permitted within the area designated. The Development Areas are incorporated into the land use categories to provide for differing development scales and a gradation of densities.

Landfill or Sanitary Landfill - Land on which solid waste is accepted for disposal in accordance with Chapter 17-701, F.A.C.

Landmark - A building or structure which is at least fifty years old and meets at least two of the criteria contained in s.307.104(j), Ordinance Code, and which has been so designated by the City Council, and has significant archaeological or architectural features or the location of an historical event.

Landmark Site - (1) A parcel of real property containing either an improvement, landscape feature or archaeological site, or an historically related complex of improvements, landscape features or archeological sites that are at least fifty years old and meets at least two of the criteria contained in s.207.104(j) or (2) the site of an historic event without any architectural or landscape features.

Landscape - The totality of the built or human-influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Leadership in Energy and Environmental Design (LEED) - is a third-party certification program and the nationally accepted benchmark for the design, construction and operation of high performance green buildings.

Leapfrog Development - An urbanizing growth pattern which occurs when new land development is sited away from an existing urban area, bypassing vacant parcels located in or closer to the urban area that are suitable for development. It typically results in

scattered, discontinuous growth patterns in rural areas. (

Level of Service (LOS) - An indicator of the extent or degree of service provided by, or proposed to be provided by a public facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility.

Lift Station - A pumping facility which discharges flow directly into a gravity conduit and can discharge to another force main.

Limited Access Facility - A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

Listed Species - Listed species shall include both plant and animal species. Listed animal species include those which are identified as endangered, threatened, or species of special concern by the Florida Fish and Wildlife Conservation Commission or the United States Fish and Wildlife Service. Listed plant species include those which are identified by the Florida Department of Agriculture and Consumer Services as endangered and those species identified by the United States Fish and Wildlife Service as endangered or threatened. All listed species are published in the Florida Fish and Wildlife Conservation Commission document "Official Lists of Endangered and Potentially Endangered Fauna and Flora in Florida", April 1, 1991, as amended.

Live/Work Units - A type of mixed-use development that combines ground floor commercial space with a residential dwelling unit above. Both Uses shall be occupied by a common owner or tenant. Live/Work commercial uses should not be retrofitted to accommodate a residential use and may be restricted with respect to hazardous materials, time of operation, noise, odor or other potential impacts to adjacent or nearby Uses. Live/work units may be occupied as residential, commercial and office uses excluding food service, manufacturing or fabrication other than those associated with artistic pursuits.

Living Marine Resources - Oceanic or estuarine plants or animals, such as mangroves, sea grasses, algae, coral reefs, and living marine habitat, fish, shellfish, crustacean, fisheries, sea turtles, and marine animals.

Local Collection Mains - Conduits which gather flows from individual buildings and transport the material to an interceptor or main sewer.

Locally Designated Historic Preservation District - Means an area that meets at least two of the criteria for eligibility to qualify for historic district designation, in s. 307.105(j), *City of Jacksonville Ordinance Code* and has as at least fifty percent of the structures identified as contributing structures, and has been so designated by the Council. Non-residential development in this district shall be compatible with and not exceed the intensity levels

permitted within the applicable functional land use category described in this element.

Local Road or Street - A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property. Typically, average daily traffic volumes on local roads do not exceed 1,600 vehicles per day.

LOS - Level of Service

Lot of Record - A lot which is part of a subdivision, the plat of which has been recorded in the Office of the Clerk of the Circuit Court of Duval County, or any parcel of land, whether or not part of a subdivision, that has been officially recorded by a deed in the office of the Clerk, provided such lot was of a size which met the minimum dimensions for lots in the zoning district in which it was located at the time of recording, and was recorded prior to the effective date of the adoption of the 2010 Comprehensive Plan..

Low Impact Development (LID) - A stormwater management approach that uses a suite of hydrologic controls (structural and non-structural) distributed throughout the site and integrated as a treatment train (i.e., in series) to replicate the natural hydrologic functioning of the predevelopment landscape. The fundamental goal of applying LID concepts, design, and practice is to improve the overall effectiveness and efficiency of stormwater management relative to conventional systems, reducing total and peak runoff volumes and improving the quality of waters discharged from the site.

Low Income Persons - One or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual adjusted gross income for households within Florida; or 80 percent of the median annual adjusted gross income for households within the Jacksonville Metropolitan Statistical Area (MSA), whichever is greater.

Low Maintenance Zone - An area a minimum of six (6) feet wide adjacent to any pond, stream, water course, lake, wetland or seawall which is planted and managed in order to minimize the need for fertilization, watering, mowing, etc. No mowed or cut vegetative material shall be deposited or left remaining in the Low Maintenance Zone or deposited in the water. Care should be taken to prevent the over-spray of aquatic weed products into the Low Maintenance Zone.

LULU - Locally Undesirable Land Uses

Major Arterial - A term that may be used interchangeably with Principal Arterial.

Major Source - A source which meets specific criteria contained in Chapter 17-2.100, F.A.C., relating to the quantity of pollutant emissions from the source.

Major Trip Generator or Attractors - Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

Man-made Water Bodies - For the purposes of determining permitted density, those water covered lands, either existing or to be created as part of a proposed development (including land excavation and lake creation as defined in applicable development regulations), which do not satisfy the definition of "Water Bodies" as defined in this section.

Manufactured Homes - A is any residential dwelling unit constructed in a controlled factory environment in accordance with standards promulgated by the U.S. Department of Housing and Urban Development, Federal Manufactured Housing Construction and Safety Standards, 24 CFR 3280. A manufactured home is always transported as a vehicle and has an integral chassis and undercarriage that supports the floor system. Manufactured homes are governed by F.S. §§ 320.822--320.862, regulated by the Florida Department of Highway Safety and Motor Vehicles and bear a certification label located above the left tail light on each Section.

Marina - A small craft harbor complex including those used primarily for recreational boat mooring or storage.

Marine Habitat - Areas where living marine resources naturally occur, such as mangroves, sea grass beds, algae beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, near shore mineral deposits, and offshore sand deposits.

Marine Wetland - Areas with a water regime determined primarily by tides and the dominant vegetation is salt tolerant plant species, including those species listed in Subsection 17-4.02 (17), F.A.C., "Submerged Marine Species."

Mass Transit - Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus and local fixed route bus.

Master Recreation Improvement Plan - A professionally developed document encompassing the identification of the recreational needs of the community. The document includes specific demographic and inventory data appropriate to identify and track these needs. It establishes criteria and standards for park maintenance and new park development, discussions of program and service issues, priority needs issues, management issues, and implementation strategies.

Master Stormwater Management Plan (MSMP) - A comprehensive plan detailing water quantity and quality issues on the primary drainage system.

Maximized Utilization - The use of student capacity at each school to the greatest extent possible, based on the adopted LOS and the total number of permanent student stations according to FISH inventory, taking into considerations such as, core capacity, special programs, transportation costs, geographic impediments, court ordered desegregation, and class size reduction requirements to prevent disparate enrollment levels between schools of the same type and provide equitable distribution of student enrollment district-wide.

Median Household Income - \$52,576 for the Jacksonville MSA, 2019

Micro-Mobility - small, lightweight electric-powered modes of transport that operate at slower speeds and driven by individuals (e.g. e-scooters and single-user bicycles)

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

Minerals - All solid minerals, including clay, gravel, phosphate, rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the State.

Minor Arterial - A facility that connects and augments the principal arterial system. Although its main function is still traffic mobility, it performs this function at a lower level and places more emphasis on land access than does the principal arterial.

Mitigation – Can refer to a process designed to prevent adverse impact of an activity on cultural resources, by the systematic removal of the prehistoric, historic, or architectural data in order to acquire the fundamental information necessary for understanding the property within its proper historic context. For structures, at minimum, this may require primary archival studies, informant interviews, measured drawings, and large scale photography. For archaeological sites, at minimum, this may require literature studies, informant interviews, field survey, excavation, and artifact analysis. All mitigation projects require the preparation of reports.

Mitigation can also mean or to mitigate, to make or become less severe or intense, moderate. The three types of mitigation in order of priority, as defined by the U.S. Fish and Wildlife Service, are as follows:

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing the impact by limiting the degree of magnitude of an action and its implementation.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected area.



School Facility Mitigation Banking - the means by which a residential developer or a group of developers may front the cost of contributing land or constructing school facilities and be reimbursed by future residential development.

Mixed Use - A variety of permitted uses in an area or building, as distinguished from isolated, individual uses.

Mixed Use Projects or Developments - A type of development that combines two or more uses, typically residential, commercial and/or office uses. When determining whether a project is mixed-use, parking shall not be considered a use. (

Mobile Home - A single portable manufactured housing unit that is:

- (a) designed to be used for living, sleeping, sanitation, cooking and eating purposes by one family only and containing independent kitchen, sanitary and sleeping facilities;
- (b) designed so that each housing unit can be transported on its own chassis;
- (c) placed on a temporary or semi-permanent foundation.

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

Mobile Sources - Non-stationary sources of pollution including, but not limited to, automobiles, trucks, buses, trains, planes, boats, construction equipment and agricultural equipment.

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

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

Mobility Zone - Defined geographic areas within each Development Area that are delineated so that their area is approximately equal to the average trip length of the underlying Development Area.

Moderate Income Persons - One or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within Florida; or 120 percent of the median annual adjusted gross income for households within the Jacksonville Metropolitan Statistical Area (MSA), whichever is greater.

MOE - Measure of Effectiveness is a device used to assess the degree to which a transit system is able to meet specific transportation needs within a community. Examples of measures of effectiveness include revenue passengers per capita of urban population, passenger miles per capita of urban population, revenue passengers per vehicle-mile of operation, and revenue passengers per constant dollar of operating expenses.

Monitoring Well - An artificial excavation having a permanent casing which is only used for locating and sampling groundwater quality and/or quantity.

Motorized Mode - Includes roadway/corridor, transit, and Downtown Investment Authority (DIA) transportation improvement projects.

Multi-Family Dwelling Units - A building containing more than one dwelling unit.

Multi-Modal Transportation Corridor - A corridor within which facilities for more than one transportation mode are accommodated and which provides facilities for movement between different transportation modes.

Multi-Use Path - A shared-use pathway used by pedestrians, roller-bladers/skaters, runners, bicyclists, and other non-motorized users that is separated from motorized vehicular traffic by an open space or other barrier and is located within a public or private right-of-way.

Multi-Use Projects or Developments - Medium to large scale projects that are generally developed with two or more kinds of related uses (e.g. offices or retail/service establishments), but which lack either part or all of the integration, scale, orientation and density/intensity of mixed use projects.

Municipal Separate Storm Sewer System (MS4) - A system that is owned or operated by a public agency, including ditches, curbs, gutters, storm sewers, and similar means of collecting or conveying runoff that do not connect with a wastewater collection system or treatment plant

National Historic Landmark - Authorized in 1935 and implemented in 1960, a federal program that identifies sites and buildings of clearly national significance.

National Register of Historic Places - Established by Congress in 1935, the National Register of Historic Places is a listing of culturally significant buildings, structures, objects,

sites, and districts in the United States. The listing is maintained by the U.S. Department of Interior.

Natural Drainage Features - The naturally occurring features of an area, which accommodate the flow of storm water, such as streams, rivers, lakes, and wetlands.

Natural Drainage Flow - The pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regrading.

Natural Habitat - (Wildlife Habitat) The area or type of habitat in which an organism or biological population normally occurs.

Natural Reservations - Areas designated for conservation purposes, and operated by contractual agreement with, or managed by, a federal, state, regional, or local government or nonprofit agency, such as: national parks, state parks, lands purchased under the Save Our Coast, Conservation and Recreational Lands (CARL), or Save Our Rivers programs, sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores, and Outstanding Florida Waters. This definition does not include privately-owned land managed by a State agency on either a voluntary or short-term contractual basis.

NEFRC - Northeast Florida Regional Council

Neighborhood - An integrated, planned area related to the larger community of which it is a part and consisting of residential districts, a school or schools, supporting commercial/office facilities, religious buildings and open space.

Neighborhood Commercial - Commercial and office development, usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. The intensity of neighborhood commercial development shall be limited in order to protect the character of nearby residential development.

Neighborhood Parks - Are intended to serve a large neighborhood (or possibly several) that are accessible given a 10 to 15 minute driving time. These are large natural and/or landscaped areas to provide the suburban and rural dweller with a pleasurable reprieve from the congestion of the city without having to travel a great distance. They provide for both intensive uses and passive pursuits for all age groups including toddlers and retirees.

Neighborhood Unit - The basic building block of the Future Land Use Element's landform concept. Spatially, neighborhood units are generally bounded by arterial and collector roads, or in some cases, natural features such as lakes and watercourses. The neighborhood core, which is surrounded on one or more sides by more intensive residential and non-residential uses located adjacent to collector or arterial streets, rail

lines or other transportation corridors, will generally be composed of 200 or more single family (attached and/or detached) units.

Net Density - The number of dwelling units per developable or usable acre remaining after exclusion of non-developable land acreages (e.g., environmental lands, arterial and collector road rights-of-way, utility easements and water bodies).

Node and Nodal Development - A focal point within the context of a larger, contiguous area surrounding it. It is an area of concentrated activity that attracts people from outside its boundaries for purposes of interaction within that area. The developed or developable land areas at the confluence of collector or higher classified roadways, which are suitable for medium to high densities and intensities of use for either single, multiple or mixed use developments.

Non-Community Water System - A public water system which provides water for human consumption and serves at least 25 individuals at least 60 days out of the year, but which is not a community water system.

Non-motorized Mode - (also known as Active Transportation or Human Powered Transportation) Includes walking, bicycling, skating, skateboarding, and wheelchair travel. These modes provide both recreation and transportation (access to goods and activities).

Non-point Source Pollution - Any source of water pollution that is not a point source.

Non-potable Water - Water which is not approved as meeting health standards applicable to potable water or which is generally undesirable for domestic use.

North Florida Transportation Planning Organization (NFTPO) - The organization designated by the governor and local elected officials as responsible, together with the state, for transportation planning in an urban area. It serves as the forum for cooperative decision-making by principal elected officials of general local governments.

NPDES - National Pollution Discharge Elimination System

Object - A material thing of functional, aesthetic, cultural, historical, or scientific value that may be by nature or design, movable, yet related to a specific setting or environment.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Ocean Waters - Waters of the Atlantic Ocean, Gulf of Mexico, or Straits of Florida, but does not include bays, lagoons, or harbors.

Odor Attainment Plan - A plan developed pursuant to Chapter 360.202, Ordinance Code

to provide inhabitants of the City with air that is pure, wholesome, and free of objectionable odors that cause distaste, disgust, and annoyance.

OED - Office of Economic Development

Office - A structure for conducting business, professional or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity.

Open Spaces - Undeveloped lands suitable for passive recreation or conservation uses.

Other Municipalities - The City of Atlantic Beach, City of Jacksonville Beach, City of Neptune Beach, and the Town of Baldwin.

Outfall - Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a "receiving water".

Paratransit - Forms of transportation services that are more flexible and personalized than conventional fixed route, fixed schedule service but not including such exclusory services as charter bus trips. The vehicles are usually low or medium-capacity highway vehicles, and the service offered is adjustable in various degrees to individual users' desires. Its categories are public, which is available to any user who pays a predetermined fare (e.g., taxi, jitney, dial-a-ride), and semi-public, which is available.

Parks, Recreation and Community Services Department - is responsible for the following, according to Section 28.101, Ordinance Code, City of Jacksonville:

- A. administering and operating the recreation and park facilities of the city
- B. designing, establishing, improving the park areas under the control of the Department
- C. operating the waterfront park areas, public swimming pools and marinas under the control of the Department
- D. planning, promoting, organizing, administering all parks, the Consolidated Government's entertainment and recreation facilities and all other recreation areas and programs of the Consolidated Government, including the Sports Complex, Convention Center and Auditorium.

Passive Park - This is open public land on to which one may step without a pass or fee. Typically, there is no theme or structure of declared purpose.

PDD - Planning and Development Department

Ped-shed - The distance covered in fifteen (15) minutes at a normal walking pace using the existing or proposed pedestrian network.

Pedestrian - Shall be construed to include persons traveling on foot and persons in wheelchairs.

Percolation - The ability of water to pass through a porous medium; in most cases, the soil.

Permanent FISH Capacity - Permanent FISH capacity, plus portables, for each school type, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF).

Permanent Student Station - An area within a school that provides instructional space for a student, as specified by the FISH inventory.

Pervious - Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Plan - Refers to the City of Jacksonville's adopted ~~2030~~ Comprehensive Plan.

Planned - A future project, event or land area use that has been anticipated and prepared for, usually with a site plan, a land use plan and/or the Capital Improvement Program and Budget.

Planned Unit Development (PUD) - Development that is designed as a unit, and which may include only one or a mixture of land uses, and provides common open space, recreation areas or other amenities. Requirements include submission, review, and approval of site plans.

Point Source - Specific point of discharge of a pollutant.

Point Source Pollution - Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, vessel or other floating craft from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

Policy - The way in which programs and activities are conducted to achieve an identified goal.

Pollution - The presence in the outdoor atmosphere, ground, or water of any substances, contaminants, noise, manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are, or may be, potentially harmful or injurious to human health or welfare, animal or plant life, property, or unreasonably interfere with the enjoyment of life or property.

Port Facility - Harbor or shipping improvements used predominantly for commercial purposes, including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, and all other property or facilities necessary or useful in connection with commercial shipping.

Port of Jacksonville - Encompasses all port facilities along the St. Johns River and along the Intracoastal Waterway in Duval County. The Port of Jacksonville includes both Jaxport and privately-owned facilities.

Potable Water - Water used for drinking, culinary purposes, personal hygiene or other domestic purposes which is approved as meeting the standards contained in F.A.C. Rules 100-4, 17-550, or 17-555, F.A.C.

Potable Water Facilities - A system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

Potable Water Well Fields - The site of one or more water wells which supply potable water for human consumption to a water system which serves at least fifteen (15) service connections used by year-round residents or regularly serves at least twenty-five (25) year-round residents. (

Potential Landmark - A building or structure which is identified by the Historic Preservation Commission as being a building or structure which may be a landmark or a building or structure which is nominated to be designated as a landmark pursuant to s.307.104.

Potential Landmark Site - A parcel of real property which may be a landmark site and which is nominated for designation as a landmark site pursuant to s.307.104.

Premium Transit Station - A premium transit station is a station served by either a fixed guideway service, such as BRT, rail, or the Skyway/U<sup>2</sup>C, or by multiple transit modes or routes. Premium Transit Stations provide service at higher-speed and higher-frequency than typical transit stops, usually with service frequencies at 15 minutes or less. Premium Transit Stations also include more infrastructure and amenities to serve higher passenger activity. Amenities can include; on-board amenities, such as seating, comfort and cleanliness; station design features, such as real-time passenger information, shelters, and lighting; and other features, such as reliability, service frequency, and parking.

Preservation - The identification, evaluation, recordation, documentation, analysis, recovery, interpretation, curation, acquisition, protection, management, rehabilitation, restoration, stabilization, maintenance, or reconstruction of historic properties.

Primary Treatment - The removal of between 30 to 35 percent of the organic materials and up to 50 percent of the solids from the sewage. This is commonly referred to as

physical treatment because screens and settling tanks are the most common methods of removal.

Prime Recharge Area - An area so designated by the appropriate water management district governing board. Recommended prime ground water recharge areas to the Floridian aquifer are areas that contribute the greatest volume of water per unit area to the Floridian aquifer in a ground water basin. Prime recharge areas are those areas mapped as high recharge areas. High recharge and prime recharge areas shall receive a level of protection commensurate with their significance to natural systems or their status as current or future sources of potable water.

Principal Arterial - A highway that serves major through movements of traffic between important centers of activity and a substantial portion or trips entering and leaving the area. It also connects freeways with major traffic generators. Service to abutting land is very subordinate to the function of moving through traffic.

PSC - Florida Public Service Commission.

PSFE - Public Schools Facilities Element

PSI - Pounds per square inch, a measure of pressure

Public Access - The ability of the public to physically reach, enter, or use recreation sites, including beaches and shores.

Public Buildings and Grounds - Structures or lands that are owned, leased or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations and government administration buildings.

Public Facilities - Major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities, and spoil disposal sites for maintenance dredging located in the intracoastal waterways, except for spoil disposal sites owned or used by ports listed in s.403.021(9)(b).

Public Housing - Federally funded housing complexes and scattered site units that are owned and managed by Jacksonville Housing Authority.

Public Interest - In determining whether a project is clearly in the public interest, the City shall consider and balance the following criteria as they relate to the objective of no net loss of wetland functions:

- A. Whether the project will adversely affect the public health, safety, or welfare or the property of others;
- B. Whether the project will adversely affect the conservation of fish and wildlife, including endangered or threatened species, or their habitats;



- C. Whether the project will adversely affect navigation or the flow of water or cause harmful erosion or shoaling;
- D. Whether the project will adversely affect the fishing or recreational values or marine productivity in the vicinity of the project;
- E. Whether the project will be of a temporary or permanent nature;
- F. Whether the project will adversely affect or will enhance significant historical and archaeological resources under the provisions of Section 276.061, F.S.; and;
- G. The current condition and relative value of functions being performed by areas affected by the proposed activity.

Public Recreation Sites - Sites owned or leased on a long-term basis by a federal, State, regional, or local government agency for purposes of recreational use.

Public School Facilities Element (PSFE) - The specific details contained in the interlocal agreement must become part of each local government's comprehensive plan. This element must be based on data and analysis and contain goals, objectives and policies as set forth in Section 163.3180(6), Florida Statutes. Among other things, The Element must establish the options for proportionate share mitigation of impacts on school facilities.

Public Utilities - Public utilities shall mean distribution and transmission of potable water, sanitary sewer, electric, telecommunication, natural gas, and storm water facilities.

Public Water Access - The availability of opportunities to utilize the navigable waters of the City of Jacksonville on a "first come, first served" basis for recreational and commercial purposes. Public water access includes visual access.

Public Water Supply System - Any water system meeting the requirements of either F.A.C. Rules 17-550, 17-555, or 17-560, F.A.C., for "community or non-community" or F.A.C. Rule 100-4, for "other public" categories. Such systems serve more than four private residences, or commercial facilities serving the public at least sixty (60) days per year.

Public Water System - A system that provides water for human consumption to at least twenty-five individuals at least sixty days out of the year.

PUD - Planned Unit Development

Quality/Level of Service (Q/LOS) - An indicator of the extent or degree of service provided by, or proposed to be provided by a transportation facility based on and related to the operational characteristics of the facility. As it relates to traffic circulation, Q/LOS is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience, and safety.

Quorum - A majority of the membership of the Jacksonville Historic Preservation Commission.

RAC – Regional Activity Center

Rapid Transit System (RTS) - A mass transportation system that may include commuter rail, river transit, and/or bus rapid transit. The system may also include transit-oriented development centers, service improvements, future engineering, and/or a regional transportation center/hub.

Receiving Water - A body of water which serves as the receptacle for stormwater flow. Generally defined as lakes, rivers, bays and oceans.

Recharge Area - Location where the replenishment of groundwater in an aquifer occurs, primarily as a result of rainfall infiltration and secondarily by the movement of water from adjacent aquifers or surface water bodies. Such areas have been classified as having generally no recharge, low to moderate recharge, or high recharge. or prime recharge (also see Prime Recharge).

Reclaimed Water (Recycled Water) - The highly treated (to nearly drinking water standards), filtered, and disinfected effluent from JEA's Water Reclamation Facilities that is safe to use for things like irrigation of lawns, golf courses, highway medians, common areas, and parks.

Reconstruction - As it relates to historic preservation, the authentic reproduction of a building or site that once existed, but disappeared or was demolished.

Recreation - The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation and Commercial Working Waterfront (RCWW) - A parcel or parcels of real property that provide access for water-dependent commercial activities, including hotels and motels, or provide access for the public to the navigable waters of the state. Recreational and Commercial waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the state or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include public lodging establishments, docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water. (Seaports are excluded from this definition)

Recreation Facility - A component of a recreation site used by the public, such as a trail, court, athletic field or swimming pool.

Recreational Uses - Activities with areas where recreation occurs.

Recycling - Any process by which solid waste, or materials which would otherwise become solid waste, are collected, separated, or processed and reused or returned to use in the form of raw materials or products.

Redevelopment - A process that is used in developed areas to rehabilitate, infill, to use underutilized areas more efficiently and/or replace blighted areas by changing the types of uses, intensities or densities of the land uses, usually to achieve an economically higher and best use of the land.

Regional Parks - Park sites predominately used by the majority of the municipality's citizens can be considered a site of regional importance. Although generally over 200 acres in size, these areas need be no particular size nor have any set combination of physical attributes. Each of the regional sites is a specific, well-defined entity that attracts public interest City wide. Sites include Hanna, Metropolitan, Huguenot, Pope-Duval, Ed Austin, William Sheffield, and Tillie Fowler Parks.

Regional Wastewater Facilities - Those facilities identified in the WSBU Wastewater Master Plan.

Regional Water Supply Plan - Addresses current and future water use and traditional and alternative water sources and water conservation required to meet future water supply needs while sustaining water quality and protecting wetland and aquatic systems. This Plan is designed to meet the requirements of the water supply planning provisions of Chapter 373, *Florida Statutes* (F.S.)

Rehabilitation - The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural, and cultural values.

Renovation - As it relates to historic preservation, modernization of an old or historic building that may produce inappropriate alterations or elimination of important features or details.

Resident Population - Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Residential Density - The average number of dwelling units per unit of area (acre, square mile, etc.).

Residential Development - Any development that is comprised of dwelling units, in whole or in part, for permanent human habitation.

Residential Enclave - A geographical area having a residential land use that is partially or totally surrounded by a non-residential land use, which forms a distinct enclosed unit. A small, historically established, residential neighborhood surrounded by an area that is, or is programmed to, transition to non-residential land uses within the time-frame of the Comprehensive Plan. Residential enclaves may consist of dwelling units arranged in relation to a neighborhood center and/or significant cultural or natural feature. These areas will be protected from premature fragmentation by intrusive non-residential uses.

Residential Uses - Activities within land areas used predominantly for housing.

Residential Wastes - Mixed household wastes generated by the general population.

Resource - Sites, buildings, structures, objects, districts, and areas, public or private, singly or in combination.

Restoration - As it relates to historic preservation the creation of an authentic reproduction beginning with existing parts of an original object or building.

Resurface a Roadway Facility - Any procedure which provides an overlay with leveling of the existing pavement surface in order to correct a problem resulting from pavement structural distress, such as to correct a cracking or rutting problem, correct a skid hazard and/or to improve ride. Roadway rehabilitation may involve more extensive measures, such as pavement removal, milling and replacement. However, in this document, the term resurfacing excludes less complete surface treatment, such as patching or installation of traffic control devices (reflective pavement markers, painted or thermoplastic pavement markings, etc.).

Retention Basin - A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation and evapotranspiration.

Retention or To Retain - To store stormwater to prevent its discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

Revitalization - The imparting of new economic and community life in an existing neighborhood, area or business district while at the same time preserving the original building stock and historic character.

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

River Accord - A 10-year, \$700 million program to begin restoring the health of the Lower St. Johns River Basin. Members of the Accord include the City of Jacksonville, the St. Johns River Water Management District (SJRWMD), the JEA, the Water Sewer Expansion Authority (WSEA) and the Florida Department of Environmental Protection (FDEP). The *River Accord* has four major components: improving water quality, tracking

the river's sedimentation, improving access, and program accountability.

Riverine/Estuarine Wetlands (Category II Wetlands) - Those wetlands that have a direct impact on the City's waterways such as rivers, creeks, streams, ditches or other drainage systems that directly drain into larger waterways. These wetlands are located within Federal Emergency Management Agency (FEMA) 100 Year Flood Zones and contain one or more of the following soils listed by the United States Department of Agriculture, Natural Resources Conservation Service publication "Soil Survey of the City of Jacksonville, Duval County, Florida; issued 1998":

- (22) Evergreen-Wesconnett complex
- (33) Leon fine sand, frequently flooded
- (40) Maurepas muck, frequently flooded
- (50) Pamlico muck, frequently flooded
- (62) Rutlege mucky fine sand, frequently flooded
- (67) Surrency loamy fine sand, frequently flooded
- (79) Yulee clay, frequently flooded

Roadway Functional Classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Salt Water Marshes (Category I Wetlands) – Those wetlands that are classified on the Wetlands Map as saltwater marsh, subject to tidal action and contain the soil "(68) Tisonia mucky peat" according to the United States Department of Agriculture, Natural Resources Conservation Service publication "Soil Survey of the City of Jacksonville, Duval County, Florida; issued 1998".

Sanitary Sewer Facilities - Structures or systems designed for the collection, transmission, treatment, or disposal of sewage, and includes trunk mains, interceptors, treatment plants, and disposal systems.

School Concurrency Determination - DCPS identifying if school capacity is available to serve a residential development project.

School Concurrency Ordinance - The legislation adopted by the City implementing its concurrency management system.

School Facility Mitigation Banking - the means by which a residential developer or a group of developers may front the cost of contributing land or constructing school facilities and be reimbursed by future residential development.

School Facility Proportionate Share Mitigation - developer funded improvement or contribution identified in a binding and enforceable agreement between the developer, DCPS, and the City to provide compensation for the additional demand on deficient public school facilities created through residential development.

School Type - Elementary, Middle, and High School

Secondary Treatment - Secondary treatment processes remove between 80 and 90 percent of total organic materials and suspended solids from sewage. This level of treatment generally requires multiple steps involving one biological process and one or more processes for removal of suspended solids.

Seasonal Population - Part-time inhabitants who use, or may be expected to use, public facilities or services, but are not residents. Seasonal population includes tourists, migrant farm workers and other visitors.

Septic Tank - Any in-ground or above-grade wastewater treatment facility discharging an effluent to the ground or surface waters of under 5,000 gallons per day (gpd). Or an underground tank used for the deposition of domestic-type wastes. Bacteria in the waste decomposes the organic matter, and the sludge settles to the bottom. The effluent flows through drains into the ground. Sludge must be pumped out at regular intervals.

Services - The programs and staff determined necessary by the City to provide adequate operation and maintenance of public facilities and infrastructure, as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the Comprehensive Plan, or required by local, State or federal law.

Shall - The term used to indicate mandatory action.

Shelter Space - One shelter space (emergency shelter space) is equal to 20 square feet, as defined by the Florida Division of Emergency Management.

Should - The term used to indicate an action that is strongly advised.

Shoreline or Shore - The interface of land and water and, as used in the Conservation and Coastal Management Element, those interfaces limited to oceanic and estuarine areas.

Significant Architectural Feature - An architectural feature of a landmark, landmark site or historic district which contributes significantly to identifying a landmark, landmark site or historic district.

Single Family Dwelling - A building containing one dwelling unit. The term is not to be construed as including recreational vehicles, tents, houseboats or other forms of

temporary or portable housing. Manufactured homes and modular homes are considered single-family dwellings.

Single Room Occupancy (SRO) - a multiple tenant building that houses one or two people in individual rooms. SRO tenants typically share bathrooms and/or kitchens, while some SRO rooms may include kitchenettes, bathrooms, or half-baths. Although many are former hotels, SROs are primarily rented as a permanent residence.

Site - Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision or project. As it relates to historic preservation a site is the location of a significant event, activity, building, structure, or archaeological resource.

SJRWMD - St. Johns River Water Management District.

Sludge - The accumulated solids separated from liquids during processing, or the precipitate resulting from chemical treatment, coagulation, or sedimentation of wastewater.

Smart Growth - A growth management philosophy which is measured according to:

- A. Neighborhood livability
- B. Better access, less traffic
- C. Thriving cities, suburbs and towns
- D. Shared benefits
- E. Lower costs, lower taxes
- F. Keeping open space open

Solid Waste - Sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material including solid, liquid, semisolid or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural or governmental operations.

Solid Waste Facility - Structures or systems designed for the collection, processing or disposal of solid waste, including hazardous wastes and includes transfer stations, processing plants, recycling plants and disposal systems.

Solid Waste Management Facility - Any solid waste disposal area, volume reduction plant, transfer station, or other facility, the purpose of which is resource recovery or the disposal, recycling, processing or storage of solid waste.

Special Management Area - A specific geographical area which, because of its unique or especially sensitive environment, requires special management techniques.

Special Needs - Those individuals who are victims of domestic violence, elderly, disabled or handicapped for reasons which may be physical, mental, emotional or due to infirmity associated with AIDS or other terminal illnesses.

Special Wastes - Wastes having special characteristics or requiring special handling. These wastes include tires, oversize bulky wastes, asbestos, liquids, sludges, containers, and materials generated in demolition and construction projects.

St. Johns River - All navigable sections of the river and its tributaries having sufficient water depth to support power and sail boating.

St. Johns River Water Management District (SJRWMD) - Created by the Florida Legislature in 1972 to be one of five water management districts in Florida. It includes all or part of 18 counties in northeast Florida. The mission of SJRWMD is to ensure the sustainable use and protection of water resources for the benefit of the people of the District and the state of Florida.

Stage 1 RACT - Requirements in Chapter 17-2.65O (1) (f) 11, F.A.C. which relate to control of emissions generated by the storage and handling of gasoline at gasoline service stations.

Stage II RACT - An extension of the control required in Stage I to include control of gasoline evaporative emissions during refueling of vehicles.

Standard Building Code - A model building code which has been adopted by the City of Jacksonville.

State Requirements for Educational Facilities (SREF) - The Florida Department of Education's standards regulating the construction of educational facilities.

Storm Sewer Capacity - The ability of a storm sewer system to manage runoff, expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

Stormwater - Flow of water which results from and which occurs immediately after a rainfall event.

Stormwater Facilities - Manmade structures that are part of a stormwater management system designed to collect, convey, hold, divert, or discharge stormwater, and may include stormwater sewers, canals, detention facilities and retention facilities.

Stormwater Management System - A system, a system as described in Rule 17-40.210(21), F.A.C., which is designed and constructed or implemented to control discharges which are necessitated by rainfall events, incorporating methods to collect, convey, store, absorb, inhibit, treat, use or reuse water to prevent or reduce flooding,



overdrainage, environmental degradation, and water pollution or otherwise affect the quality and quantity of the discharges.

*Stormwater Solid Waste Facilities* - Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal system. **(IE)**

*Stormwater* - The flow water which results from and which occurs immediately after a rainfall event.

*Stormwater Treatment Facility* - A structural "best management practice" (BMP) designed to reduce pollutant loading on a receiving water by either reducing the volume of flow; biological uptake of pollutants, the limiting the loading of pollutants or by allowing pollutants to settle out of stormwater flow. Structural BMPs include but are not limited to detention basins, retention basins, open bottom inlets, undercut ditches, exfiltration trenches and swales.

*Streetscape* - The distinguishing and pictorial character of a particular street as created by its width, degree of curvature and paving materials, design of the street furniture, and forms of surrounding buildings.

*Strip or Ribbon Development* - Involves the location of high amounts of commercial, retail, office and occasionally multi-family residential development in a linear pattern along both sides of major arterial roadways. This type of development is generally characterized by one or two story commercial/office uses that are located immediately adjacent to one another, or in close proximity, extending out in a development pattern, typically along arterial roadways and usually each individual structure has one or more driveway accesses to an arterial.

*Structure* - A work made up of interdependent and interrelated parts in a definite pattern of organization. Constructed by man, it may be an engineering project large in scale, such as a bridge, wall, gate, or building, or small in scale, such as monuments or fountains.

*Student Generation Rate* - Student Generation Rate shall be calculated for each school type by dividing the total number public school students actually enrolled in that school type in Duval County by the number of total housing units for the same year.

*Subdivisions* - The process of laying out a parcel of land into lots, parcels, tracts or other divisions of land as defined in applicable State Statutes and local Land Development Regulations.

*Surcharge* - Flow out of a stormwater facility resulting from flow in excess of its designed capacity at a point upstream from the outfall.

Sustainable Population - An existing group of individuals of a particular species with the demonstrable high probability for self-maintenance, without significant demographic or genetic manipulation.

Swale - An open stormwater conveyance facility with side slopes equal to or greater than three units horizontally to one unit vertically (generally very shallow).

SWIM - Surface Water Improvement and Management Plan

Total Maximum Daily Load (TMDL) - A calculation of the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards, and an allocation of that amount to the pollutant's sources.

Total Suspended Solids - The sum of all solids that float on the surface of, or are in suspension in wastewater and that are largely removable by treatment processes.

TPO - North Florida Transportation Planning Organization

Traditional Neighborhood Development (TND) - Refers to the development of a complete mixed use neighborhood using planning principles which provide the following components: a network of well-connected streets and blocks; pedestrian friendly public areas; a range of housing types; and amenities such as stores, places of work, schools, and places of worship within walking distance of residences. TND development may occur in infill settings and involve adaptive reuse of existing buildings, but often involves all-new construction on previously undeveloped land or the complete redevelopment of large sites. TND should not be construed as mandating any particular architectural style or development scale except that it shall be compatible with and not exceed the density levels of the applicable functional land use categories described in this element.

Transit Corridor - An area through which mass transportation services will be concentrated. Population and employment densities in the corridor are such that, as growth occurs, alternative transportation modes will be supported.

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

Transition - In land use, an intensity compatibility concept that establishes a land use hierarchy, which relates use intensity and density, defined by the degree of external impact, to the uses location relative to other uses. Transition is reflected in interrelated, spatial arrangements of varying land uses that exhibit a gradual change from residential to employment based activities.

Transitional Use - Land uses which can be compatibly located between high and low

intensity uses (e.g. office or multi-family developments between single family and commercial areas). Transitional uses are generally projects of a large enough scale to accommodate one or more structures and/or uses within the project boundaries (see Mixed Use).

Transportation Element Map Series - The graphic aid intended to depict the general location of the existing and proposed transportation system. The Transportation Element Map Series shall be construed to include, but not be limited to, all maps required by Section 163.3177(6)(b) and are hereby considered incorporated by reference into the Transportation Element.

Transportation Demand Management (TDM) - Generally refers to policies, programs, and actions directed towards increasing the use of high occupancy vehicles (transit, carpooling, and vanpooling) and the use of bicycling and walking. It can also include activities that encourage commuting outside congested peak period, and that encourage telecommuting as an alternative to driving.

Transportation Systems Management (TSM) - Improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system.

Tributary Assessment Team - A team consisting of the City of Jacksonville, JEA, Duval County Health Department and the Florida Department of Environmental Protection that was formed to assess the impaired tributaries and collaboratively develop a Basin Management Action Plan (BMAP).

Urban Design - A process to shape and regulate the physical form of the cities and towns in response to human needs.

Urban Design Elements - The four general subject elements of urban design are: (a) urban form; (b) open space; (c) circulation; and (d) views.

Urban Development Characteristics - Features which, when combined, provide a compact and connected development. Urban development characteristics typically include, but are not limited to: a network of connected streets and blocks interconnected with surrounding development and the existing and planned JTA Rapid Transit System (RTS) to the greatest extent possible; the provision of medium to high density residential and mixed uses, preferably vertically integrated within multistory buildings; buildings which are massed against and front both existing roadways and those that are created by the new development; off-street parking located behind or to the side of buildings to the greatest extent possible; and an interconnected pedestrian, bicycle and open space network.

Urban Form - The integration of all the physical elements of a city into a three dimensional whole.

Urban Infill - The development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place.

Urban Redevelopment - Demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas or existing urban service areas.

Urban Redevelopment Area - Within the City of Jacksonville, the following areas constitute Urban Redevelopment Areas as shown on Map L-20, as periodically updated:

- A. Designated Brownfields and Empowerment
- B. Areas located within the boundaries of the Downtown Master Plan
- C. Areas located within the boundaries of an adopted neighborhood plan and/or study

Urban Scale Development - Development which requires public facilities and full urban services.

Urban Service Districts - The territory of the consolidated government is divided into a general services district and five urban services districts. The general services district consists of the total territory within Duval County. The first urban services district initially consists of the territory which immediately prior to the effective date of the original charter of the consolidated government of the City of Jacksonville [October 1, 1968] was included in the corporate limits of the former City of Jacksonville. The second urban services district initially consists of the territory of the City of Jacksonville Beach. The third urban services district initially consists of the territory of the City of Atlantic Beach. The fourth urban services district initially consists of the territory of the City of Neptune Beach. The fifth urban services district initially consists of the territory of the Town of Baldwin.

Urban Sprawl - A development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.

USGS - United States Geological Survey.

Vegetative Communities - Ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation, and animals.

Vertical integration (of mixed uses) - Two or more permitted uses arranged vertically within the same structure. Commercial and office uses are typically located on the ground floor and residential and/or office uses on the upper floors.

Very Low Income Family - One or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within Florida; or 50 percent of the median annual adjusted gross income for households within the Jacksonville Metropolitan Statistical Area (MSA), or if not within the MSA, within the county in which the person or family resides, whichever is greater.

Waste - The flow of water as defined in Section 373.203(4), F.S., and as further defined by the Board in a manner consistent with Section 373.203(4), F.S.

Wastewater - A combination of the liquid and water-carried wastes from residences, commercial buildings, industrial plants, and institutions, together with any groundwater, surface water, and storm water that may be infiltrated.

Wastewater Facilities - Structures or systems designed for the collection, transmission, treatment or disposal of wastewater and includes trunk mains, interceptors and treatment plants.

Water Access - Water access parks are designed to allow public access to water resources and include facilities such as: boat launch, fishing, picnic, playgrounds and restrooms.

Water Bodies - For the purpose of determining permitted density, these shall be defined to include river, lake or pond beds and any other permanently or historically water-covered land that occurs naturally at the intended site up to the mean high water level. This definition shall apply for purposes of density credits to areas, defined as environmentally sensitive by regulatory agencies.

Water Conservation - actions which result in a reduction of water demand or protection or preservation of the quality or quantity of the water supply source, classified as either user conservation or resource conservation.

Water Recharge Areas - Land or water areas through which groundwater is replenished.

Water-Dependent Uses - Activities which can be carried out only on, in, or adjacent to, water areas because the use requires access to the water body for: waterborne transportation, including ports or marinas, recreation, electrical generating facilities, or water supply.

Water Related Uses - Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

Water Resource Conservation - Actions necessary to protect the City's water supply sources such as well head protection, identification of and protection from groundwater contamination or degradation by such as salt water intrusion, developing alternative water supply sources and encouraging their use.

Water Supply Conservation – Water conservation activities such as water metering, leak detection and repair, utility water audits, pressure reduction and wellfield management.

Water User Conservation - Functions generally recognized as the responsibility of the water user or water supplier. These functions are classified as either supply conservation or demand conservation.

Water Wells - Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural, or potable water for general public consumption.

Well - Any artificial excavation on submerged or unsubmerged land, excepting wells covered by Chapter 377, F.S., pertaining to oil and gas well, having a diameter of not more than 120 inches (304.3 cm) the intended use of which is for the location, acquisition, development or artificial recharge of water.

Wellhead Protection Area - An area consisting of a 750-foot radial setback distance around a Public Potable Water well or Wellfield where the most stringent measures are provided to protect the ground water source for a potable water well and includes the surface and subsurface area surrounding the well.

Wetlands - Those areas which are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. For purposes of City wetlands programs, wetlands shall not include irrigation or drainage ditches constructed in the uplands or stormwater management systems.

Wetlands Mitigation - The replacement of the functional value of wetlands lost due to impacts from development.

Workforce person or household - a person or family with total annual gross household

income not to exceed 140% of Duval County's AMI, adjusted for family size. A workforce household typically contains at least one full-time wage earner whose net earnings comprise at least 50% of the total household income. Such households traditionally have annual family incomes which exceed the limits set by traditional housing assistance programs.

Yard Wastes - Vegetative matter resulting from landscaping maintenance and land clearing operations. These wastes are generated in both the residential, commercial and industrial sectors.

Zoning - In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, use and coverage of structures within each zone.

Zoning Conformance - The process by which the zoning in areas is maintained or changed to carry out the specific intent of the land use plan categories as defined by the Future Land Use Element and the adopted zoning conformance matrix which illustrates which zoning classifications are permitted in which land use plan categories. State law requires that all Land Development Regulations must be in conformance with the specified and implied intent of a comprehensive plan.