



City of Jacksonville Beach

11 North Third Street
Jacksonville Beach, Florida

Virtual Workshop Agenda

Community Redevelopment Agency

Wednesday, October 7, 2020

5:00 PM

Virtual Meeting

MEMORANDUM TO:

Members of the Community Redevelopment Agency
City of Jacksonville Beach, Florida

Board Members:

The following Agenda has been prepared for consideration at a Virtual Workshop Meeting of the Community Redevelopment Agency:

CALL TO ORDER

ROLL CALL

Art Graham (Chairperson), Frances Povloski (Vice-Chairperson), Jeffrey Jones, Samuel Hall, Gary Paetau

DISCUSSION ITEMS

- a. **CRA Program Manager – Internal/External Communications** – Gilmore Hagan Partners
- b. **Consolidated Downtown Redevelopment Plan** – Review of the consolidated downtown redevelopment plan prepared by the Shepard Firm, and of materials provided by CRA Vice Chair.

ADJOURNMENT

NOTICE

In accordance with Section 286.0105, Florida Statutes, any person desirous of appealing any decision reached at this meeting may need a record of the proceedings, and, for such purpose, such person may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The public is encouraged to speak on issues on this Agenda that concern them. Anyone who wishes to speak should submit the request to the recording secretary prior to the beginning of the meeting. Information concerning the hearing process is available online at www.jacksonvillebeach.org/publichearinginfo and it is also posted in the City Hall first floor display case.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's office at (904)247-6299, no later than one business day preceding the meeting or by sending an e-mail to CityClerk@jaxbchfl.net

ZOOM VIRTUAL MEETING NOTICE

The upcoming City of Jacksonville Beach Community Redevelopment Agency workshop meeting will be conducted in a modified manner. This meeting will be conducted virtually, utilizing Zoom technology and webinar capabilities. The City is providing numerous additional technological options for public attendance for the meeting.

On April 6, 2020, the City of Jacksonville Beach City Council further approved at their public meeting the use of CMT and alternative start times to conduct their meetings and briefings.

The following CMT options are available to view and listen to the October 7, 2020, City of Jacksonville Beach, Community Redevelopment Agency workshop meeting:

1. View and listen to a Livestream of the meeting online:
 - a. Access the meeting by visiting the City of Jacksonville Beach YouTube Channel: <https://www.youtube.com/channel/UCBvNLjCCZtu9PWDV41cR6-Q>
 - b. View the Livestream via Zoom technology: <https://us02web.zoom.us/j/82988034398>
2. Listen to the meeting via phone:
 - a. Dial 1-301-715-8592
 - b. Webinar ID: 829 8803 4398
 - c. There is no participant ID number. If you are asked for this, press #. When dialing in by phone, your line will be automatically muted for the duration of the meeting, unless you have pre-registered to speak. (Instructions for pre-registration are below)
3. Hearing or speech impaired access:
 - a. Contact the agency using the Florida Relay Service: 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).
4. Submit questions and comments concerning a scheduled agenda item or under Courtesy of the Floor:
 - Written correspondence will be read into the record at the appropriate time by the recording secretary and the reading time will be limited to three (3) minutes.
 - a. Please provide your full name and address. If you are also a business owner, please provide your business name and address.
 - b. Please indicate which section of the agenda your correspondence is in reference to.
 - c. If dialing in or utilizing Zoom technology, you must include the telephone number you will be calling from and the User ID.
 - You may submit written correspondence and/or pre-register to virtually comment:
 - a. By e-mailing the Agency Administrator, William Mann, at planning@jaxbchfl.net; or
 - b. Via U.S. Postal Mail to Community Redevelopment Agency Administrator, 11 3rd Street North, Jacksonville Beach, FL 32250
 - To address the Agency by dialing in or utilizing Zoom technology **you must register in advance**. We respectfully request that you register by noon on *Wednesday, October 7, 2020*. Speakers will be limited to three (3) minutes.
 - a. To either dial in or use Zoom technology, speakers need to ensure they have proper working equipment. For dialing in, a telephone with audio/speaker and microphone capabilities is required. For participation utilizing Zoom technology, smart technology (smartphone/tablet/laptop/desktop) should be equipped with both microphone and speaker capabilities. It is up to each speaker to test the functionality of their equipment

before the meeting starts. If the speaker's equipment is not working correctly during the meeting, the speaker will be unable to participate.

- b. To check technological requirements and to test your technology, visit the Zoom website here: <https://support.zoom.us/hc/en-us/articles/201362023-System-Requirements-for-PC-Mac-and-Linux>
- c. To download Zoom software applications, click here: <https://zoom.us/download>
 - For the purposes of this meeting, speakers will be clicking “**Download**” under “**Zoom Client for Meetings**” (using a PC or MAC) *or* choosing your mobile device platform under “**Zoom Mobile Apps.**”
- For additional information or assistance, please contact the following people prior to the meeting:
 - a. For public comment questions: William Mann, Agency Administrator, planning@jaxbchfl.net or (904) 247-6231.
 - b. For questions on connecting to or using CMT or Zoom for the meeting: Jacob Board, Communications Manager, jboard@jaxbchfl.net, or (904) 247-4036.

cc: Mike Staffopoulos, City Manager; Chris Ambrosio, City Attorney; Press

Date: September 29, 2020

To: Bill Mann and Art Graham

From: Jim Gilmore and Taylor Mejia

Re: Jax Beach CRA Internal Communications Strategy

Internal Communications Process Suggestions:

- CRA Board and City Council
 - City Council should consider appointing a member to act as CRA/Council liaison and initial point of contact for inquiries of the CRA to the City Council.
- CRA Board and Program Manager (staff)
 - The Program Manager will be the first point of contact for CRA Board member questions/requests.
 - The Program Manager will work closely with the CRA Board Chair and CRA Administrator to create agendas for Board meetings and training sessions.
 - CRA staff will give (short) monthly briefings to the CRA Board on items the City Council is reviewing that may impact the CRA.
 - CRA staff will also submit brief written summaries monthly to City Council on CRA Board activities. CRA staff may give quarterly presentations to the City Council.
- CRA Board and City Departments
 - CAPE briefings will continue at every monthly meeting
 - ~~Every~~ At each monthly Board meeting there will be a representative from one of the City departments to provide an oral briefing on activities that impact the CRA. Planning Dept, Parks and Rec, Public Works, CFO/Finance, City Manager, Beaches Energy, etc.
 - Each department that has activities within the CRA areas will submit a monthly written status report to the CRA Board.

- Each February, the CRA Program Manager and City Finance Department will organize a budget preparation process for the next FY with the CRA Board.
- Each February, there will be a review of the CRA Plans with appropriate City Departments to determine any necessary amendments to programmed projects as well as potential additional projects. The Program Manager will be responsible for this process.

Date: September 30, 2020

To: Bill Mann and Art Graham

From: Jim Gilmore and Taylor Mejia

Re: Jax Beach CRA External Communications Strategy - DRAFT

External Communications Process Suggestions:

To note, most external communications will be the responsibility of the CRA Staff, mainly the Program Manager.

- **Relationship building**
 - The Program Manager will establish and maintain relationships with private organizations and local businesses in the community. The Program Manager will establish clear and open lines of communication with the business community and will meet regularly with these groups. These groups include the Beaches Chamber of Commerce, Jax Beach Downtown Vision Coalition, Beaches Rotary, other service organizations, as well as real estate professional organizations such as Urban Land Institute and NAIOP.
 - The Program Manager will prepare a list of business owners, property owners, and tenants in both CRA areas and establish working relationships.
 - The Program Manager will plan meetings with business owners and other stakeholders for the purpose of reporting and monitoring outcomes and strategic planning related to CRA initiatives.
 - The Program Manager will make presentations to community groups to explain the Downtown and South End CRA purposes, programs and policies.
 - The CRA staff will attend Florida Redevelopment Association and other related conferences to learn about CRA projects across the state as well as promote the Jacksonville Beach CRA.
 - The Program Manager will take regular tours of both redevelopment areas and record any maintenance issues or code violations observed as well as report any violations from business owners and residents. The Program Manager will work

closely with Public Works and Parks and Recreation to address these issues in a timely manner.

- **Project Management**

- The Program Manager will be the first line of contact for vendors and contractors conducting maintenance and capital projects. The Program Manager will regularly communicate with these vendors entities and report on the status of projects to the CRA Administrator and CRA Board.

- **Economic Development/Redevelopment**

- CRA Staff will be responsible for completing and updating a map of parcels available for development or redevelopment within the CRA. This would include both publicly and privately owned property.
- CRA Staff will be responsible for outreach to local property owners and developers that may have an interest within the CRA boundaries. Staff will be well versed in the economic incentives available to developers for potential projects.

- **Marketing and Promotion**

- The Program Manager will formulate, direct and coordinate marketing activities and policies to promote CRA initiatives and services.
- Program Manager will create or procure illustrative and colorful marketing materials to aid in developer solicitation.
- Program Manager will review the Downtown Branding and Marketing section of the Vision Plan, work with the CRA Board to amend the downtown redevelopment plan as needed and implement its goals. This includes executing the Downtown wayfinding signage plan, art plan, etc.
- The Program Manager will work with the City's Communications Director to consider creating social media accounts for the CRA including twitter, Instagram, and Facebook.

Summary of what Frances Povloski stated in the 09/28/2020 CRA meeting requesting a workshop.

I am requesting a workshop for the CRA to dig into the document provided to us by Schumer and Shepard. The goal of the workshop is to discuss if we should try to move forward with how this new document is interpreted by the CRA and would define our downtown community. Additionally, the workshop would clarify if we as an agency think the Council needs to redefine the plan as a whole and replace our purview with a document that takes into account the current developed property.

Let me explain:

- The downtown area is zoned as CBD and the comprehensive plan provides flexibility in what we can develop.
 - Policy LU.1.3-3 of the Comprehensive plan dated 2011 states
 - The City shall support and encourage redevelopment of the core downtown area, that area within the Central Business District: CBD zoning district boundaries, in accordance with its Downtown Vision Plan, through public investments and the development of detailed site design regulations to guide private development within the CBD. These design regulations shall be incorporated into the Central Business District: CBD Zoning District regulations of the Jacksonville Beach Land Development Code by November, 2011, and shall address such aspects as building design and frontage requirements, landscaping, and location of parking facilities and driveways.
 - Policy LU.1.5.10 CENTRAL BUSINESS DISTRICT (CBD) states
 - The Central Business District (CBD) land use category is intended to provide a central core for the city, with a diversity of uses, and to promote flexibility in design and quality in development while preserving public access to the beach recreational area. It is coterminous with the jurisdictional area of those lands within the Downtown Redevelopment Area. The CBD category allows medium to high density residential, commercial, industrial, 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 Redevelopment Area will be guided by the site development plans approved as part of the Downtown Redevelopment Plan.
 - These basically say that the CRA can develop as it wishes based on the redevelopment plan.
- Let's look at the Pier Corridor a little closer as the CRA owns property in this area.
 - In the Pier Corridor the CRA is to encourage infill residential-based mixed used development along 4th Avenue North. This makes we wonder how we got a restaurant and museum/commercial building in this district? These need to be taken into consideration for the lots the CRA owns on 4th Avenue North.

- The CRA is to also provide a public parking garage to serve the beach and retail users and the only space we currently own large enough to support this is on the 4th Avenue between 1st and 2nd Street.
- It is my opinion that the only way to fulfill this mandate from our current plan is to replace our current street level parking lot (police substation) with a multi-use commercial and residential structure AND possibly extend it all the way towards 1st street. HOWEVER, this will require the CRA to purchase the apartments on 4th or the Ritz - as we are mandate to provide a parking garage to service these residents and local commercial/beach customers.
 - Side bar – removing Ritz would help with our over extended 500 feet bar ordinance.
- If you visualize the future with this, is this the corridor the City wants? It is things like this, that we as a group need to discuss in detail to find solutions to start implementing OR we need the City Council to provide a newer plan to takes into consideration the developments that are non-conforming.

I think it would be beneficial for us to explore all 4 proposed corridors to discuss our next steps.

Sec. 34-345. - Central business district: CBD.

- (a) *Purpose.* The central business district (CBD) zoning district is intended to implement the commercial and redevelopment area land use districts in the comprehensive plan. The CBD zoning district is intended to provide a central core for the city, with a diversity of uses, and to promote flexibility in design and quality in development while preserving public access to the beach recreational area.
- (b) *Permitted uses.* The following uses, not to exceed fifty thousand (50,000) square feet in gross floor area for single or multiple use buildings or developments, are permitted as of right in the CBD zoning district. Buildings or developments containing single or multiple uses listed herein and which exceed fifty thousand (50,000) square feet in gross floor area shall only be approved pursuant to section 34-347 redevelopment district: RD or section 34-348 planned unit development: PUD district standards and procedures.
- (1) Bakery products manufacturing, in conjunction with the retail sale of the bakery products on the same site.
 - (2) Jewelry manufacturing, in conjunction with the retail sale of the jewelry on the same site.
 - (3) Travel agencies.
 - (4) Retail trade establishments as follows: Building materials, hardware and garden supplies; general merchandise stores; apparel and accessory stores; home furniture, furnishing and equipment stores; restaurants; non-prescription drugs; florists; tobacco stands and newsstands; optical goods stores; and miscellaneous retail goods.
 - (5) Financial institutions, insurance and real estate offices.
 - (6) Hotels and motels.
 - (7) Personal service establishments as follows: Photographic studios; beauty and barber shops; shoe repair shops and shoe-shine parlors; tax preparation services; and miscellaneous personal services.
 - (8) Business service establishments as follows: Advertising; business and consumer credit reporting and collections; mailing reproduction, commercial art and photography and stenographic services; personnel supply, excluding labor and manpower pools and similar temporary help services; computer programming, data processing and other computer services; and miscellaneous business services.
 - (9) Automotive rental and leasing.
 - (10) Automobile parking.
 - (11) Motion pictures theaters, except drive-in.
 - (12) Dance studios and schools.
 - (13) Amusement and recreation service establishments as follows: Physical fitness facilities; coin operated amusement devices; or membership sports and recreation clubs.
 - (14) Business and professional offices as follows: Landscape architect; building contractors and subcontractors (no storage of vehicles, equipment, or materials); doctors, dentists and miscellaneous health offices and clinics; legal services; and engineering, architecture, accounting, research management and related services.
 - (15) Child day care services.
 - (16) Museums and art galleries.
 - (17) Membership organizations, except religious organizations.
 - (18) Government uses.
 - (19) Multiple family dwellings, subject to section 34-340, residential multi-family, RM-2.

- (20) Public parks, playgrounds, and recreational facilities.
 - (21) Libraries.
 - (22) Essential public services.
 - (23) Auxiliary dwelling unit.
 - (24) Type I home occupations.
 - (25) Mobile food vendors in accordance with the provisions of section 12-33 Mobile Food Vending of Chapter 12 Food and Food Products of this Code of Ordinances.
 - (26) Short-term vacation rentals.
- (c) *Accessory uses.* The following uses are permitted as accessory uses in the CBD zoning district.
- (1) Any use customarily accessory to the permitted or conditional uses in the CBD zoning district.
- (d) *Conditional uses.* The following uses are permitted as conditional uses in the CBD zoning district, subject to the standards and procedures established in section 34-221 et seq.
- (1) Handbag and other personal leather goods manufacturing in conjunction with the retail sale of the finished product on the same site.
 - (2) Bar, lounge, nightclub, tavern or other drinking place.
 - (3) Amusement parks.
 - (4) Miscellaneous amusement and recreation services.
 - (5) Religious organizations.
 - (6) Type II home occupations.
 - (7) Outdoor restaurants or bars.
 - (8) Microbreweries.
 - [(9) Reserved.]
 - (10) Pharmacy.
 - (11) Medical marijuana treatment center dispensing facilities.
- (e) *Site design and lot layout standards.* The following site design, dimensional, and lot layout standards apply in the CBD zoning district.
- (1) *Designation of street type.* The central business district (CBD) designates three (3) street types that exist within the CBD boundaries. The identification of each street type directly relates to the site design, dimensional, and lot layout criteria outlined in the following standards.
 - (2) *Designation of "A" streets, "B" streets and "pedestrian oriented" streets.* The following table designates existing streets within the central business district as an "A" street or a "pedestrian oriented" street. Streets not specifically designated will be considered "B" streets. The creation of new streets constructed on or after the effective date (insert adoption of ordinance) will be updated and designated by the city.
 - a. "A" streets shall have building frontage requirements, established build-to lines and required active commercial land uses on first floor, restrict parking and service uses adjacent to an "A" street.
 - b. "Pedestrian oriented" streets shall have building frontage requirements, established build-to lines, restrict parking and service uses adjacent to a "pedestrian oriented" street.
 - c. "B" streets shall have no building frontage requirements. While "B" streets are not included or intended to be primary pedestrian streets, additional provisions on architectural details, accessory structures, and service bays will be provided.

Street Name	Designation
6th Avenue North, between 3rd Street North and the Sea Walk	A
1st Street North between Beach Boulevard and 6th Avenue North	A
Beach Boulevard, between 3rd Street North and the Sea Walk	Pedestrian Oriented
1st Avenue North, between 3rd Street North and 1st Street North	Pedestrian Oriented
4th Avenue North, between 3rd Street North and the Sea Walk	Pedestrian Oriented

(3) *Lot types.* Specific lot types are allowed within the CBD as identified by the letter "X" in the following table. The symbol "*" may be considered by the planning commission.

Lot Type	Street Designation		
	A	Pedestrian Oriented	B
Retail/Office	X	X	X
Mixed Use	X	X	X
Live/Work	X	X	X
Apartment	X	X	X
Row/Townhouse	*	X	X
House	*	X	X

The following table specifies the standards for each lot type:

Table 1.0, Standards for Lot Types					
	COMMERCIAL BUILDING	MIXED-USE BUILDING	LIVE/WORK BUILDING	MULTIFAMILY RESIDENTIAL BUILDING	ROW/TOWNHOUSE BUILDING

	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
LOT REQUIREMENTS										
Lot Width (ft)	16	300	16	300	16	60	40	300	16	32
Lot Depth (ft)	—	500	—	500	80	120	100	300	80	120
Lot Size (sf)	—	150,000	—	150,000	1,800	7,200	4,000	90,000	1,800	3,840
Lot Coverage (%)	—	90	—	90	—	80	—	90	—	80
BUILDING ENVELOPE										
Front Setback (ft)	0	10	0	10	0	10	0	10	0	10
Side Setback (ft)	0	—	0	—	0	—	0	—	0	—
Rear Setback (ft)	10	—	10	—	15	—	15	—	15	—
Frontage Buildout (%) ⁽¹⁾	90	100	90	100	80	100	80	100	90	100
ACCESSORY BLDG ENVELOPE										
Front Setback (ft)	Not Permitted		Not Permitted		25' behind bldg frontage		Not Permitted		25' behind bldg frontage	
Side Setback (ft)					0	3			0	3
Rear Setback (ft)					5	25			5	25
Building Footprint (sf)					—	625			—	625
BUILDING HEIGHT (1)										
Principal Building (ft)	14'	35'	14'	35'	14'	35'	14'	35'	14'	35'
Accessory Building(s) (ft)	N/A		N/A		—	15'	N/A		—	15'

PARKING PROVISIONS					
Location	25' behind bldg frontage				
Amount	Refer to Article. VIII, Division 1	Refer to Article. VIII, Division 1	Refer to Article, VIII, Division 1	Refer to Article. VIII, Division 1	Refer to Article. VIII, Division 1
(1) Applies to buildings fronting on "A" Streets and "Pedestrian Oriented" Streets.					

- (4) *Additional lot types.* An applicant may propose additional lot types through the application process. The planning director may accept, modify or reject such additional lot types based on the determination as to the consistency of the additional lot types with the planning, design and principles set forth in the downtown vision: A redevelopment plan for Jacksonville Beach, adopted by the Jacksonville Beach City Council on November 5, 2007.
- (5) *General site design.*
- a. *Form.* Buildings shall form a consistent, distinct edge, spatially delineating the public street through maximum building setbacks that vary by no more than five (5) feet from those of the adjacent building.
 - b. *Open storage.* There shall be no open storage.
 - c. *Sidewalks.* All buildings or developments must provide sidewalks along the street edge(s) of their property. Sidewalks shall be placed to align with existing sidewalks. Sidewalk connections from a principal building to the public sidewalk must be provided and be aligned to minimize walking distance. Landscaping adjacent to existing and proposed street sidewalks must be consistent with the requirements of article VIII, division 3.
 - d. *Driveway locations.* If property abuts an A or B street, vehicular drive access should be located on the nonpedestrian priority street. If a property does not abut an A or B street, a maximum of one (1) vehicular access drive per property along pedestrian oriented streets shall be allowed.
 - e. *Utilities.* All utilities shall be located underground if feasible.
 - f. *Screening.* Trash and recycling receptacles, loading docks, service areas, and other similar areas must be located in parking areas or in a location that is not visible from "A" or "pedestrian oriented" frontage, and must be screened to minimize sound to and visibility from residences and to preclude visibility from adjacent streets. Joint-use facilities are encouraged throughout the CBD. If such facilities are created, access and location shall be determined under an access agreement between any and all of the parties utilizing such services.
 - g. *[Mechanical equipment.]* Mechanical equipment at ground level shall be placed on the parking lot side of the building away from view from adjacent "pedestrian oriented" and "A" street frontage and shall be screened from view of any street by fencing, vegetation, or by being incorporated into a building. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions should be incorporated into the overall design of the building by walls of a material compatible with the material, style, color, texture, pattern, trim, and details of the main

building and landscaping. The wall shall be one foot higher than the largest object being screened, but not more than ten (10) feet high, on all sides where access is not needed.

- h. *[Rooftop mechanical equipment.]* Rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing it into roof structure.
 - i. *[Building frontage.]* Building frontage shall be determined by the Table 1.0. standards for lot types. If site constraints exist, a knee wall may be constructed with the following provisions.
 - 1. Only twenty-five (25) percent of the required frontage may be fulfilled through the use of a knee wall.
 - 2. The knee wall shall be a minimum of twenty-four (24) inches in height to a maximum of forty-two (42) inches.
 - 3. The knee wall must be constructed of an opaque material which complements the primary building's architecture by utilizing the same architectural style.
 - j. *Parking requirements.* The off-street parking and loading standards for the CBD zoning district are found in article VIII, division 4. Shared parking agreements pursuant to section 34-376, are also permitted to meet the parking requirements.
 - k. *[Off-street surface parking.]* Off-street surface parking lots must be located behind "A" street frontage buildings or to the side of, or behind, "pedestrian oriented" street fronting buildings.
 - l. *[Parking garages.]* Parking garages shall comply with the following requirements:
 - 1. Direct pedestrian access from parking garages to each adjacent street shall be provided.
 - 2. Parking garages located on "A" or "pedestrian oriented" streets shall have the ground floor developed with enclosed commercial or civic floor space to a minimum building depth of thirty (30) feet along the entire length of the structure on each "A" or "pedestrian oriented" facing street, unless separated from the street by another building, parking lot and/or landscaped open space with a minimum depth of thirty (30) feet.
- (6) *Landscape standards.* Landscape standards shall be consistent with Florida Native Plant List, salt tolerant species, provided by the Florida Native Plant Society, which shall be used as a guideline the selection of the most appropriate plant species for coastal areas.

Two (2) types of landscape treatments are permitted within any street facing location.

- a. *Urban landscape.* When buildings are located using a build-to-line, an urban buffer may be considered as an alternative to a front yard landscape buffer. The front yard landscape buffer for an urban type development shall be allowed to provide potted plants. At a minimum, a thirty-six (36) inch diameter pot by twenty-four (24) inches high should be provided every twenty (20) lineal feet of building frontage. The plant species should be two (2) times as high as the height of the pot. Low growing plants, flowering annuals should be planted at the base of the pot.
- b. *Street trees.* Trees shall be of a salt-tolerant species and shall have a minimum three (3) inch caliper and be of Florida No. 1 grade as per "grades and standards for nursery plants," Florida Department of Agriculture and Consumer Services. All landscaping shall meet conform to the corner sight visibility triangle requirements set forth in subsection 34-425(h).
 - 1. *Tree spacing:* For "A" and "pedestrian oriented" streets, one (1) street tree shall be planted for every twenty five (25) linear feet or frontage or fraction thereof. For all other streets, one (1) street tree shall be planted forty (40) to sixty (60) feet on center.

Street trees shall be planted a minimum of ten (10) feet from any above ground utility, such as transformer pads and fire hydrants.

2. *Tree species:* Select tree species that are appropriate for street tree planting conditions shall be used.

(7) *Building design.* The following standards are for building design of attached residential and nonresidential building types.

- a. *Public entrance.* Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surfaces or finishes to give emphasis to the entrances.
- b. *Building facade.* Buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line awning from twelve (12) feet to sixteen (16) feet above base flood elevation or grade, whichever applies to a particular building.
- c. *Height.* Thirty-five (35) feet
- d. *Maximum lot coverage.* None.
- e. *Mass and scale.* Buildings that are more than one hundred fifty (150) feet in length shall comply with the following. No more than sixty (60) feet of horizontal distance of wall shall be provided without architectural relief a minimum of thirty (30) feet wide and three (3) feet deep for building walls and frontage walls facing the street.
- f. *Awnings and shade.* Buildings fronting an "A" street or a "pedestrian oriented" street must provide awnings, canopies or other type of shade refuge equal to a minimum of fifty (50) percent of the length of building frontage.
- g. *General design features.* All buildings shall utilize at least three (3) of the following design features to provide visual relief along all street-facing elevations of the building:
 1. Divisions or breaks in, and variety in, exterior finish materials (materials should be drawn from a common palette).
 2. Window bays.
 3. Separate entrances and entry treatments, porticoes, colonnades, or arcades extending at least five (5) feet, provided that a right-of-way or revocable encroachment permit shall be required if the entrance, entry treatment, colonnade, or arcade extends into the public right-of-way.
 4. Variation in roof lines.
 5. Awnings or canopies installed in increments of fifteen (15) feet or less and extending at least five (5) feet.
 6. Dormers.
 7. Overhang extending at least five (5) feet, provided that a right-of-way or revocable encroachment permit shall be required if the entrance, entry treatment, colonnade, or arcade extends into the public right-of-way.
 8. Recessed entries (at least three (3) feet from the primary facade).
 9. Protruding entries (at least three (3) feet from the primary facade).
 10. Covered porch entries.
 11. Cupolas.

- h. *Storefront character.* Commercial, retail/office and mixed-use buildings shall express a "storefront character". This standard shall be met by providing each of the following architectural features along the building frontage as applicable.
 - 1. Corner building entrances on corner lots.
 - 2. Regularly spaced and similar-shaped windows with window hoods or trim on all building stories.
 - 3. Large display windows on the ground floor. All "A" and "pedestrian oriented" street-facing or public space-facing structures shall have transparent windows covering a minimum of forty (40) percent and a maximum of eighty (80) percent of the ground floor of each storefront's linear frontage. Blank walls shall not occupy over fifty (50) percent of a street-facing frontage and shall not exceed thirty (30) linear feet without being interrupted by a window or entry. Mirrored glass, obscured glass, tinted, or glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement if the first floor has not been designed as a flood proof first floor.
 - i. *Orientation.* The primary building entrances shall be visible and directly accessible from a public street. Building massing such as tower elements, not exceeding thirty-five (35) feet in height, may be used to identify the location of building entries.
 - j. *Rooflines.* Rooflines on attached residential and nonresidential buildings shall be varied to reduce the massive scale of large buildings and to be consistent with the scale and character of adjacent and street facing residential areas. The development must consider the mass and scale of adjacent buildings. Rooftop equipment shall be concealed behind parapets or screened from views by pedestrians. At a minimum, the roof line shall not extend any longer than one hundred (100) feet without a roof variation that changes at a minimum of ten (10) feet to break the mass and scale of the building.
 - k. *Lighting.* All buildings and parking lots shall have exterior lighting and such shall be self contained to that building or parking lot without glare or shine onto areas off of the site.
 - l. *Elevation for residential building lots.* All residential building types located on "A" or "pedestrian oriented" streets shall be required to have a stoop with an elevation at a minimum of twenty-four (24) inches measured from the street.
 - m. *Habitable street frontage.* The first twenty (20) feet of depth from the front of the first floor of any multifamily structure's primary building frontage facing a street shall be constructed as habitable space.
- (f) *Off-street parking and loading.* The off-street parking and loading standards for the CBD zoning district are found in Article VIII, Division 1.
 - (g) *Supplemental standards.* The supplemental standards for the CBD zoning district are found in Article VIII, Division 2.
 - (h) *Landscape standards.* The landscape standards for the CBD zoning district are found in Article VIII, Division 3.
 - (i) *Sign standards.* The sign standards for the CBD zoning district are found in Article VIII, Division 4.
 - (j) *Environmental standards.* The environmental standards for the CBD zoning district are found in Article VIII, Division 5.
 - (k) *Prohibited use.* The business of outdoor advertising.

(Ord. No. 7500, § 7.2(J), 8-19-91; Ord. No. 96-7682, § 1, 10-21-96; Ord. No. 99-7774, § 7, 10-18-99; Ord. No. 2001-7810, § 1, 7-16-01; Ord. No. 2002-7838, § 3, 7-15-02; Ord. No. 2003-7860, §§ 8, 9, 10-6-03; Ord. No. 2004-7868, § 2, 2-2-04; Ord. No. 2005-7899, §§ 5, 6, 4-4-05; Ord. No. 2005-7904, § 2, 6-20-05; Ord. No. 2008-7962, § 1, 12-15-08; Ord. No. 2014-8042, § 5,

2-3-14; [Ord. No. 2015-8065, § 13, 12-7-15](#); [Ord. No. 2018-8104, § 5, 2-19-18](#); [Ord. No. 2019-8118, § 12, 9-16-19](#))

Sec. 34-347. - Redevelopment district: RD.

- (a) *Purpose and intent.* The RD zoning district classification is designed to achieve a diversity of uses in a desirable environment through the application of flexible land development standards and to foster creative design and planning practices in the Jacksonville Beach Downtown Redevelopment Area in order to encourage economic vitality and redevelopment pursuant to the objectives of the Jacksonville Beach Community Redevelopment Plan.
- (b) *RD zoning district boundaries.*
 - (1) *General.* The RD zoning district boundaries include all lands lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Thirteenth Avenue South, Third Street (State Route A-1-A), and Ninth Avenue North.
 - (2) *Subdistricts.* The boundaries of the RD zoning district may be further described by the following subdistricts:
 - a. *Downtown subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: First Avenue South, Third Street (State Route A1A), and Fifth Avenue North.
 - b. *North subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Fifth Avenue North, Third Street (State Route A1A), and Ninth Avenue North.
 - c. *South subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Thirteenth Avenue South, Third Street (State Route A1A), and First Avenue South.
- (c) *Procedure.*
 - (1) *General overview.* Land that is not zoned RD but seeks to be rezoned to Redevelopment District: RD must comply with Article VI, Division 3 standards and must also receive approval of a preliminary development plan pursuant to the procedures and standards of this section. The preliminary development plan for an RD zoning district classification must then receive approval of a development plan pursuant to the procedures and standards of section 34-251 et seq.
 - (2) *Preapplication conference.*
 - a. *Submission of application.* Before submitting an application for rezoning and preliminary development plan for RD zoning district classification, an applicant shall request in writing a preapplication conference with the planning and development director. Accompanying the request for a preapplication conference shall be an application in the form established by the planning and development director and made available to the public, and a nonrefundable application fee which is established from time to time by the city council to defray the actual cost of the preapplication conference.
 - b. *Scheduling of preapplication conference.* Within ten (10) working days after the planning and development director determines that the application is sufficient, a preapplication conference shall be scheduled with the applicant, representatives of the Jacksonville Beach Community Redevelopment Agency, such other city departments and, state or federal agencies that may be involved in the review and processing of the application. The applicant shall be notified in advance by the planning and development director about which other city departments, state and federal agencies will be involved in the preapplication conference and the time, date and place of the conference.
 - c. *Preapplication conference issues.* At the preapplication conference, the planning and development director, the applicant, representatives of the Jacksonville Beach Community Redevelopment Agency, and the representatives from other city departments, state and federal agencies shall discuss the proposed development and the following issues as they relate to the application for an RD zoning district designation:

1. The existing characteristics of the site proposed for development or redevelopment including but not limited to existing built land uses, vacant areas, land ownership and existing densities;
 2. The relationship between the proposed development, existing land uses, and surrounding land uses;
 3. The status of existing and proposed on-site streets, utilities or other public and private facilities to serve the proposed development; and
 4. The status of public facilities that would serve the proposed development, specifically as it relates to the CIE of the comprehensive plan;
- d. *Written summary.* Within ten (10) working days of the preapplication conference, the planning and development director shall provide the applicant with a written summary of the preapplication conference. One (1) copy of this written summary shall be submitted by the applicant to the planning and development director at the time of submission of the application for development permit.
- (3) *Preliminary development plan for an RD zoning district.*
- a. *Submission of application.* Following the preapplication conference, an application for rezoning and a preliminary development plan for RD zoning district classification shall be submitted to the planning and development director, along with a nonrefundable application fee which is established from time to time by the city council to defray the actual cost of processing the application.
 - b. *Contents of application.* The rezoning and preliminary development plan application shall include the following information:
 1. The names, address, and telephone number of the owners of record of the land proposed for development.
 2. The name, address, and telephone number of the developer, if different from the owner, and an explanation of the difference.
 3. The name, address and telephone number of the agent of the applicant, if there is an agent.
 4. The name, address, and telephone number of the all land use, environmental, engineering, economic, or other professionals that are assisting with the application.
 5. The name, address and legal description of the land on which the preliminary development plan is proposed to occur, with attached copies of any instruments referenced, such as but not limited to deeds, plats, easements, covenants and restrictions.
 6. A copy of the relevant Duval County Property Assessment Map, showing the exact location of the land proposed for development, with the boundaries already marked.
 7. An eight and one-half (8½) by eleven (11) vicinity map locating the proposed land for development.
 8. A statement of the planning objectives to be achieved by the planned redevelopment activity and its consistency with the Jacksonville Beach Community Redevelopment Plan. The statement shall include a detailed description of the character of the proposed development, including information relative to the architectural style of the proposed development.
 9. A statement of the applicant's intentions with regard to the form of ownership contemplated for the development when construction is completed, e.g., sale or lease of all or some of the development including rental units, condominiums, or fee simple conveyance.

10. A description of the proposed development, including:
 - i. The number and type of residential dwelling units.
 - ii. The approximate gross density for the residential development.
 - iii. The amounts of land and building square footages for nonresidential developments, by type of use, including any portions to be reserved for public use.
 - iv. Calculations showing the total lot coverage for building and accessory uses.
11. A concept plan showing the location of all proposed buildings, the proposed traffic circulation system, and parking facilities.
12. A tentative development schedule indicating:
 - i. The approximate date when construction of the development can be expected to begin.
 - ii. The stages in which the development will be built and the approximate date when construction on each stage can be expected to begin.
 - iii. The approximate date when each stage of development will be completed.
- c. *Determination of sufficiency.* The planning and development director shall determine if the application is sufficient within ten (10) working days after it is submitted.
 1. If the planning and development director determines the application is not sufficient, a written notice shall be mailed to the applicant specifying the application's deficiencies. No further action shall be taken on the application until the deficiencies are remedied.
 2. When the application is determined sufficient, the planning and development director shall notify the applicant, in writing, of the application's sufficiency and that the application is ready for review pursuant to this section.
- d. *Review and report.* On the day the application is determined sufficient, the planning and development director shall forward the application to the Jacksonville Beach Redevelopment Agency for its review and recommendation. Within twenty-five (25) working days after the receipt of the application, the Jacksonville Beach Redevelopment Agency shall review the application and prepare a report recommending approval, approval with conditions or denial, based on the standards in section 34-347(c)(3). The planning and development director shall mail a copy of the redevelopment agency report to the applicant on the day the report is completed, along with written notification of the time and place the application will be considered by the planning commission at a public hearing.
- e. *Public hearings.* The planning commission shall hold one (1) public hearing and the city council shall hold two (2) public hearings on a preliminary development plan for a RD zoning district classification when the amendment would affect five (5) percent or more of the total land area of the city. The second public hearing before the city council shall be held approximately two (2) weeks after the first public hearing. The day, time, and place at which the second city council public hearing will be held shall be announced at the first public hearing. The planning commission and the city council each shall hold at least one (1) public hearing on a proposed preliminary development plan for a RD zoning district when that amendment would affect less than five (5) percent of land in the city. The public hearings shall be held after 5:00 p.m. on a weekday.
- f. *Notice.* The planning and development director shall provide notice of the public hearings pursuant to the requirements of section 34-154(b).
- g. *Action by planning commission.* The planning commission public hearing on the application shall be conducted pursuant to the procedures in section 34-151 et seq. At the public hearing, the planning commission shall consider the application, the recommendation of

the Jacksonville Beach Redevelopment Agency, comments of the applicant and city staff, and public testimony. After close of the public hearing, the planning commission shall recommend to the city council approval, approval with conditions, or denial of the requested rezoning and preliminary development plan for the RD zoning district classification. In reviewing and making a recommendation, the planning commission shall apply the standards in section 34-211 governing rezonings.

h. *Action by the city council.*

1. *Scheduling of public hearing.* Upon notification of the recommendation of the planning commission, the application and recommendation shall be forwarded to the city council for the scheduling of a public hearing at the first available regularly scheduled meeting by which time the public notice requirements can be satisfied, or such time as it is mutually agreed upon by the applicant and planning and development director.
2. *Decision.* At the public hearing, the city council shall consider the application, the recommendation of the Jacksonville Beach Redevelopment Agency, the recommendation of the planning commission, and comments of the applicant and city staff. After the close of the public hearing, the city council shall approve, approve with conditions, or deny the rezoning application and preliminary development plan pursuant to the standards in section 34-211.

i. *Standards.* A preliminary development plan for a RD zoning district designation shall comply with the following standards:

1. *Land area.* Development shall be approved only on land having an area which is deemed to be adequate and appropriate.
2. *Permitted uses.*
 - i. Uses shall be governed by the provisions of the Jacksonville Beach Community Redevelopment Plan and shall be appropriate for the location requested, compatible with other existing or proposed uses in the general vicinity, and consistent with the adopted Jacksonville Beach Community Redevelopment Plan.
 - ii. The following uses are specifically prohibited:
 - a) Manufacturing., except for activity related to the production of items designed for sale at retail on the premises such as arts and crafts, jewelry, or bakery goods.
 - b) Outdoor storage yards of any kind, including junk yards.
 - c) Wholesale trade, warehouse, and distribution establishments.
 - d) Cemeteries.
 - e) Mobile home parks.
 - f) Motor vehicle repair, services, and garages.
 - g) Transportation and transportation service establishments, except terminal and service facilities for passenger transportation.
 - h) Petroleum and petroleum products receiving, storage/and distribution.
 - i) Veterinary services and kennels.
 - j) Recreational vehicle or travel trailer parks.
 - k) Commercial and industrial laundries.
 - l) Cold storage and ice processing plants.
 - m) Contract construction establishments.

- n) Rooming and boarding houses.
3. *Residential density.* The maximum density allowed for residential development shall not exceed forty (40) dwelling units per gross acre, or two (2) dwelling units for the first five thousand (5,000) square feet, plus one (1) dwelling unit for each additional one thousand (1,000) square feet of land, whichever is the strictest.
 4. *Area and setback requirements.* Minimum lot area, minimum width, yard setbacks, and maximum lot coverage shall be consistent with the goals, objectives and policies of the Jacksonville Beach Community Redevelopment Plan, comparable to the remainder of the planned redevelopment, and comparable to the existing and proposed development of the surrounding area. The maximum building height allowed shall be thirty-five (35) feet.
 5. *Traffic circulation control and parking.*
 - i. A suitable transportation and traffic control plan shall be provided showing the utilization of existing roads for access to the proposed development, and their relationship to on-site driveways, parking and loading areas, refuse collection points, sidewalks, bike paths, and other traffic-related facilities. The suitability of the proposed traffic management system shall be determined, in part, by the potential impact of the development on safety, traffic flow and control, accessibility for emergency vehicles, and consistency of the development with the provisions of the Jacksonville Beach Community Redevelopment Plan.
 - ii. Principal vehicular access points shall be designed to permit smooth traffic flow and minimize hazards to vehicular and pedestrian ways. Minor streets within a Preliminary Development Plan shall not be connected to streets outside the site in such a way as to encourage their use by through traffic.
 6. *Off-street parking and loading.* Off-street parking and loading shall be provided in a planned and coordinated manner consistent with the provisions of the Jacksonville Beach Community Redevelopment Plan.
 7. *Open space requirements.* All residential developments shall provide common open space for amenities or recreational purposes. The use of the open space or recreational areas shall be appropriate for the scale and character of the proposed residential development based on consideration of the size, density, anticipated population, topography, and the type of dwelling units. The common open space or recreational area shall be suitably improved for its intended use and the buildings, structures, and improvements permitted in the common areas shall be appropriate to the uses which are authorized for such areas.
 8. *Signage.* All signs erected shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Redevelopment Plan and the standards of Article VIII, Division 4.
 9. *Landscape.* Landscaping shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan and the standards of Article VIII, Division 3.
 10. *Environmental.* The stormwater management and flood protection standards shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan and the standards in Article VIII, Division 5.
 11. *Utility easements.* Easements necessary for the orderly extension and maintenance of public utility systems shall be required where they are necessary to adequately service the development.
 12. *Adequate public facilities.* There shall be adequate potable water, sanitary sewer, stormwater management, solid waste, park, roads, police, fire and emergency

management services facilities to service the development. The application shall comply with the standards in Article IX, Adequate public facilities standards.

13. *Comprehensive plan consistency.* The proposed development shall be consistent with the future land use map and the goals, objectives, and policies of the comprehensive plan.
- j. *Conditions.* The Jacksonville Beach Redevelopment Agency and the planning commission shall have the authority to recommend, and the city council shall have the authority to impose such conditions on a preliminary development plan for an RD zoning district designation that are necessary to accomplish the purposes of this section, this code, and the comprehensive plan.
- k. *Effect of development order for an RD zoning district designation.* Issuance of a development order for RD zoning district classification shall constitute an amendment to the official zoning map to RD zoning district. It shall also be deemed to authorize the applicant to submit to the planning and development director an application for development permit for the approved preliminary RD development plan pursuant to section 34-251 et seq. No development plan shall be accepted for review and consideration unless the RD zoning district classification and preliminary RD development plan have been approved and remain valid and in effect.
- l. *Recordation.* The adopted Redevelopment District: RD ordinance shall be recorded in the office of the Duval County Clerk, and shall be binding upon the property owners subject to the development order, their successors and assigns, and shall constitute the development regulations for the property. Development of the property shall be limited to the uses, density, configuration, and all other elements and conditions set forth on the adopted preliminary RD development plan. Failure on the part of the applicant to record the Redevelopment District: RD ordinance within a period of one hundred eighty (180) days following its adoption by the city council shall render the plan invalid.
- m. *Time limitations.* Receipt of a development order for an RD zoning district classification shall expire at the end of one (1) year after the date of its initial approval unless an application for a development permit for a development plan has been submitted to the planning and development director. Only one (1), one-year extension shall be granted for an RD zoning district classification by the city council, upon written application to the planning and development director. Written application requesting the extension shall be submitted to the planning and development director no later than thirty (30) working days before the date that the development order is to expire. Failure to submit an application for a final development plan within the time limits established by this section shall render null and void the development order for the preliminary development plan and RD zoning district classification.
- n. *Minor deviation to preliminary development plan for an RD zoning district designation.* A minor deviation may be made from the preliminary development plan upon written approval of the planning and development director. Minor deviations which shall be authorized are those that appear necessary in light of technical or engineering considerations first discovered during actual development that are not reasonably anticipated during the initial approval process, and shall be limited to the following:
 1. Alteration of the location of any road or walkway by not more than five (5) feet;
 2. Alteration of the building envelope of up to five (5) percent, provided such alteration complies with the requirements of this Code.
 3. Reduction of the total amount of open space by not more than five (5) percent, provided that such reduction does not permit the required open space to be less than that required by this Code.
 4. Alterations of the location, type, or quality of required landscaping elements, if it complies with this Code.

- o. *Amendments to preliminary development plan.* A preliminary development plan may be amended only pursuant to the procedures established for its original approval as otherwise set forth in this section.
- (4) *Development plan.* An application for a development plan shall be submitted within one (1) year of receipt of a development order for RD zoning district classification, or the development order shall become immediately void.

(Ord. No. 7500, § 7.2(L), 8-19-91; Ord. No. 99-7776, § 1, 12-6-99; Ord. No. 2001-7810, § 1, 7-16-01; Ord. No. 2004-7878, § 1, 7-19-04; Ord. No. 2005-7899, § 7, 4-4-05; Ord. No. 2014-8042, § 6, 2-3-14; [Ord. No. 2015-8065, § 15, 12-7-15](#); [Ord. No. 2018-8103, § 1, 2-19-18](#).)



2 0 3 0 C O M P R E H E N S I V E P L A N

Introduced by: Councilmember Penny Christian

1st Reading: December 5, 2011

2nd Reading: December 19, 2011

ORDINANCE NO. 2011-8012

AN ORDINANCE TO AMEND ORDINANCE NO. 7474, AS AMENDED, ADOPTING THE JACKSONVILLE BEACH 2010 COMPREHENSIVE PLAN, BY REVISING IN ITS ENTIRETY SAID 2010 COMPREHENSIVE PLAN AND REPLACING IT WITH THE JACKSONVILLE BEACH 2030 COMPREHENSIVE PLAN, WHICH WILL CONTROL FUTURE LAND USE, GUIDE THE PROVISION OF PUBLIC FACILITIES, AND PROTECT NATURAL RESOURCES PURSUANT TO THE LOCAL GOVERNMENT COMPREHENSIVE PLANNING AND LAND DEVELOPMENT REGULATION ACT (CHAPTER 163, PART II, FLORIDA STATUTES), AND WHICH WILL INCLUDE A FUTURE LAND USE ELEMENT, TRANSPORTATION ELEMENT, HOUSING ELEMENT, PUBLIC FACILITIES ELEMENT, COASTAL MANAGEMENT ELEMENT, CONSERVATION ELEMENT, RECREATION AND OPEN SPACE ELEMENT, INTERGOVERNMENTAL COORDINATION ELEMENT, CAPITAL IMPROVEMENTS ELEMENT, PUBLIC SCHOOL FACILITIES ELEMENT, AND CERTAIN FUTURE CONDITIONS MAPS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapter 163, Part II, Florida Statutes empowers and requires the City Council of Jacksonville Beach, through its designated Land Planning Agency, the Jacksonville Beach Planning Commission, to prepare and enforce comprehensive plans for the development of the city; and

WHEREAS, the City of Jacksonville Beach Planning and Development Department, on behalf of the Planning Commission, prepared an Evaluation and Appraisal Report in 2008 in order to assess and evaluate the elements of the adopted 2010 Comprehensive Plan and to recommend certain amendments to bring those elements up to date and into statutory compliance; and

WHEREAS, the Planning and Development Department subsequently prepared proposed amendments to the elements of the 2010 Comprehensive Plan based on the recommendations of the Evaluation and Appraisal report, which were approved by the Planning Commission and City Council following required public hearings and submitted to the Florida Department of Community Affairs for review on October 22, 2010; and

WHEREAS, the Department of Community Affairs, by letter dated December 22, 2010, transmitted to the Planning and Development Department its *Objections, Recommendations, and Comments* report on the proposed amendments to the 2010 Comprehensive Plan; and

WHEREAS, the Planning and Development Department has addressed the objections contained in the *Objections, Recommendations, and Comments* report, and collected additional data and performed necessary analyses, including the establishment of new planning timeframes for the Comprehensive Plan of 2015 and 2030, in support of the revised plan goals, objectives, policies and maps presented herein for adoption, and collectively re-titled as the Jacksonville Beach 2030 Comprehensive Plan;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF JACKSONVILLE BEACH, FLORIDA:

SECTION 1. The Jacksonville Beach 2010 Comprehensive Plan, adopted by Ordinance No. 7474, as amended, is hereby revised and replaced in its entirety with the Jacksonville Beach 2030 Comprehensive Plan, dated November 2011 and attached as Exhibit A to this ordinance.

SECTION 2. To make the Jacksonville Beach 2030 Comprehensive Plan available to the public, a certified copy of this enacting ordinance and copies of the 2030 Comprehensive Plan and any amendments thereto shall be maintained in the Planning and Development Department of the City.

SECTION 3. All ordinances or parts of ordinances in conflict herewith be and the same are, to the extent the same may be in conflict, hereby repealed.

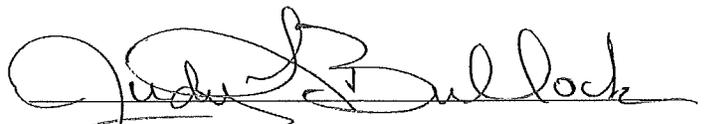
SECTION 4. If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions or portions of this ordinance shall remain in full force and effect.

SECTION 5. This ordinance shall take effect on the forty-sixth day following its adoption, in accordance with the law.

AUTHENTICATED THIS 19th DAY OF December, 2011.



Fland O. Sharp, MAYOR


Judy L. Bullock, ACTING CITY CLERK



2 0 3 0 C O M P R E H E N S I V E P L A N



2 0 3 0 C O M P R E H E N S I V E P L A N
N O V E M B E R 2 0 1 1

Jacksonville Beach Planning and Development Department
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Introduction

Planning Timeframes

The Jacksonville Beach 2030 Comprehensive Plan is as an update and replacement of the City's former 2010 Comprehensive Plan. The planning timeframes for the 2030 Comprehensive Plan are five years for the short term (2010-2015), and 20 years for the long term (2010 -2030). The *2030 Comprehensive Plan -Data & Analysis* document was prepared in support of the adopted Goals, Objectives, Policies and Maps of the 2030 Comprehensive Plan, and the analyses contained therein are based on these two planning horizons and utilized the most current data available at the time of that document's preparation in 2010 and 2011.

Population Projections

Based on the Northeast Florida Regional Planning Model, prepared and maintained by the North Florida Transportation Planning Organization utilizing data provided by the University of Florida Bureau of Economic and Business Research, the estimated **2010** resident population for the City of Jacksonville Beach at the time of plan preparation was **23,077**, the projected **2015** population for the City is **23,394**, and the projected **2030** population for the City is **23,998**.

Plan Elements

The 2030 Comprehensive Plan consists of the adopted Goals, Objectives, Policies, together with certain Future Condition Maps, for the following elements:

1. Future Land Use
2. Transportation
3. Housing
4. Public Facilities (including the following subelements)
 - Wastewater Management subelement
 - Solid Waste Management subelement
 - Stormwater Management subelement
 - Potable Water subelement
 - Groundwater Aquifer Recharge subelement
5. Coastal Management
6. Conservation
7. Recreation and Open Space
8. Intergovernmental Coordination
9. Capital Improvements
10. Public School Facilities

Maps

The following Future Condition Maps are also adopted as part of the 2030 Comprehensive Plan:

- | | |
|---|--------------|
| 1. Future Land Use | Figure LU-3 |
| 2. Energy Efficiency & Conservation Zones | Figure LU-4 |
| 3. Roadway Conditions & Characteristics | Figure TE-4 |
| 4. Pedestrian and Bike Facilities | Figure TE-11 |
| 5. 2005, 2015, and 2030 Peak Hour Traffic | Figure TE-15 |

FUTURE LAND USE ELEMENT GOALS, OBJECTIVES, AND POLICIES

Goal LU.1

Provide for a continued high quality of life in Jacksonville Beach by planning for population growth, public and private development and redevelopment, energy conservation; and the proper distribution, location, and extent of land uses by type, density, and intensity consistent with efficient and adequate levels of services and facilities, and the protection of natural and environmental resources, and .

Objective LU.1.1

Future growth and development will be managed through the preparation, adoption, implementation, and enforcement of land development regulations in accordance with Chapter 163.3202, Florida Statutes.

Policy LU.1.1.1

Adopt (or revise existing) land development regulations that will contain the specific provisions required to implement the adopted Comprehensive Plan Elements, and which as a minimum:

- (1) Regulate the subdivision of land;
- (2) Regulate the use of land and water consistent with this Future Land Use Element and ensure the compatibility of adjacent land uses and provide for open space;
- (3) Regulate areas designated as being subject to seasonal and periodic flooding and provide for adequate stormwater management;
- (4) Protect potable water well fields and support efforts to protect aquifer recharge areas;
- (5) Ensure safe and convenient on-site traffic flow and vehicle parking needs; and
- (6) Provide that development orders and permits will not be issued which will result in a reduction of the level of services for the affected public facilities below the level of service standards adopted in these Comprehensive Plan Elements.
- (7) Establish a formal concurrency management system to evaluate impacts from proposed development on adopted Comprehensive Plan public facility level of service (LOS) standards.

Policy LU.1.1.2

Continue to cooperate with Florida state or regional agencies having regulatory or permitting authority over land development activity in Jacksonville Beach by requiring submittal of approvals from outside agencies prior to issuance of local development permits. These outside permits include, but are not limited to, use of conservation-protected lands, stormwater management facilities, dredge and fill, highway access, consumptive use of potable water; and water and sewer systems.

Policy LU.1.1.3

Prepare, adopt, and enforce regulatory measures to promote and enhance the visual appearance of the City such as sign controls, tree preservation and landscaping requirements, and nuisance laws. Encourage the use of street furniture in appropriate pedestrian areas.

Policy LU.1.1.4

By December 31, 2012 the City shall catalogue all 50+ year old properties. Catalogued properties will be reviewed for historical significance and potential for inclusion into the Florida master Site File. This data shall also be utilized in the review of all development proposals, to determine and prevent adverse effects on historic resources.

Objective LU.1.2

All regulatory measures enacted by December 31, 2012 to aid in the implementation of this Comprehensive Plan shall be consistent with the standards established in this Element for the distribution and extent, type, density, and intensity of future land use.

Policy LU.1.2.1

The land development regulations shall be consistent with the following standards for residential densities:

- (1) Low Density Residential: Not more than six (6) units per acre.
- (2) Medium Density Residential: Seven (7) to twenty (20) units per acre.
- (3) High Density Residential: Twenty-one (21) to forty (40) units per acre.

Policy LU.1.2.2

An adequate amount of land exists in developed areas or areas being developed for neighborhood and general commercial, office and service, lodging, and industrial use in the City, or is planned for assembly and redevelopment to meet the needs of the projected resident, seasonal and day visitor populations through the planning period. Future commercial space needs of this type shall be met through in-fill development adjacent to similar uses or through redevelopment in designated areas.

Policy LU.1.2.3

The intensity of development in areas where in-fill development for commercial, office, service, or industrial use is proposed shall conform to the level of intensity on adjacent properties or as specified in the adopted Community Redevelopment Plans. A market analysis shall be required to accompany any application involving a proposed Future Land Use Map change from a residential land use category to a commercial land use category.

Policy LU.1.2.4

Land development regulations for commercial and industrial areas shall be revised utilizing the Standard Industrial Classification system as the basis for recognizing both the similarities and differences among the various types of economic activity within the community. The range of permitted uses shall be revised and additional zoning classifications created in necessary to acknowledge the performance characteristics of different land uses.

Policy LU.1.2.5

Demand for land at new locations to accommodate future institutional uses (schools, churches, government buildings, fraternal groups, cemeteries, and health and public safety facilities) is expected to be minimal during the planning period; however, when shown to be necessary, they shall be located outside of areas proposed for low-density residential use, where sufficient land area is available to provide adequate parking, landscaping, and drainage measures on-site.

Policy LU.1.2.6

The City recognizes that urban sprawl; as evidenced by the incidence of "leapfrog" development, strip commercial development, and large expanses of low-density, single dimensional land uses presents a fiscally and environmentally unsound urban form. However, in a mature community like Jacksonville Beach, development patterns have long been set. Nevertheless, it is the intent of the City to enforce its land development regulations in a manner which will discourage the development or extension of commercial strips, allow for mixed use development where appropriate, and support the redevelopment or revitalization of existing commercial areas.

Policy LU.1.2.

Recognizing that land development for non-residential uses must occur in a manner that provides for adequate off-street parking, landscaping, and stormwater management; the City will enforce land development regulations to limit the density and intensity of development for commercial, industrial, and public/institutional land uses shall be limited to the following maximum floor area ratios (FAR) for all principal and accessory structures:

Commercial Development:

Property fronting on Beach Boulevard and on 3rd Street (S.R. A1A) between 9th Avenue N. and 13th Avenue S. 0.35 FAR

Within the Downtown Community Redevelopment Area:

Projects developed independent of the provisions of Chapter 163, Part III 0.50 FAR

Projects developed in cooperation with the City and the Community Redevelopment Agency pursuant to Chapter 163, Part III 3.00 FAR

All other commercial development 0.25 FAR

Industrial Development: 0.50 FAR

Public/Institutional Development:

Within the Downtown Community Redevelopment Area 1.50 FAR

All other public/institutional development 0.35 FAR

Objective LU.1.3

It is the intent of the City to continue to carry out community redevelopment projects in areas which meet the criteria for designation as blighted in accordance with Chapter 163, Part III, Florida Statutes, with the principal focus to remain in carrying out the adopted plans for redevelopment in the Downtown and South Beach Community Redevelopment Areas by 2030.

Policy LU.1.3.1

It is the intent of the City that the land use proposals in the adopted Downtown and South Beach Community Redevelopment plans currently being implemented are made a part of this Future Land Use Element by reference and development within these designated areas shall be carried out under the Planned Unit Development or Redevelopment District provisions in the City's land development regulations.

Policy LU.1.3.2

Future redevelopment activities shall be consistent with sound planning principles; limitations of the natural environment including sensitivity to problems posed by topographic and soil conditions, conservation-protected lands such as estuarine wetlands and the beach, and conservation-restricted lands such as palustrine wetlands and flood prone areas including the coastal zones; as well as the desired community character and the goals, objectives, and policies relating to the development of the land embodied in the other Elements of this Plan.

Policy LU.1 3.3

The City shall support and encourage redevelopment of the core downtown area, that area within the Central Business District: CBD zoning district boundaries, in accordance with its Downtown Vision Plan, through public investments and the development of detailed site design regulations to guide private development within the CBD. These design regulations shall be incorporated into the *Central Business District: CBD Zoning District* regulations of the Jacksonville Beach Land Development Code by November, 2011, and shall address such aspects as building design and frontage requirements, landscaping, and location of parking facilities and driveways.

Objective LU.1.4

Future land development activities shall be directed to appropriate areas as described in this Future Land Use Element or as depicted on the Future Land Use Map. All future land use shall be consistent with sound planning principles and the limitations of the natural environment including sensitivity to problems posed by greenhouse gas generation, topographic and soil conditions, conservation-protected lands such as estuarine wetlands and the beach, and conservation-restricted lands such as palustrine wetlands and flood prone areas including the coastal zones. Future land development activities shall be considerate of the need to preserve and protect historic resources; the desired community character, and the goals, objectives, and policies relating to the development of the land embodied in the other Elements of this Plan.

Policy LU.1.4.1

All future land development shall be carried out in a manner to promote mobility and the minimum level of service standards as set forth in the Transportation Element. The City shall adopt land development regulations that use generally accepted uniform criteria to determine which of the roadway links are approaching a capacity deficient condition and that provides for the evaluation of the need for new or improved facilities and assessment of the impact of any new developments upon the transportation network.

Policy LU.1.4.2

It is the intent of the City to carry out future residential land use planning and regulation which encourages and offers incentives, where warranted, for private enterprise to meet the demand for adequate housing for the present and future residents of the community, including those with low- and moderate- incomes, the elderly, the handicapped, or others having special housing needs.

Policy LU.1.4.3

New residential development shall be designed so that valuable and aesthetic natural features are conserved, that on-site opportunities are utilized, and that the design is contemporary and imaginative and avoids wasteful, rigid arrangements of streets and utility systems.

Policy LU.1.4.4

The City of Jacksonville Beach will promote the elimination of housing deficiencies by carrying out code enforcement programs to maintain a minimum level of exterior condition and to identify evidence of the deteriorating process at a correctable stage.

Policy LU.1.4.5

The City of Jacksonville Beach will provide for the availability of the adopted level of service for wastewater collection and treatment, solid waste collection and disposal, stormwater and drainage facilities, and potable water supply and distribution concurrent with the issuance of development permits for any type or intensity of future land uses. Through the adopted Interlocal Agreement for Public School Facility Planning and through the adopted Public School Facilities Element, the City will work with Duval County Public Schools to collectively plan and coordinate future residential growth in the City and availability of public school capacity.

Policy LU.1.4.6

Future land development shall be carried out in a manner which will conserve, manage, and protect natural resources; and maintain and enhance the natural balance of ecological functions in the coastal areas of Jacksonville Beach as set forth in the Coastal Management Element.

Policy LU.1.4.7

Future land development shall be carried out in a manner which will protect air and water quality, conserve the water supply, protect the natural functions of floodplains, and native vegetation communities and wildlife habitats in accordance with the goals, objectives, and policies set forth in the Conservation Element.

Policy LU.1.4.8

Adequate recreation and open space facilities shall be developed over the planning period to provide the adopted level of service for existing and projected population in accordance with the goals, objectives, and policies set forth in the Recreation and Open Space Element.

Policy LU.1.4.9

The City of Jacksonville Beach will consult and coordinate with neighboring jurisdictions concerning major land use decisions where potential impacts warrant, in accordance with the goal, objectives, and policies set forth in the Intergovernmental Coordination Element.

Policy LU.1.4.10

The City will adopt and fund a Capital Improvement Element, Capital Improvement Program, and Annual Capital Improvement Budget which will address existing level of service deficiencies and provide for needed improvements in a manner which maximizes existing infrastructure investments and promotes the efficient and orderly development of the community.

Policy LU.1.4.11

After April 1, 1991, it shall be the policy of the City that no development will be permitted in areas designated as Conservation-Protected or located within 50 feet of an area so designated. These areas will include the estuarine wetlands and beach seaward of the bulkhead.

Policy LU.1.4.12

After April 1, 1991, it shall be the policy of the City that Conservation-Restricted lands (floodplains when located upland from the estuarine wetlands and palustrine wetlands) may be developed for a designated land use provided that the intensity of development shall not to exceed the lowest residential densities set forth in Policy LU.1.2.1 or the most restrictive floor area ratio for non-residential uses as set forth in Policy LU.1.2.8. The following additional standards shall apply:

- (1) No development orders shall be approved for any projects until the requirements of the City's flood hazard area ordinance have been met or until a copy of any permit from any other local, regional, state or federal agency having jurisdiction over development in the City has been provided.
- (2) No development orders shall be approved for developments in conservation-restricted floodplains unless the proposed development conforms to the following standards:
 - a. New construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure;
 - b. Mobile or manufactured homes shall be anchored to prevent flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This standard shall be in addition to and consistent with applicable state requirements for resisting wind forces.
 - c. New construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage;
 - d. New construction or substantial improvements shall be constructed by methods and practices that minimize flood damage;
 - e. Electrical, heating, ventilation, plumbing, air conditioning equipment, and other service facilities shall be designed and/or located to prevent water from entering or accumulating within the components during conditions of flooding.

- f. New and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system;
 - g. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters;
 - h. Any alteration, repair, reconstruction or improvements to a structure that is in compliance with the provisions of this policy, shall meet the requirements of "new construction."
- (3) No development orders shall be approved for developments in conservation-restricted wetlands unless the proposed development conforms to the following standards:
- a. Where possible, no new development containing conservation-restricted wetlands shall be approved unless the proposed development has sufficient non-wetland uplands to contain the proposed development. Development proposals that cannot be carried out in manner to preserve the conservation-restricted area in its entirety shall provide a mitigation plan for approval along with the application for a development order. Whenever feasible, all mitigation shall be provided on the same site as the affected conservation restricted lands.
 - b. The development shall be designed in manner that recognizes the presence of features such as ponds, streams, wetlands, and native vegetation and will preserve and incorporate such features through imaginative site planning.
 - c. The development shall not substantially reduce the natural retention storage capacity of any water course, thereby increasing the magnitude and volume of flooding at other locations.
 - d. Development of existing residential lots of record shall be required to comply with the minimum flood elevation requirements and the placement of fill in these areas shall be limited to the amount that is necessary for vehicular access and the building pad.
 - e. Development of conservation-restricted lands adjacent to conservation-protected wetlands shall provide a 50 foot buffer to reduce the extent of development impacting those areas.

Policy LU.1.4.13

Future public water wells, together with their associated wellhead protection zones, shall be located in Conservation -Protected, Recreation/Open Space or Residential land use areas only. No changes in land use designation will be approved within wellhead protection zones of existing or proposed public water well locations, except to Residential - Low Density, Recreation/Open Space, Conservation-Protected, or Conservation -Restricted designations.

Policy LU.1.4.14

No underground petroleum storage tanks, hazard waste generating businesses, or other activities deemed by the Planning Division to have the potential for contaminating public wells shall be located within wellhead protection zones.

Policy LU.1.4.15

Review future land development/redevelopment proposals to promote transit-oriented development patterns at transit stations and at transit centers to provide for easy access to transit service. The design and mix of land uses surrounding transit stations and transit centers should emphasize a pedestrian- and bicycle-oriented environment and support transit use. The inclusion of multifamily residential land use, at densities up to 40 units per acre, into commercial development and redevelopment projects in the Central Business District and in commercial areas within one block of designated transit routes on Beach Boulevard or 3rd Street shall be encouraged, as well as the provision of bicycle parking and storage facilities, and internal and perimeter sidewalks and other pedestrian amenities, through reductions or credits related to mobility fee calculation for those projects.

Objective LU.1.5

The City supports and will adopt innovative land development regulations to facilitate development of projects which are environmentally sensitive, encourage economical and efficient use of land, reduce housing costs, and promote the implementation of this Future Land Use Element and the other elements of this Comprehensive Plan by December 31, 2012.

Policy LU.1.5.1

SOUTH BEACH DISTRICT

The City shall continue its support and participation in the development of the South Beach District, a 372 acre mixed use area located in the southern portion of the City. This district is controlled by the Jacksonville Beach Southend Redevelopment Area Downtown Development of Regional Impact (DRI). The range and intensity of permitted land uses within this Future Land Use category are as follows:

Land Use	Acreage Range	Intensity
Residential, Single Family	190-210 ac.	0-6 d.u./ac.
Residential, Multiple Family	15-19 ac.	7-20 d.u./ac.
Commercial	80-87 ac.	<u>.35</u> FAR
Office		<u>.35</u> FAR
Lodging	0-3 ac.	<u>.35</u> FAR

Policy LU.1.5.2

COMMERCIAL PROFESSIONAL OFFICE (CPO)

This land use category is intended to apply to commercial areas targeted for limited commercial and office development adjacent to arterial roadways. Business and professional offices, health offices and clinics, institutional and low-rise multi-family housing development are all allowed within this land use category. This category permits supporting neighborhood commercial retail and services such as restaurants, personal services.

Policy LU.1.5.3

The scale of individual commercial/residential buildings or development within the CPO land use category will depend upon locational criteria established in the City's Land Development Regulations. The standards to be prepared in the Land Development Regulations and the criteria herein only designate locations that may be considered for Commercial Professional Office uses. Consideration does not guarantee the approval of a particular office or commercial use in any given location. The location and expansion of secondary, supporting uses in and on the peripheries of neighborhoods should be consistent in location and design with the development standards, as well as all applicable federal, state and local development regulations. Commercial Professional Office 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 2010 Comprehensive Plan. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations for neighborhood serving uses.

Policy LU.1.5.4

COMMERCIAL LIMITED (CL)

This land use category is intended to apply to commercial areas that can exist within close proximity to residential areas without creating an adverse effect on the development and character of such areas. Locational standards established in the Land Development Regulations will be prepared to ensure these uses do not penetrate residential neighborhoods, but rather, serve the daily needs of contiguous neighborhoods. These uses may include convenience goods, personal services, and other low intensity retail and office-professional commercial uses. New Commercial Limited uses shall not be allowed as secondary uses in existing single-family residential neighborhoods when such uses would constitute an intrusion.

Multi-family residential development may also be allowed within the Commercial limited land use category provided that it be designed and built to encourage a range of mobility options to residents and visitors. For CL designated parcels on 3rd Street within one block of designated mass transit routes, densities of up to 40 units per

acres are permissible. In all other CL Future Land Use areas, the maximum allowable residential density shall be 20 units per acre.

Policy LU.1.5.5

The standards to be prepared in the Land Development Regulations and the criteria herein only designate locations that may be considered for Commercial Limited uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. The location and expansion of secondary, supporting uses in and on the peripheries of neighborhoods should be consistent in location and design with the development standards, as well as all applicable federal, state and local development regulations. Commercial Limited 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 2010 Comprehensive Plan. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations for neighborhood serving uses.

Policy LU.1.5.6

COMMUNITY COMMERCIAL (CC)

This land use category is intended to apply to areas appropriate for general commercial use that will meet the retail and service needs of Jacksonville Beach residents. These areas should be immediately accessible to the city's major road network.

This type of development offers a wide range of goods and services including general merchandise, apparel, food and related items. Neighborhood commercial scale uses and projects may be part of a commercial node and are shopping centers developed with a variety of small department stores as its primary anchor. Uses include offices, retail and wholesale of motor vehicle supplies and parts, car rentals, leasing, carwashes, retail trade, hotels, motels, boarding houses, fast food establishments, etc. entertainment and other similar types of commercial development. In addition, warehousing, light manufacturing and fabricating could be permitted provided it is part of a retail sales or service establishment, and the use must be located on a road classified as a collector or higher on the Functional Highway Classification Map. The manufacturing and fabrication uses may be developed as supporting freestanding uses within the area Community Commercial node, or as separate general commercial projects.

Multi-family development may also be allowed within the Community Commercial land use category. Land development regulations shall include standards for minimum setbacks and buffer zones between different types of land uses allowed in this category, as well as locational criteria for such uses. For CC designated parcels on Beach Boulevard within one block of designated mass transit routes, densities of up to 40 units per acres are permissible. In all other CC designated Future Land Use areas, the maximum allowable residential density shall be 20 units per acre.

Policy LU.1.5.7

The standards to be prepared in the Land Development Regulations and the criteria herein only designate locations that may be considered for Community Commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. Community Commercial uses should abut a roadway classified as an arterial or higher facility on the adopted highway classification system map, which is part of the 2010 Comprehensive Plan. Sites with two or more boundaries on a transportation right-of-way will be considered preferred locations for these uses.

Policy LU.1.5.8

COMMERCIAL SERVICES (CS)

The Commercial Service land use category is intended to apply to areas appropriate for general commercial use, retail uses, wholesale trade and storage, and limited light industrial uses. Allowable uses include ornamental nurseries, veterinary services and kennels, yard services, light manufacturing, auto and boat repairs, communication and utility services. Also allowable are business and professional offices, personal services and laboratories. Hotels, motels and restaurants are permitted uses as supportive commercial.

Policy LU.1.5.9

Commercial Services shall be located in areas designated for this category on the Future Land Use Map. The standards to be prepared as the Land Development Regulations and the criteria herein only designate locations that may be considered for business parks. Consideration does not guarantee the approval of a particular site for Commercial Services in any given location. Site access to roads classified as arterial or higher on the adopted

highway functional classification system map, is required. Non-emergency access to the Commercial Services sites from local streets will be prohibited.

Policy LU.1.5.10

CENTRAL BUSINESS DISTRICT (CBD)

The Central Business District (CBD) land use category is intended to provide a central core for the city, with a diversity of uses, and to promote flexibility in design and quality in development while preserving public access to the beach recreational area. It is coterminous with the jurisdictional area of those lands within the Downtown Redevelopment Area. The CBD category allows medium to high density residential, commercial, industrial, 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 Redevelopment Area will be guided by the site development plans approved as part of the Downtown Redevelopment Plan.

Policy LU.1.5.11

PUBLIC/INSTITUTIONAL

The Public/Institutional land use category includes schools, churches, general government buildings; clubs, lodges and fraternal organizational buildings; cemeteries, and health and safety buildings and uses. Nursing homes, group care homes, homes for the aged or orphans and other uses normally associated therewith are also permitted within the land use category. All types of public facilities; i.e., institutional, communication, utilities, and transportation are combined into one category on the Future Land Use Map. Only major existing plants and facilities are depicted.

Policy LU.1.5.12

Siting of public schools and churches within Residential, Commercial Limited, Community Commercial, and Commercial Professional Office land use categories will not require a plan amendment.

Policy LU.1.5.13

The need for, and location of, future public schools will be consistent with the Duval County Public School (DCPS) current "Five-Year Facilities Plan," as specified in the Public School Facilities and Capital Improvements elements. The City will also formally request participation in, or review of, the formulation of any subsequent facilities plan by the Duval County School Board.

Policy LU.1.5. 14

Siting of other public/semi-public facilities that are allowed in commercial, industrial and residential categories as supporting uses will not require a plan amendment. Some major uses, however, because of the scale and potential community impacts, may only be sited in this plan category, subject to the provisions of this and other elements of the 2030 Comprehensive Plan.

Objective LU 1.6

Energy Efficiency. Promote compact, mixed-use, and energy efficient development arranged to encourage pedestrians, bicycle and transit use, leading to a more sustainable community and a reduction in greenhouse gases (GHGs).

Policy LU 1.6.1

Encourage the maintenance, restoration and adaptive reuse of existing developed areas, including buildings, infrastructure and other assets, to reduce energy use and Vehicle Miles Traveled (VMTs).

Policy LU 1.6.2

The potential for reducing Vehicle Miles Traveled (VMTs) and GHG emissions should be considered in all location and investment decisions for new public facilities.

Policy LU 1.6.3

Promote the redevelopment of brownfield and grayfield sites to reduce distances between destinations and relieve pressures for greenfield development, through allowable density increase up to 40 units per acre for CC and CL

land use designated properties on Beach Boulevard and 3rd Street within one block of designated mass transit routes. The City shall also examine, by December 31, 2012, the feasibility and potential impacts from reducing residential parking requirements for redevelopment of grayfield sites along Beach Boulevard and 3rd Street, in conjunction with the preparation of other 2030 Comprehensive Plan required revisions to the City's Land Development Code

Policy LU 1.6.4

Support technology and business practices that enable people to reduce vehicle miles traveled from home to work, including increased flexibility for home office uses.

Objective LU 1.7

Smart Growth. The following principles of smart growth shall be considered in the review of Future Land Use Map amendments, rezoning, and development and redevelopment proposals.

Policy LU 1.7.1

Expand transportation choices by ensuring an efficient network of roads, sidewalks, and bike paths that are safe for pedestrians, bicyclists and vehicular traffic.

Policy LU 1.7.2

Encourage development/redevelopment at an appropriate scale, form, and density/intensity to support more economical and efficient public bus transit service.

Objective LU 1.8

Coordinating Land Use and Transportation. The City will ensure that existing and proposed land uses are consistent with the transportation modes and services proposed to serve these areas.

Policy LU 1.8.1

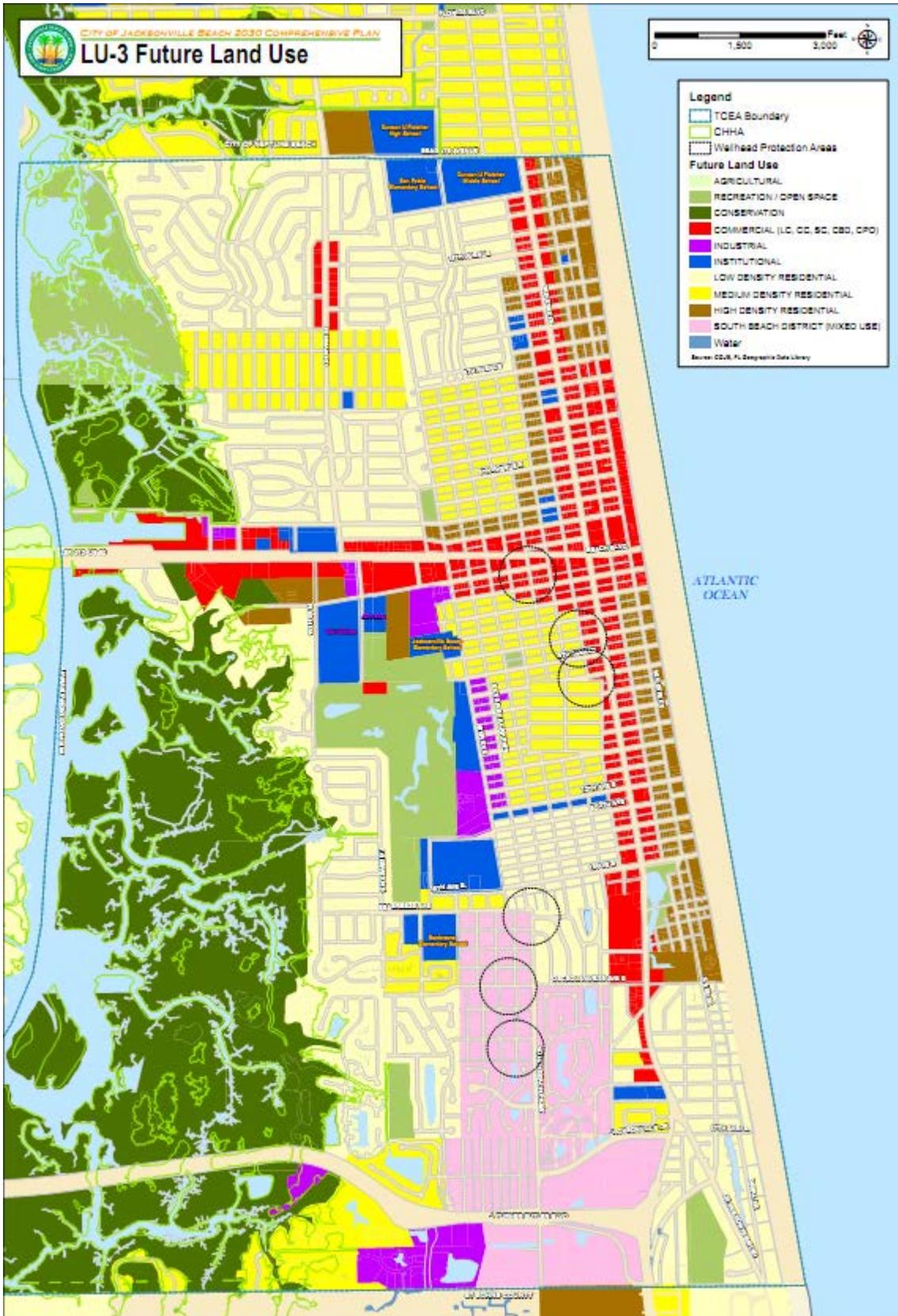
The City's predominantly grid-based land use pattern shall serve to minimize travel requirements, and shall encourage the increased use of public transit and an increase in walking and bicycling to support the City's multimodal transportation system.

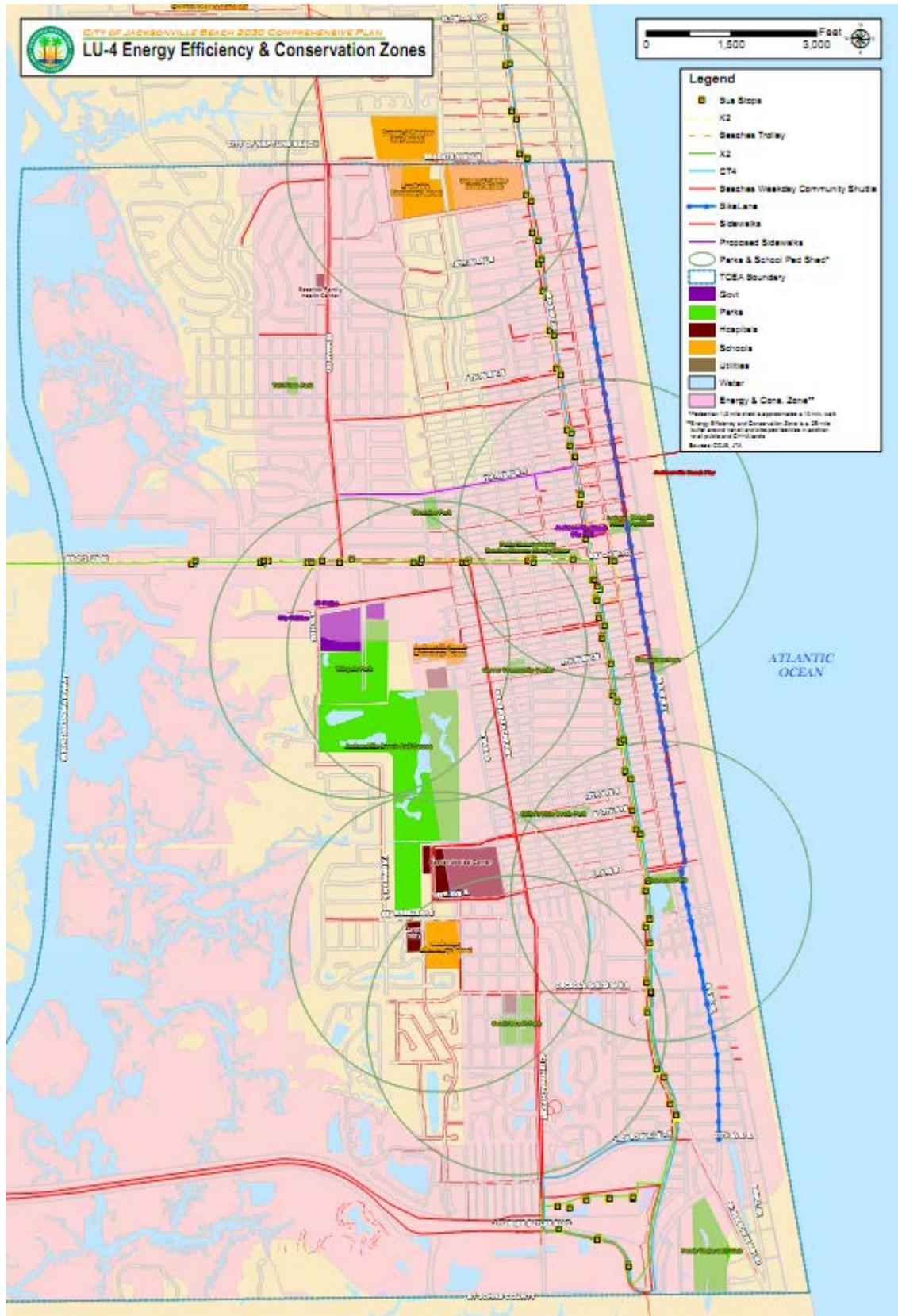
Objective LU 1.9

Design of Commercial and Industrial Developments. Commercial and industrial development/ redevelopment will be designed to enhance access and circulation, and result in a positive and attractive built environment.

Policy LU 1.9.1

The City shall promote pedestrian amenities and upgrades in association with new development/redevelopment and gateway corridors (Beach Boulevard, A1A, and Penman), including, but not limited to, the provision of sidewalk and bike path connections, walk lights, benches, bus shelters and bicycle parking. The City of Jacksonville Beach Bus Shelter Task Force in cooperation with the JTA will determine the shelter locations and design suitable to the City's design context, with a goal of upgrading three existing transit stops per year.





TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

Goal TE 1

Establish a multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized-vehicle users, and is sensitive to the environmental amenities of Jacksonville Beach, Florida.

The following mobility strategies may be utilized as appropriate:

- Transportation demand management programs
- Transportation system management programs
- Revised parking standards/regulations
- Community transit service
- Parking facilities that accommodate pedestrians and bicyclists safely and conveniently
- “Complete Streets” policy implementation
- Transit and pedestrian-oriented site design standards/regulations
- Pedestrian, bicycle, and transit facility amenities and enhancements such as landscaped and shaded routes and shelters

Objective TE 1.1

Maintain an acceptable level of service on all roadways within the City of Jacksonville Beach.

Policy TE 1.1.1

Maintain minimum peak hour levels of service as follows:

Authority	Road Type	Minimum Level of Service
City of Jacksonville Beach	Minor Arterial, Collector, and Local	D
City of Jacksonville Beach	Constrained	Maintain
FDOT	Freeway Through Lanes	D
FDOT	Freeway General Use Lanes (Collector)	E
FDOT	Principal Arterial	D
FDOT	Constrained	Maintain
City of Jacksonville	Minor Arterial and Collector	E
City of Jacksonville	Constrained	Maintain

In the table above, and as defined by the Florida Department of Transportation (FDOT) in the 2002 Quality/Level of Service Handbook, “Maintain” means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. As applied in the table above, significant degradation means an increase in average annual daily traffic volume of 10 percent above the maximum service volume. For the constrained roadways in the City of Jacksonville Beach that meet or exceed the level of service standards that would be applicable based on their road type, “maintain” does not apply until the roadway is operating below the applicable minimum level of service standard.

Policy TE 1.1.2

The City shall enforce the level of service provisions adopted in this plan, as applicable.

Policy TE 1.1.3

As the need may arise, the City shall identify Multimodal Transportation Districts or areas, and shall negotiate with the City of Jacksonville and the Florida Department of Transportation (FDOT) the appropriate levels of service for the affected roadways within such area(s).

Objective TE 1.2

The City shall coordinate with other agencies, local governments, and state agencies in their efforts to implement planning and programming activities for transportation facilities and alternative transportation modes.

Policy TE 1.2.1

The City shall continue to work with the City of Jacksonville on the maintenance of local roads and any necessary traffic engineering improvements.

Policy TE 1.2.2

The City shall work with The City of Jacksonville and FDOT to develop and implement a system for the deployment and operation of Intelligent Transportation Systems (ITS) detection, monitoring, and driver notification hardware, and the establishment of a Beaches Traffic Management Center, as the first steps toward the implementation of a Beaches Intelligent Transportation System for congestion management, incident management, and emergency evacuations.

Policy TE 1.2.3

The City shall continue to work with The City of Jacksonville to address the deficiencies and employ context sensitive design principles on Penman Road.

Policy TE 1.2.4

The City shall work closely with FDOT and the Metropolitan Planning Organization (MPO) in the identification of and solution to level of service deficiencies on state maintained roads, especially SR A1A and J. Turner Butler Boulevard, in accordance the procedures that are generally described in the adopted Congestion Management System of the First Coast MPO.

Policy TE 1.2.5

The City shall work closely with JTA and FDOT on improvements to frontage roads serving J. Turner Butler Boulevard.

Policy TE 1.2.6

The City shall coordinate with St. Johns County on the solution of level of service deficiencies on roads serving both jurisdictions.

Policy TE 1.2.7

The City shall request that FDOT review SR A1A with respect to constrained or backlogged conditions.

Policy TE 1.2.8

The City shall maintain membership and representation on the Technical Coordinating Committee of the First Coast MPO.

Policy TE 1.2.8

The City shall maintain an active role on the policy board of the MPO and strive to assure that a fair share of MPO funds are expended in the beaches area.

Objective TE 1.3

The City shall provide for adequate future right-of-way requirements by maintaining current minimum standards.

Policy TE 1.3.1

The City shall continue to enforce established minimum right-of-way standards for private and public roadways. For new roadway facilities the established right of way requirements that are to be enforced are as follows:

- a) Arterial roadways – 150 foot right of way
- b) Collector roadways – 100 foot right of way
- c) Local roadways with surface drainage – 60 foot right of way
- d) Local roadways with subsurface drainage – 50 foot right of way

Policy TE 1.3.2

No existing rights-of-way for roads on the State Highway System shall be abandoned, vacated, or otherwise conveyed from public ownership without the approval of the Florida Department of Transportation (FDOT).

Policy TE 1.3.3

Protect existing and proposed rights of way from development via strict enforcement of the minimum building and parking area setback regulations of the Land Development Code.

Objective TE 1.4

Provide for safe and convenient traffic flow and parking.

Policy TE 1.4.1

Except in any portions of the City where provisions of the Land Development Code may allow for

- the provision of consolidated or free standing parking facilities, or for
- contributions to the provision of pedestrian, bicycle or transit facilities in lieu of compliance with on-site parking requirements;

the City shall ensure adequate vehicular access to new development by requiring new developments to provide on-site parking.

Policy TE 1.4.2

Promote parking strategies that support overall transportation goals and objectives.

Policy TE 1.4.3

Develop and implement strategies to control the number, location, and design of access points to arterial and collector roadways.

Policy TE 1.4.4

The City shall require that all new streets shall be constructed and paved to acceptable standards prior to their dedication to the City.

Policy TE 1.4.5

Except where warranted at mid-block locations for pedestrian safety, the City, in conjunction with The City of Jacksonville, shall require that traffic signals be erected only at the intersection of two arterial streets, the intersection of an arterial street and a collector street, or the intersection of two collector streets.

Policy TC 1.4.6

The City shall require all new commercial, institutional, and industrial uses to provide off-street loading zones. Such zones shall have minimum dimensions of twelve (12) feet by forty (40) feet.

Policy TC 1.4.7

Encourage travel demand management strategies to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the City, as well as transportation system management strategies to improve system efficiency and enhance safety.

Objective TE 1.5

Provide services and facilities for the transportation disadvantaged.

Policy TE 1.5.1

The City shall maintain provisions for handicapped access in its site plan review procedures.

Policy TE 1.5.2

Parking for disabled persons shall be required in conjunction with new development requiring on-site parking. Specific requirements for handicapped accessible spaces shall be enacted to be consistent with ADA standards, and shall be enforced through provisions of the City's building code.

Policy TE 1.5.3

Ensure that sidewalks are constructed or reconstructed in conformance with ADA design standards that ensure pedestrian mobility for the transportation disadvantaged.

Policy TE 1.5.4

In cooperation with the JTA, ensure that the transit facilities, vehicles, and services available within the City are in conformance with ADA accessibility standards.

Objective TE 1.6

Manage growth in a cost effective and environmentally sound manner through the joint consideration of land use and transportation decisions promoting multimodal alternatives as set forth in Policies TE 1.6.1 and TE 1.6.2

Policy TE 1.6.1

All future land development shall be carried out in a manner to maintain the minimum level of standards for the various roadways as set forth in the Transportation Element. Through enforcement of its Land Development Code, the city shall require development applications to assess the operating condition of road facilities impacted by the proposed development.

Policy TE 1.6.2

New development shall provide operational improvements to the City's transportation system to mitigate their impacts on the system, to ensure smooth traffic flow, and to aid in the elimination of hazards. Improvements may include, but are not limited to adding turn lanes, deceleration lanes, signing, signals, and pavement marking.

Objective TE 1.7

The City shall coordinate its mobility circulation system-with future development as portrayed on the Future Land Use Map, including the enhancement of intermodal transportation opportunities, to ensure that existing and proposed population densities, housing and employment patterns, and land uses are all consistent with the transportation modes and services proposed to serve these areas.

Policy TE 1.7.1

Through a visioning process and the potential implementation of a downtown zoning code overlay, identify and implement land use redevelopment incentives that promote the use of bicycles and walking.

Policy TE 1.7.2

Through a visioning process and the potential implementation of a downtown zoning code overlay, identify and implement site and building design guidelines that promote transit usage.

Policy TE 1.7.3

Through a visioning process and the potential implementation of a downtown zoning code overlay, promote the reduction of vehicle miles traveled (VMT) per capita within the city.

Objective TE 1.8

Support the JTA in their provision of efficient public transit within Jacksonville Beach, and to and from adjacent communities in Duval County, including the accommodation of the special needs of the transportation disadvantaged.

Policy TE 1.8.1

Assist the JTA in the establishment of appropriate minimum level of service standards for routes serving the city.

Policy TE 1.8.2

Assist the JTA in the planning and implementation of an employer sponsored jobs access transit service linking existing JTA transit routes to employment centers in Jacksonville Beach and Ponte Vedra.

Policy TE 1.8.3

Assist the JTA in the planning and implementation of a “Beaches Trolley” service that would link beachfront activity centers to designated parking areas at opposite ends of the proposed route for the Beaches Trolley, i.e. near Atlantic Boulevard and near J. Turner Butler Boulevard. In addition, coordinate with JTA to determine how multiple funding sources, such as those from mobility fees, could be applied to maintain headways on existing routes while potentially reducing headways to 10 minutes on weekend or special event Beaches Trolley service at the discretion of JTA.

Policy TE 1.8.4

Assist the JTA in the planning and implementation of a “Ride Request” service that would link existing JTA transit routes to area hospitals.

Policy TE 1.8.5

If it is determined by the JTA that the need for such a facility exists, the City shall identify potential sites for consideration by JTA for the construction or designation of a commuter “Park and Ride” facility, proximate to existing and planned public transit routes.

Objective TE 1.9

Provide for a safe, comfortable and attractive pedestrian environment with convenient interconnection to public transportation.

Policy TE 1.9.1

Support and fund mobility improvements that encourage trip reduction and the use of non-vehicular modes of transportation.

Policy TE 1.9.2

The City shall utilize the pedestrian and bicycle network data collected for the Jacksonville Beach Mobility Plan, in addition to conducting a comprehensive bicycle and pedestrian inventory and/or master plan **by July 1, 2013** to identify gaps in those networks and needed connections and needed improvements which could be funded through future mobility fee contributions.

Objective TE 1.10

Coordinate transportation planning and traffic impact assessment with corresponding activities that may be undertaken by or on behalf of the City of Jacksonville, the City of Atlantic Beach, the City of Neptune Beach, and St. Johns County.

Policy TE 1.10.1

With regard to planned roadway facilities, multimodal facilities, and transit services or facilities that cross jurisdictional boundaries, utilize the services and resources of FDOT, the North Florida TPO, NEFRC, and the

JTA, and also undertake informal ad hoc coordination activities, so that to the maximum extent possible, these facilities and services are planned and developed in accordance with the collective goals, objectives and policies of the City of Jacksonville Beach, the City of Jacksonville, St. Johns County, the City of Neptune Beach, and the City of Atlantic Beach.

Policy TE 1.10.2

Investigate the establishment of a formal interlocal agreement for the assessment of potential cross jurisdictional collector or arterial roadway impacts from proposed development activities.

Goal TE 2

Establish a Non-Motorized Transportation Network - The establishment and use of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists throughout the City shall be supported.

Objective TE 2.1

Require provisions for alternate methods of transportation such as bicycle routes and pedestrian facilities, as well as supporting connections to the larger, City-wide network, in new developments and redevelopments in accordance with the principles established in Policies TE 2.1.1, TE 2.1.2, TE 2.1.1 and TE 2.1.2.

Policy TE 2.1.1

The City shall encourage the use of bicycle and other modes of non-motorized vehicular transportation, through the establishment and maintenance of bicycle paths or multiuse greenways within the community. These facilities shall be consistent with the First Coast Regional Greenways and Trails Plan, Sidewalk Master Plan developed in regards to the “Safe Paths to School” program, and a bicycle and pedestrian facilities inventory to be conducted by July 2013, and coordinated with the adjacent Beaches communities of Atlantic and Neptune Beach.

Additionally, the City shall add bicycle facilities on roadway corridors that are being milled, resurfaced, where sufficient right-of-way width exists. Where applicable, any unfunded gaps in the sidewalk coverage as indicated in the Sidewalk Master Plan will be filled utilizing the City’s mobility fee funds.

Policy TE 2.1.2

The City shall require new development and redevelopment to provide for bicycle access and parking and supporting multimodal connections, where feasible, to the larger, Citywide network.

Goal TE 3

Establish a city-wide “Transportation Concurrency Exception Area” (TCEA). As Jacksonville Beach is designated a “Dense Urban Land Area” (DULA) under section 163.3180(5), Florida Statutes, a city-wide TCEA is hereby established. This designation is an alternative to transportation concurrency that advocates future land use and transportation patterns that emphasize mobility for pedestrians, bicyclists, transit users, motorized-vehicle users, and is sensitive to the environment.

Objective TE 3.1

The City shall, through the implementation of its Mobility Plan, attached as Appendix A to this Transportation Element, exhibit no net increase in base 2010 VMT levels by 2030, consistent with the goals of the *Federal Transportation Policy and Planning Act of 2009*. The 2010 baseline average VMT shall be established in order to determine the progress of this goal over the course of the plan. The Mobility Plan shall periodically be evaluated and revised or updated every five (5) years or as necessary.

Policy TE 3.1.1

The City shall amend the Land Development Code by December 31, 2012 to incorporate and implement a VMT-based mobility fee. Available FSUTMS/Cube model or other acceptable methodology will be used to produce average VMT to calculate the fee per VMT for the horizon year of 2030.

Policy TE 3.1.2

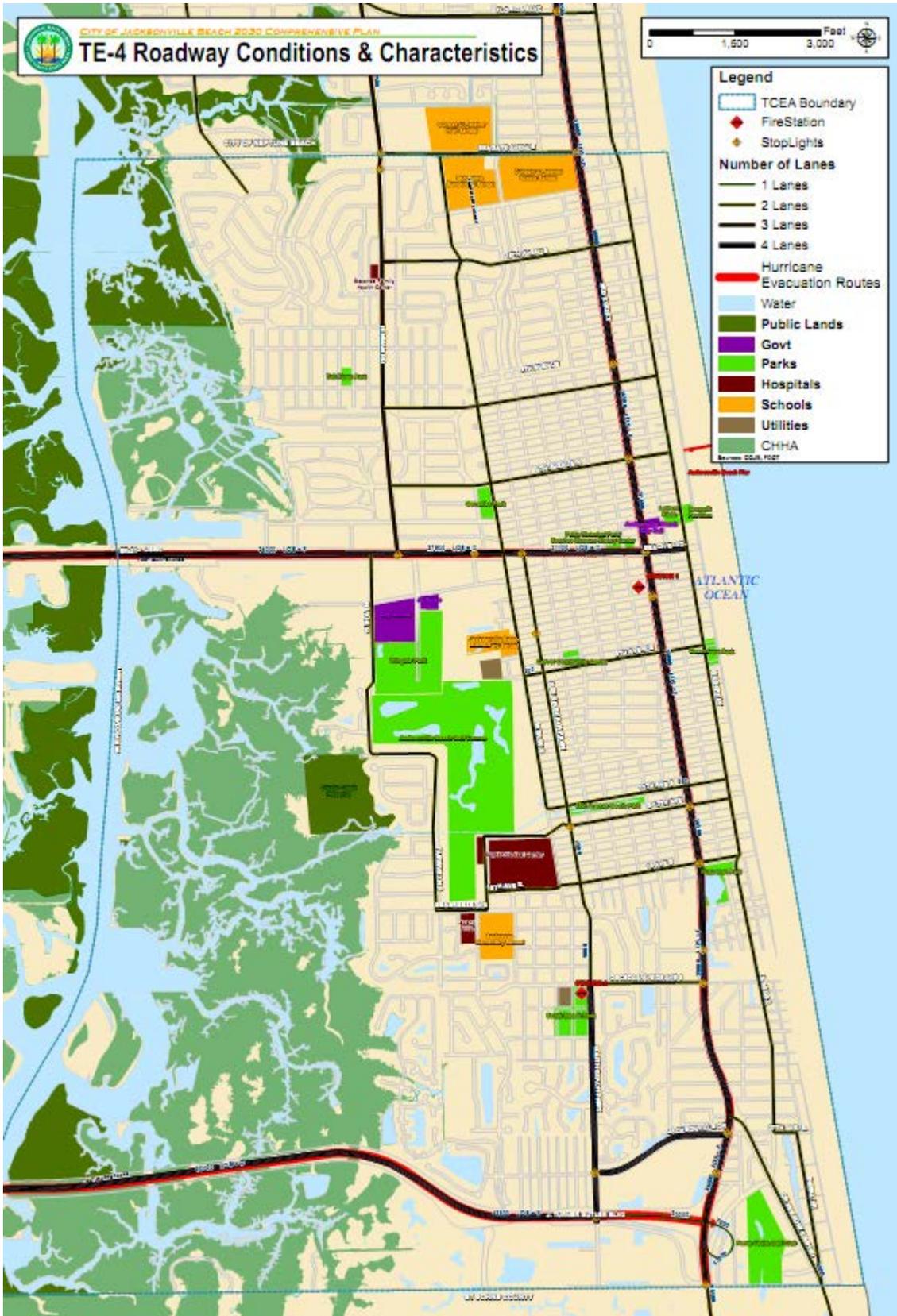
The City shall require new development and redevelopment to support alternative modes of transportation through such measures as, but not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride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

Policy TE 3.1.3

The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on-site.

Policy TE 3.1.4

Mobility fees may be reduced through adjustments based on household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development. The presence of local serving retail shall be identified by land uses that permit retail development. Specific standards for these operational and design measures will be based on the URBEMIS-based mitigation component, as employed by the City of Jacksonville. This system provides additional trip reduction credits to benefit developments that minimize their transportation impact through location, physical characteristics and demand management programs.





HOUSING ELEMENT

GOALS, OBJECTIVES, AND POLICIES

Goal HO.1

The City shall provide a variety of adequate and affordable housing for all present and future residents of the City of Jacksonville Beach through cost efficient objectives and policies, while promoting individual self-sufficiency.

Objective HO.1.1

The City shall assist the private sector to provide new dwelling units between 2011 and 2030 for an estimated 458 new households projected to reside in the city.

Policy HO.1.1.1

The City shall review at least bi-annually and amend as necessary the zoning ordinance and land subdivision regulations to eliminate excessive requirements, and encourage private sector participation in meeting housing needs.

Policy HO.1.1.2

The City shall revise the Housing - Data and Analysis document by December 31, 2012 to incorporate 2010 Census data, together with the most recent Shimberg Center data relative to affordable housing needs.

Objective HO.1.2

Provisions for adequate and affordable housing for existing and future residents shall be made, including assistance in efforts to provide housing at an affordable cost to meet the needs of very low, low and moderate income households on the metropolitan- or region-wide level. The City shall implement the following policies to maintain a housing inventory which includes units in which very low and low income households may afford a monthly housing expense of no more than 30 percent of gross family income.

Policy HO.1.2.1

The City shall work with the City of Jacksonville to include the City of Jacksonville Beach within the SHIP and CDBG housing activities undertaken by the Jacksonville Housing Authority for the delivery of housing services to very low, low and moderate income households, as part of the urban county designation.

Policy HO.1.2.2

The City shall maintain a listing of existing housing assistance programs and make this list available to the general public, developers, engineers, contractors, and others involved in housing production.

Objective HO.1.3

The City shall provide the adequate supporting infrastructure, i.e. paved streets, street lights, sanitary sewers, drainage, potable water, etc. throughout Jacksonville Beach to support the provision of housing by the private sector.

Policy HO.1.3.1

The condition of infrastructure (roads, sewer, water) facilities shall be reviewed periodically as a means of measuring the City's capability of sustaining future growth and development and to ensure that proposed housing development sites have an adequate level of public services and facilities prior to approval or contain a plan for the installation of necessary services.

Policy HO.1.3.2

The City shall request appropriate funds from the Duval County CDBG entitlement allocation to make infrastructure improvements in neighborhoods of primarily very low and low income households, including but not limited improvement or provision of storm drainage, street paving, street lighting, sidewalks, water supply and sanitary sewerage.

Objective HO.1.4

Reduce and eliminate where feasible substandard housing conditions and blighting influences, and improve structural and aesthetic housing conditions. Periodic and systematic housing inspections will continue to be conducted by the Building Division of the Planning and Development Department of the exterior condition of housing to maintain a minimum level of structural quality and to identify evidence of the deteriorating process before maintenance costs become prohibitive. The following policies shall be implemented within the planning time frame.

Policy HO.1.4.1

The City shall maintain the Building Division staff of at least one inspector to implement a systematic minimum housing code inspection program and to address the quality of an aging housing stock.

Policy HO.1.4.2

There shall be interior housing inspections of those units that, upon exterior inspection, reveal deficiencies.

Policy HO.1.4.3

Redevelopment of neighborhoods with deteriorating housing shall be supported by city investment in public facilities and public services improvements.

Policy HO.1.4.4

The City shall require demolition or rehabilitation of unsound housing which poses a threat to the safety and welfare of the community.

Policy HO.1.4.5

The City shall improve the regulatory and permitting processes, as necessary, and revise and amend the appropriate sections of the comprehensive plan, zoning regulations, building codes, and city ordinances as warranted by changes in housing conditions.

Policy HO.1.4.6

The City shall maintain accurate records of existing housing conditions and housing stock.

Objective HO.1.5

The City shall work to maintain adequate housing sites for all residents of Jacksonville Beach, including preparing for the estimated deficit in very low, low and moderate income resident households expected between 2010 and 2030.

Policy HO.1.5.1

The City shall continue to support involvement with public, private, and non-profit agencies by maintaining open channels of communication to improve coordination among participants involved in housing production and by alleviating any locally-controlled, overly-restrictive or unnecessary impediments to the economical production of dwelling units; and to facilitate the utilization of any available federal, state and local subsidy programs.

Policy HO.1.5.2

The City shall include requirements in its land development regulations which support the provision of adequate sites for housing low and moderate income families, including licensed group or congregate living facilities, foster homes, homes for the developmentally or physically disabled, and halfway houses by incorporating the location standards for siting this type of living accommodations into the land development regulations for Jacksonville Beach. Location standards to be used shall include, but are not necessarily limited to:

- a. Elderly congregate living facilities should be located in areas that are essentially residential in character and within close proximity (15 minute driving or response time) to hospitals, emergency medical units, neighborhood shopping, public transportation services, restaurants, banking, and other essential commercial services.

- b. They should be located within reasonable proximity to local cultural, educational, entertainment facilities, and community and regional commercial activities.
- c. Such housing should be located where residents can easily be served by specialized demand oriented transportation service such as "Dial-A-Ride" programs. These criteria should not present a problem in a city the size of Jacksonville Beach.
- d. The intensity of development should be compatible with that of the general area.
- e. Congregate living facilities can be located in predominantly commercial areas if the adjacent uses are compatible, sufficient buffers are provided, pedestrian networks are in place, and sufficient capacity exists in the adjacent road network.
- f. Additional yard requirements and special buffering provisions should be adopted in the land development code whenever these facilities are located adjacent to single family residences.

Policy HO.1.5.3

It shall be the policy of the City to foster non-discrimination and encourage residential alternatives to institutionalization, DCF licensed, or funded group homes and foster care facilities and to permit owner-occupied dwellings in designated residential areas to be used for foster care with the following limits: not more than six residents per facility, similar facilities may not be located within 1,500 feet of an established facility, and each facility must maintain a residential appearance appropriate to the existing neighborhood character.

Objective HO.1.6

The City shall work to conserve the existing housing stock in Jacksonville Beach.

Policy HO.1.6.1

The City shall promote the conservation and rehabilitation of existing housing as a means of maintaining or improving residential conditions and reducing the waste of valuable resources.

Policy HO.1.6.2

The City shall preserve identified historically significant housing through city action or support for private actions and support the identification of historically significant housing by cooperation of the Planning and Development Department with the Jacksonville Historic Landmarks Commission.

Policy HO.1.6.3

The City shall establish principles and standards to guide techniques and strategies for conservation, rehabilitation, and demolition programs.

Objective HO.1.7

The City shall provide for equitable treatment for all residents of Jacksonville Beach displaced through public programs or activities.

Policy HO.1.7.1

The provision of reasonably located standard housing for persons experiencing displacement due to public actions shall be supported, where appropriate.

Objective HO.1.8

The City shall formulate appropriate housing implementation programs as part of the ongoing planning process.

Policy HO.1.8.1

Implementation of infrastructure improvements in the residential neighborhoods shall be monitored.

Policy HO.1.8.2

Residential building permit and demolition data shall continue to be maintained.

Policy HO.1.8.3

The City shall annually gather data from deed recordations to monitor the sales price of newly constructed and existing single family homes within the city.

Policy HO.1.8.4

Review each proposed city ordinance, program, regulation and plan procedure to consider its impact on the cost of housing.

PUBLIC FACILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

- **WASTEWATER MANAGEMENT SUBELEMENT**
- **SOLID WASTE MANAGEMENT SUBELEMENT**
- **STORMWATER MANAGEMENT SUBELEMENT**
- **POTABLE WATER SUBELEMENT**
- **AQUIFER RECHARGE SUBELEMENT**

WASTEWATER MANAGEMENT SUBELEMENT GOALS, OBJECTIVES AND POLICIES

Goal WM.1:

Provide wastewater treatment and collection that meets the health and safety needs of the community.

Objective WM.1.1

The City shall ensure that adequate treatment and pumping capacity exists or will be made available at the time a development order is issued by maintaining, improving and expanding service to accommodate the levels of service for appropriate population groups as established by Policies WM.1.1.1 and WM.1.1.2, reducing infiltration and inflow to the system in accordance with Policy WM.1.1.3, and expanding the Pollution Control Plant in accordance with Policy WM.1.1.4.

Policy WM.1.1.1

Maintain system to accommodate an average generation rate of 150 gallons per capita per day.

Policy WM.1.1.2

Maintain system as needed to accommodate a minimum level of wastewater treatment service for seasonal visitors of 100 gallons per capita per day.

Policy WM.1.1.3

Reduce infiltration/inflow by continuing to perform maintenance on existing sewer lines and manholes.

Policy WM.1.1.4

The City will maintain its concurrency management system, to closely monitor absorption of sewage treatment capacity and will provide for timely expansion of the Pollution Control Plant to meet anticipated demand, if needed.

Objective WM.1.2:

The City shall continue to carry out its preventative maintenance program to maintain its lift stations pursuant to Policies WM.1.2.1, WM.1.2.2, and WM.1.2.3.

Policy WM.1.2.1

Repair and improve older lift stations as needed to ensure adequate capacity and reduce overflow and expand pumping to accommodate projected peak flows, and measured infiltration/inflow in service areas.

Policy WM.1.2.2

Continue routine on-going infiltration/inflow maintenance program to identify problem areas quickly.

Policy WM.1.2.3

Develop a routine cleaning and other appropriate maintenance programs by allocating a percentage of budget for maintenance of system.

Objective WM.1.3:

Develop a capital improvement program integrating sewer systems, future growth and redevelopment needs.

Policy WM.1.3.1

The prioritization of facilities should be based on a hierarchy of needs including:

- o Level 1: Projects needed to protect the health and safety of the residents of the City; projects needed to correct existing deficiencies and maintain adequate Levels of Service.
 - 1. Wastewater Collection System:
 - a. 2nd St. N. Sewer System project, including the replacement of existing 8” and 12” sewer mains, and related work. STATUS: DESIGN-2011, CON-STRUCTION-2012/2013.
 - b. Collection System: Construct point repairs and joint sealing of gravity sewers based upon the results of the cleaning and televised inspection of collection system. This project is to be phased over time. STATUS: ONGOING
 - 2. Wastewater Transmission System:
 - a. Lift Station 3: Replacement project, including a new submersible lift station and related work. STATUS: CONSTRUCTION-2012/2013.
- o Level 2: Projects necessary to meet new growth needs.
- o Level 3: Projects that contribute to economic or system efficiency.

Objective WM.1.4:

Develop policies that promote the long-term maintenance of the wastewater system or encourage innovative techniques.

Policy WM.1.4.1

Continue to use treatment plant effluent for irrigation of the municipal golf course, ball fields, and other City facilities.

Policy WM.1.4.2

Develop a program with the goal of removal and abandonment of remaining septic tanks, as feasible.

SOLID WASTE MANAGEMENT GOALS, OBJECTIVES AND POLICIES

Goal SW.1

Ensure the public health and safety by encouraging the provision of sufficient capacity at Duval County/City of Jacksonville landfills to meet the disposal needs of Jacksonville Beach.

Objective SW.1.1

The City of Jacksonville Beach shall continue to provide its residents and visitors with solid waste collection and disposal based on a minimum level service as established in Policy SW.1.1.1 in accordance with existing procedures pursuant to Policies SW.1.1.2 and SW.1.1.3.

Policy SW.1.1.1

By December 31, 2011, the City shall establish a minimum level of service for solid waste collection and disposal planning of 6.2 pounds per capita per day as an average generation rate.

Policy SW.1.1.2

By December 31, 2011 and continuing through the planning period, the City shall ensure that an agreement for private solid waste collection service is in effect to provide manpower and equipment, as necessary, to collect up to 6.2 pounds of solid waste per capita per day on average for disposal by the City of Jacksonville.

Policy SW.1.1.3

The City will continue to rely on the City of Jacksonville to dispose of the solid wastes generated within the city limits without regard to levels of service in accordance with the Interlocal Agreement between Jacksonville and the City of Jacksonville Beach.

Policy SW.1.1.4

The City, through its Public Works Department, shall continue to promote the proper disposal of potentially hazardous wastes with the goal of reducing the amount of such waste entering the solid waste stream. The program shall be developed in cooperation with the private franchise waste haulers under contract with the City; and shall include education about, and enforcement of, existing local, state, and federal laws governing illegal dumping, public education on what constitutes a hazardous waste product, and will provide information on the City of Jacksonville's Hazardous Waste Mobile Collection Program (schedule and locations) to ease collection and proper disposal of household hazardous wastes, training programs for public and private employees on the identification and handling of hazardous wastes, and identification and cleanup of old dump sites if any exist.

Objective SW.1.2

The City shall encourage technological innovations in waste disposal, recycling, reduction, and reuse through conformance with Florida statutes in accordance with Policy SW.1.2.1

Policy SW.1.2.1

Continue residential recycling program to maintain a level where 30 percent of the wastes generated are recycled, annually.

Objective SW.1.3

Ensure that City residents pay a reasonable charge for garbage collection and disposal.

Policy SW.1.3.1

Cooperate with Neptune Beach and Atlantic Beach to ensure that Jacksonville will continue to provide disposal facilities at no tipping cost to the City of Jacksonville Beach vehicles.

STORMWATER MANAGEMENT GOALS, OBJECTIVES AND POLICIES

Goal SM.1:

Protect the public health, and safety and welfare of the citizens of Jacksonville Beach by ensuring adequate storm drainage facilities.

Objective SM.1.1

Maintain Levels of Service to meet City of Jacksonville Beach codes, St. Johns River Water Management District rules, and Florida Department of Transportation requirements.

Policy SM.1.1.1

The City shall utilize adopted levels of service for stormwater management systems constructed or reconstructed under development orders issued by Jacksonville Beach authorities according to the following schedule:

- a. Major outfall facilities (trunk storm sewers, canals, waterways, natural drainage features and culverts of major outfalls) shall be designed and constructed to accommodate a 25-year, 24-hour frequency storm.
- b. Major components of storm drainage systems in new residential subdivisions shall be designed and constructed to accommodate a 25-year, 24-hour frequency storm and all other components of the stormwater system shall accommodate a 10-year, 24-hour frequency storm.
- c. Stormwater management systems for all other types of new development shall be designed and constructed to accommodate a 10-year, 24-hour frequency storm.
- d. Stormwater treatment shall be provided for a volume equivalent to either retention or detention with filtration, of the run-off from the first one inch of rainfall; or as an option, for facilities with a drainage area of less than 100 acres, the first one-half inch of run-off pursuant to Chapter 17-25, Florida Administrative Code. No discharge from any stormwater facility shall cause or contribute to a violation of water quality standards as provided in Section 17.302 of the Florida Administrative Code.

In existing developed areas where stormwater facilities are retrofitted, and in which standard treatment methods are impractical, appropriate Best Management Practices, as described in the Florida Land Development Manual: A Guide to Sound Land and Water Management (DER, 1988), shall be utilized.

Policy SM.1.1.2

Continue to require securing approval of the on-site stormwater management system for applicable projects of all types from the St. Johns River Water Management District and from the Florida Department of Transportation, where appropriate for projects on the state highway system, before issuing any local development or construction permits.

Objective SM.1.2

The City shall approach storm drainage on a city-wide basis and maintain its user-based financing mechanism to fund the improvements listed in Table PFSM-3 of this Sub-Element.

Policy SM.1.2.1

Using the list of projects in the ‘proposed Stormwater Management Improvement Program’ provided in the preceding SUMMARY AND RECOMMENDATIONS section of this element as a base, t The City shall continue to implement priorities for replacement, correcting existing drainage facility deficiencies and providing for future facility needs for the entire City.

Policy SM.1.2.2

Utilize stormwater fee revenues to finance recommended stormwater projects.

Policy SM.1.2.3

Continue to implement stormwater user fee program.

Objective SM.1.3

The City will continue to implement appropriate measures to improve storm drainage system performance through systematic maintenance of the existing facilities in accordance with Policies SM.1.3.1 and SM.1.3.2; and by protecting the integrity of the natural drainage features present within its jurisdiction in accordance with Policy SM.1.3.3.

Policy SM.1.3.1

The Public Works Department will include funds in its operating budget to maintain the various drainage ditches under the control of the City on a routine scheduled basis.

Policy SM.1.3.2

Encourage the Florida Department of Transportation to develop and implement a regular maintenance program of the drainage ditches under their ownership and control.

Policy SM.1.3.3

Applicants for development permits for projects which discharge stormwater to surface waters of the Pablo Creek Basin shall retain, or detain with filtration, stormwater runoff from the first one inch of rainfall, or to implement "Best Management Practices" as recognized by the Florida Department of Environmental Protection. An applicant with a "stormwater to wetland discharge permit" issued by the Florida Department of Environmental Protection must show that the design for a stormwater to wetlands facility complies with the performance criteria established by rule. These include ownership, pretreatment for the first one inch of rainfall, no disruption of normal hydroperiod, bleed-down time, and prevention of channelized flow.

POTABLE WATER GOALS, OBJECTIVES, AND POLICIES

Goal PW 1

Provide sufficient water supply, treatment, and transmission capacity to ensure the public health, welfare, and safety for the citizens of Jacksonville Beach.

Objective PW 1.1

Provide an adequate water supply and treatment to serve the future growth and needs of Jacksonville Beach.

Policy PW 1.1.1

Develop and update a Capital Improvements Program, as necessary to ensure sufficient water supply for the projected population.

Policy PW 1.1.2

Reevaluate the rate structure to determine if and when increases in rates will be necessary and investigate other funding options.

Policy PW 1.1.3

Continue to educate the public and update existing programs on water resource conservation in order to minimize consumption.

Policy PW 1.1.4

Continue to monitor source water for salt water intrusion into the City’s water supply and update the Subregional Flow Report.

Policy PW 1.1.5

Ensure sufficient capacity to meet fire flow requirements to serve future needs.

Objective PW 1.2

Provide adequate maintenance and repair of critical water distribution system components.

Policy PW 1.2.1

Continue to replace existing 2-inch galvanized water mains within the system over the planning period.

Policy PW 1.2.2

Continue to replace existing 6-inch unlined cast iron water mains with 6-inch PVC mains.

Policy PW 1.2.3

Maintain a valve and hydrant exercising program to identify and replace and repair any defective valves and/or hydrants.

**GROUNDWATER AQUIFER RECHARGE
GOALS, OBJECTIVES AND POLICIES**

Goal AR.1

The City shall manage its groundwater aquifer resources to assure an adequate supply of good quality groundwater for uses by its residents.

Objective AR.1.1

The City shall assist in efforts to reduce draw-down from the Floridan aquifer through the implementation of potable water conservation activities in accordance with Policies AR.1.1.1, AR.1.1.2, and AR.1.1.3.

Policy PW.1.1.1

The City shall continue to enforce Section 553.14, F.S. governing water usage standards for plumbing fixtures in new installations and, where appropriate, for substantial rehabilitation of existing installations.

Policy PW.1.1.2

The City will continue to enforce regulations encouraging and providing guidelines for the use of xeric landscape techniques to minimize demand for irrigation water.

Policy PW.1.1.3

The City shall continue involvement in water conservation efforts promulgated locally and by the St. Johns River Water Management District including compliance with mandatory restrictions, public relations and education, and rate structuring.

Objective AR.1.2

The City shall act to ensure that there will be an adequate supply of groundwater from the surficial aquifer, of a quality sufficient for its intended use, to meet existing and future demands for water from this source.

Policy AR.1.2.1

The City shall continue to enforce existing requirements which result in the maintenance of open and landscaped areas, on-site stormwater retention facilities, and other standards; including, but not limited to setback requirements, minimum landscaping area requirements, stormwater retention standards, floodplain zoning, and other requirements related to discharges into the storm sewer system.

Policy AR.1.2.2

The City shall examine the potential for expansion of the treated effluent pumping system, and will evaluate other potential installations of this type to further return treated water to the shallow aquifer recharge system.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

Goal CM.1:

To conserve, manage, and protect natural resources, and maintain and enhance the natural balance of ecological functions, in the coastal area of Jacksonville Beach.

Objective CM.1.1:

By April 1, 1990, areas of native vegetation, wildlife habitat, marine resources, and coastal wetlands shall be protected, conserved, restored, and enhanced by implementing the provisions in Policies CM.1.1.1 through CM.1.1.4.

Policy CM.1.1.1

By April 1, 1991, natural vegetation and habitats shall be protected through conservation, restoration, and enhancement. The impact of proposed development and redevelopment in areas of natural vegetation shall be minimized by maintaining such vegetation or requiring on-site mitigation where no practical alternative to destruction is feasible. Approved developments, not yet constructed, shall be encouraged to adhere to these policies.

Policy CM.1.1.2

All undeveloped estuarine wetland areas, as delineated under the Florida Department of Environmental Protection and St. Johns River Water Management District criteria, shall be designated as conservation areas on the Future Land Use Map. All marine wetlands (salt marsh) shall be designated as conservation-protected areas on that Map. No net loss of estuarine wetlands by proposed development and redevelopment shall be permitted.

Policy CM.1.1.3

All undeveloped areas of natural vegetation within a 50-foot strip landward of the salt marsh shall be designated conservation-protected and shall remain as an undisturbed buffer region providing habitat adjacent to the marsh. The edge of the salt marsh shall be defined by Mean High Water (MHW), or the landward extent of the salt marsh vegetative association, if more landward than MHW.

Policy CM.1.1.4

No new land subdivision will be approved unless all of the lots proposed for development contain uplands large enough for the proposed development activity and all required buffers and conservation-protected areas.

Objective CM.1.2:

Water quality of the Pablo Creek estuarine system shall be maintained and improved, as based on EPA water quality index procedures outlined in the Florida Department of Environmental Regulation "305(b) Water Quality Inventory" not later than the year 2000.

Policy CM.1.2.1

The City shall monitor the capacity of the Wastewater Treatment Plant to ensure adequate treatment capacity and quality.

Policy CM.1.2.2

The City shall approve no new package sewage treatment plants, nor issue any new septic tanks permits. Existing septic tanks must be taken out of service, and the users connected to the public sewerage system by 1995.

Policy CM.1.2.3

All new subdivisions and commercial developments shall be required to provide on-site retention of stormwater to the criteria established by the St. Johns River Water Management District to alleviate existing drainage problems, and reduce the fine sediment and associated pollutant loads imposed upon the estuary. On-site retention facilities shall be constructed using approved techniques and practices, subject to review and modification by the City.

Policy CM.1.2.4

All new marshfront development shall utilize natural vegetation within the 50-foot conservation-protected buffer area to filter runoff, thereby approximating a natural hydrological regime. Channelized discharge of stormwater runoff shall be specifically discouraged. Appropriate standards to address these issues shall be incorporated into the City's subdivision regulations.

Policy CM.1.2.5

The City shall study the possibility of modifying existing stormwater outfalls so as to approach a more natural hydrologic regime, using native vegetation to filter and detain the runoff. To this end the highest priority shall be given to guaranteeing the maintenance of a conservation area of undisturbed natural vegetation in the vicinity of existing stormwater outfalls.

Policy CM.1.2.6

The dredging of new boat basins shall be in strict compliance with all existing State and Federal regulations, and shall not be supported by the City without a careful consideration of the associated environmental costs and public benefits. Dredging within existing boat basins shall be limited to the maintenance of existing project depths within the basin and connecting channels, unless a significant public benefit to be gained from marina expansion can be demonstrated. No dredging shall be performed within existing basins prior to a detailed analysis of sediment contamination, or without adequate safeguards to prevent the release of contaminants, as specified under criteria established by the Florida Department of Environmental Protection and the St. Johns River Water Management District.

All dredged material shall be disposed of in approved upland containment areas. The Corps of Engineers, Water Management District and Department of Environmental Protection shall continue to regulate those activities that fall within their jurisdictions and, to that extent, will provide the administration and enforcement necessary to fulfill this policy.

Policy CM 1.2.7

Boat stripping and maintenance activities using zinc or copper compounds shall be strictly segregated from waterfront locations to minimize the introduction of these elements to the estuary.

Policy CM.1.2.8

Applicants for development permits for projects which discharge stormwater to surface waters of the Pablo Creek Basin shall retain, or detain with filtration, stormwater runoff from the first one inch of rainfall, or to implement "Best Management Practices" as recognized by the Florida Department of Environmental Regulation. An applicant with a "stormwater to wetland discharge permit" issued by the Florida Department of Environmental Protection must show that the design for a stormwater to wetlands facility complies with the performance criteria established by rule. These include ownership, pretreatment for the first one inch of rainfall, no disruption of normal hydro-period, bleed-down time, and prevention of channelized flow.

Policy CM.1.2.9

Sewerage system improvements shall minimize the adverse impacts on the estuarine environment of proposed development within Jacksonville Beach, and the result of improvements should be an actual improvement in estuarine water quality. Additional connections must be preceded by an appropriate increase in treatment capacity, and net demands on the system will be decreased through the reduction of line infiltration and inflow.

Objective CM.1.3

By April 1, 1991, the City shall act to protect, conserve, restore, and enhance its beach and dune systems by adopting management practices and construction standards which will complement the Beach Renourishment Project and enhance its performance in accordance with the standards set forth in Policies CM.1.3.1, CM.1.3.2, CM.1.3.3, CM.1.3.4, CM.1.3.5, CM.1.3.6, and CM.1.3.7.

Policy CM.1.3.1

Construction seaward of the Coastal Construction Control Line (CCCL) shall be strongly discouraged. Any development which does occur, including construction of coastal or shore protection structures, shall be carried out in strict compliance with existing regulations.

Policy CM.1.3.2

The City shall support Beach Renourishment projects administered by the U.S. Army Corps of Engineers. The City shall also continue to monitor and participate in Duval County-initiated efforts to explore and secure future renourishment funding sources.

Policy CM.1.3.3

Responsibilities of the City may include, but not be limited to, providing irrigation and fertilization as necessary to insure the continued health of dune stabilizing vegetation; replacing vegetation as needed; repairing or replacing sand-fencing; and constructing and maintaining pile supported wooden dune walkovers at public beach access points.

Policy CM.1.3.4

The City, in cooperation with Duval County, shall request the Florida Department of Environmental Protection to reestablish the coastal construction control line every five years.

Policy CM.1.3.5

Wind erosion shall be controlled through stabilization of the berm, using the most effective methods to improve the performance of the beach fill.

Policy CM.1.3.6

Foot traffic across the stabilized berm should be eliminated by providing elevated walkways or crossovers at each point of public access so that the vegetation which provides long term stability remains undisturbed. With the elimination of driving on Jacksonville Beach, large breaks in the berm and stabilizing fencing and vegetation designed for vehicular traffic should be eliminated, and elevated ramps provided at access points required for emergency and maintenance vehicles.

Goal CM.2

Public land uses along the shorelines and access to the shorelines and coastal resources of Jacksonville Beach and shall be maintained and improved.

Objective CM.2.1

Shoreline land uses which incorporate public uses and access to shorelines and coastal resources shall have priority during development and redevelopment.

Policy CM.2.1.1

City development regulations shall assure that land uses along the oceanic and estuarine interfaces (shorelines) are limited to those uses which incorporate public uses and access to the shorelines and coastal resources.

Policy CM.2.1.2

Expanded or new water-dependent and water-related uses should be located in areas that are least sensitive to environmental alteration and impacts on the natural habitat and wildlife. The location of any future marinas proposed within the city shall be consistent with the Duval County Marina Siting Plan, upon its completion.

Objective CM.2.2

Public access to the beachfront shall be maintained and the availability of parking for beach visitors shall be improved.

Policy CM.2.2.1

Existing public access to the beach shall be maintained by new development or redevelopment. New beachfront development or redevelopment shall show on their site plans existing provisions for beach access, and the proposed development or redevelopment shall continue the current form of access, modify it in a comparable fashion on-site, or donate to the City an improved provision for public access elsewhere in the City.

Policy CM.2.2.2

New beachfront development or redevelopment shall not result in a net loss of public parking for beach visitors. Replacement parking must be no less convenient for beach visitors than that it replaces.

Objective CM.2.3

Public access to the Pablo Creek marshfront shall be maintained and improved by restricting the development of additional marina sites in accordance with the State Marina Siting Plans.

Policy CM.2.3.1

The City shall not encourage the development of additional marina sites prior to full utilization of existing sites. Expansion of existing facilities adjacent to existing sites shall emphasize dry storage. After April 1, 1990, all additional marina development shall be carried out in strict compliance with current State regulations, and the environmental consequences of such development shall be weighed carefully against the public benefit received. Criteria for location and operation shall include (a) existence of not less than four (4) feet of natural depth below the mean low water level, (b) sufficient upland to support the facility and for adequate parking, (c) fuel spill protection, (d) wake control, (e) sewage pump-out facilities, and (f) permanent predesignated spoil areas. No new upland area shall be created for marina developments, unless carried out in strict compliance with existing State and federal regulations; nor shall such activity receive the support of the City without careful consideration of the associated environmental costs and public benefits.

Policy CM. 2.3.2

The City shall support efforts of Duval County towards the acquisition, and development for passive recreation, of the salt marsh wetlands lying along the east side of Pablo Creek, south of the City's Bird and Wildlife Sanctuary and north of 2nd Avenue North.

Goal CM.3:

The vulnerability of the people and property of Jacksonville Beach to coastal hazards such as hurricane damage and coastal flooding shall be minimized.

Objective CM.3.1

By April 1, 1991, the City shall ensure that future development will minimize the exposure of population and property to storm damage by adopting and enforcing requirements pursuant to the standards established by Policies

CM.3.1.1 through CM.3.1.9 to restrict development within coastal high-hazard areas and curtail public funding within these areas.

Policy CM.3.1.1

The City shall adopt and enforce design and construction standards specified in the Southern Standard Building Code.

Policy CM.3.1.2

The City's Floodplain Management and Stormwater Ordinance shall comply with the minimum building elevations of the FEMA Flood Insurance Rate Maps and the building requirements of the National Flood Insurance Program. The Ordinance shall be in full compliance with guidelines established by the St. Johns River Water Management District, and shall specifically restrict discharge of rainwater into ditches that may flood evacuation routes.

Policy CM.3.1.3

The Coastal High Hazard Area for Jacksonville Beach shall consist of the area below the elevation of the Category 1 storm surge within the city, as identified in the Northeast Florida Regional Hurricane Evacuation Study released on December 16, 2010, and as generally depicted on the 2030 Future Land Use Map, Figure LU-3.

Policy CM.3.1.4

New sanitary sewer facilities shall be flood-proofed, and designed to insure that raw sewage will not leak from the facilities during flooding and storm events.

Policy CM.3.1.5

The hazard mitigation annex of the Local Peacetime Emergency Plan shall be reviewed and updated on a five-year basis, beginning the calendar year which follows the adoption of this planning element. In the revisions, the City Manager shall identify specific actions that could be implemented to reduce exposure to natural hazards.

Policy CM.3.1.6

City-funded public facilities shall not be built in the coastal high-hazard area, unless the facility is for public access or resource restoration.

Policy CM.3.1.7

Undeveloped lands within the coastal high-hazard area shall be designated "conservation-protected areas" on the Future Land Use Map, and the coastal high-hazard areas shall be shown on the zoning maps.

Policy CM.3.1.8

Construction projects within the designated redevelopment areas shall be in accordance with the adopted land uses specified in the Community Redevelopment Plans.

Policy CM.3.1.9

Undeveloped upland areas adjacent to the estuarine marshes shall be designated for conservation or low density residential use to provide an adequate buffer bordering the marsh and to reduce the extent of development in flood prone areas. Low density residential development shall be required to comply with minimum flood elevation requirements. The placement of fill in these areas shall be limited to only that which is necessary for streets and building pads.

Objective 3.2:

The City's hurricane evacuation time for a Category 3 storm shall be less than 12 hours. This evacuation time shall be re-examined and adjusted accordingly following analysis of the Statewide Evacuation Study Program, Northeast Florida Study", released in December 2010.

Policy CM.3.2.1

The City shall notify each resident household of evacuation procedures prior to each hurricane season. Hotels, motels, and timeshare condominiums shall post this notification conspicuously in each unit. Each new dwelling unit shall be posted with this information when a Certificate of Occupancy is issued. Landlords and property managers shall provide this notice to tenants of rental units upon execution of a lease or rental agreement.

Policy CM.3.2.2

Land use plan amendments shall not be approved within all designated Category 3 Hurricane Vulnerability Zones as delineated by the Northeast Florida Regional Planning Council unless the change is made to reflect existing conditions, the requested change is for a lower density, a requested increase in density is offset by a decrease in density in another part of the Category 3 Hurricane Vulnerability Zone, or the developer mitigates the added evacuation route loading by paying an impact fee for additional roadway improvements.

Policy CM.3.2.3

Future improvements to emergency evacuation route roads shall include remedies to reduce or eliminate hindrances likely to result from flooding.

Policy CM.3.2.4

The City shall review the Statewide Regional Evacuation Study Program, Northeast Florida Study, and incorporate pertinent data and directives related to hurricane evacuation from Jacksonville Beach.

Objective 3.3:

The City shall provide immediate response to post-disaster emergency situations. Priority shall be given to ensure public health, safety and welfare.

Policy CM.3.3.1

The Local Peacetime Emergency Plan shall be modified to comply with the policies under this objective, and shall contain step-by-step details for post-disaster recovery operations.

Policy CM.3.3.2

After a hurricane, but prior to re-entry of the population into evacuated areas, the City Council shall meet to hear preliminary damage assessments, appoint a Recovery Task Force, and consider a temporary moratorium on building activities not essential for public health, safety, and welfare.

Policy CM.3.3.3

The Recovery Task Force shall include the Planning and Development Director, City Manager, Public Works Director, and other members as directed by the City Council. Staff shall be provided by the departments whose directors sit on the Task Force. The Task Force shall be terminated after implementing its responsibility under Policy CM.3.3.4.

Policy CM.3.3.4

The Recovery Task Force shall review and decide upon emergency building permits; coordinate with state and federal officials to prepare disaster assistance applications; analyze and recommend to the City Council hazard mitigation options including reconstruction or relocation of damaged public facilities; develop a redevelopment plan; and recommend amendments to the Comprehensive Plan, Local Peacetime Emergency Plan, and other appropriate policies and procedures.

Policy CM.3.3.5

Immediate repair and cleanup actions needed to protect the public health and safety shall receive first priority in permitting decisions during post-disaster periods. These actions include repairs to potable water and wastewater systems; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make

dwellings habitable. Long term redevelopment activities shall be postponed until the Recovery Task Force has completed its tasks.

Policy CM.3.3.6

The Recovery Task Force shall propose Comprehensive Plan amendments that reflect the recommendations in any interagency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act (PL 93-288).

Policy CM.3.3.7

All new construction, substantial improvements; or reconstruction, redevelopment, or repair of damaged structures shall comply with the provisions of the existing coastal zone requirements. In the event a structure is damaged by any cause to an extent exceeding 50 percent of its assessed value, the entire structure and not just the repaired portion must be brought into compliance with these requirements.

Policy CM.3.3.8

Repair or reconstruction of existing seawalls must be accompanied by beach fill, or performed in anticipation of beach renourishment or reconstruction.

Policy CM.3.3.9

The City shall develop and adopt a formal decision making process to evaluate options for damaged public facilities including abandonment, repair in place, relocation, and reconstruction with structural modifications. This process shall consider facilities factors such as cost to construct, cost to maintain, recurring damage, impacts on land use, impacts on the environment, and public safety.

Policy CM.3.3.10

The City shall maintain a contingency fund equal to 10 percent of the value of public facilities in the coastal high-hazard area to cover the local government's match for disaster assistance grants. This shall be accomplished by creating the fund at a rate of two percent per year for five years and maintaining these monies in an interest-bearing account.

Policy CM.3.3.11

The City shall identify structures in the coastal high-hazard area, inventory their assessed value, judge the utility of the land for public access, and make recommendations for acquisition when post-disaster opportunities arise.

Goal CM.4:

Public facilities shall be adequate and available to serve the requirements of the resident and visiting population of Jacksonville Beach.

Objective CM.4.1:

The level of service standards adopted elsewhere in this Comprehensive Plan for facilities in the coastal area and the additional standards under this objective shall be applied whenever development orders or permits are requested.

Policy CM.4.1.1

A City-wide master drainage plan that is in strict compliance with the guidelines established by the St. Johns River Water Management District shall be prepared by April 1991. The master drainage plan should include the designation of conservation or buffer zones separating upland development and existing stormwater outfalls from the estuarine marsh to minimize the impacts of future development on the estuarine environment. A program schedule for increased maintenance of the drainage ditches by regular clearing to decrease the quality of runoff routed to the marsh by reducing detention time prior to its release shall be included in the drainage plan.

Policy CM.4.1.2

Flood-proofing of potable water lines and sewerage, and the improvement of storm drainage as outlined in the Public Facilities Element, shall be required to facilitate post-disaster redevelopment.

Objective CM.4.2:

All public facilities in the coastal area shall be available concurrent with the time they are needed to serve new development, and existing deficiencies remedied.

Policy CM.4.2.1

The City shall continue to request that the Florida Department of Transportation correct existing drainage problems along Third Street where the Florida Department of Transportation storm sewer is overcapacity. The City will continue its systematic maintenance of drainage ditches or swales in other areas of the City, including the South Beach Redevelopment Area.

Policy CM.4.2.2

No public funds shall be expended for infrastructure to facilitate development of remaining undeveloped areas located within designated A-zones. Areas within designated A-zones that have already been platted and partially developed, or planned for imminent development, shall be designated for conservation or low density residential uses so infrastructure investment is minimized. Additionally, all infrastructure required to serve development within designated A-zones (e.g., potable water supply, sanitary sewer) shall be flood-proofed.

Goal CM.5

Coastal resource management will address natural systems without regard to political boundaries.

Objective CM.5.1

An intergovernmental coordination mechanism shall be established in order to manage coastal resources affecting or affected by governments other than the City.

Policy CM.5.1.1

The City shall review the comprehensive plans of adjacent coastal communities, as well as those of Duval and St. Johns Counties, to determine if coastal resources, particularly the beaches, coastal wetlands, areas of native upland vegetation, and the Pablo Creek estuarine system, are being managed in a consistent manner.

Policy CM.5.1.2

The City shall develop or continue joint planning and management programs with adjacent coastal communities, as well as Duval and St. Johns Counties, for beach renourishment, hurricane evacuation, provision of public access, provision of infrastructure, controlling stormwater, continued upgrading of regional sewage treatment plant (in keeping with the regional 201 facilities plan), and coordinating efforts to protect species with special status.

Policy CM.5.1.3

The City shall coordinate development in the coastal zone with all adjacent communities and coastal counties which may be impacted by such development, and shall forward copies of development proposals to potentially affected governmental jurisdictions for review and comment.

Policy CM.5.1.4

The City shall assist the Consolidated City of Jacksonville in the development of an all-hazards Local Mitigation strategy (LMS) for the entire Duval County area, to be completed by December, 1999. Assistance shall include Jacksonville Beach representation on the LMS advisory committee.

Policy CM.5.1.5

Upon the Consolidated City of Jacksonville's adoption of the LMS, the City will amend the Comprehensive Plan to include the appropriate mitigation initiatives identified in the LMS which will facilitate a reduction in potential damage from the types of natural disasters contemplated in the LMS relative to Jacksonville Beach.

Policy CM.5.1.6

The City will seek to maintain its participation in the LMS process following its initial adoption, through a request for membership in the LMS working committee.

Objective CM.5.2

The City shall implement appropriate portions of existing resource protection plans addressing coastal and estuarine areas.

Policy CM.5.2.1

The City shall cooperate with State and regional efforts to coordinate management of the Pablo Creek estuarine system, including participation in watershed community workshops, basin-wide stormwater planning, and development of best management practices.

Policy CM.5.2.2

The City shall join with adjacent coastal communities to coordinate local input into future beach renourishment projects performed by the U.S. Army Corps of Engineers.

Policy CM.5.2.3

The City shall assist the Northeast Florida Regional Planning Council in the protection of regionally significant coastal resources.

Policy CM.5.2.4

The City, in cooperation with adjacent coastal communities, shall establish a mechanism to develop a county-wide beach and dune management plan so as to demonstrate a commitment to regional beach resources, and to insure the long-term maintenance of a viable dune system throughout Duval County's beaches.

CONSERVATION GOALS, OBJECTIVES AND POLICIES

Goal CO.1

The City has the goal of conserving, protecting, and appropriately managing its natural resources to ensure the highest environmental quality possible. The following objectives and policies are established to meet this goal:

Objective CO.1.1

The City shall meet or exceed the minimum air quality levels established by the Florida Department of Environmental Regulation.

Policy CO.1.1.1

The City shall cooperate with the State in monitoring the existing Air Pollution Inventory System.

Policy CO.1.1.2

The City shall work to minimize the adverse effects of automotive emissions by continuing to encourage PUD development, where feasible, and promoting alternative transportation modes, including car-pooling, public transit, bike paths and pedestrian ways.

Objective CO.1.2

The City shall act within its authority to protect all surface waters within its corporate limits in accordance with Policies CO.1.2.1, CO.1.2.2, and CO.1.2.3.

Policy CO.1.2.1

By 2012, the City shall study the expansion of the treated effluent reuse system and shall complete construction of the Advanced Wastewater Treatment Facility to provide a total capacity of 4.5 million gallons per day in accordance with the Wastewater Management Sub-Element Data and Analysis document.

Policy CO.1.2.2

After April 1, 1991, the City shall approve no new package STP's, nor issue any new septic tank permits. Where feasible, existing septic tanks must be taken out of service, and the users must be connected to the municipal sewerage system by 2015.

Policy CO.1.2.3

The City shall adopt and implement, consistent with the guidelines established by the St. Johns River Water Management District, a comprehensive storm water management ordinance establishing:

1. The requirement that new subdivision and commercial developments provide on-site retention of storm water in accordance with the minimum levels of service established by this Plan and the criteria established by the St. John River Water Management District, with facilities constructed using approved techniques and practices.
2. Shoreline conservation and buffer zones adjacent to the Pablo Creek estuarine salt marsh, extending landward a minimum of 50 feet from Mean High Water (MHW) or the landward extent of the salt marsh vegetative association, whichever is the more landward, in which natural vegetation is left undisturbed to

provide detention and filtration of runoff. Priority will be given to areas of existing storm water outfalls. Channelized discharge of storm water runoff will be specifically discouraged.

Objective CO.1.3

The City shall protect the natural functions of the 100-year floodplain so that the flood-carrying and flood storage capacity are maintained.

Policy CO.1.3.1

The City shall identify and recommend to the State and the St. Johns River Water Management District floodplains that would warrant acquisition under the Conservation and Recreation Lands (CARL) Program.

Objective CO.1.4

The City's conservation-protected wetlands shall be protected from physical and hydrologic alteration. No net loss of estuarine wetlands shall be permitted without mitigation, preferably on-site.

Policy CO.1.4.1

All undeveloped estuarine wetland areas, as delineated under Florida DER and/or St. Johns River Water Management District criteria, shall be designated as conservation-protected areas on the Future Land Use Map. All palustrine wetlands are classified as conservation-restricted areas and are depicted on Figure CO-1, Natural Resources and Vegetative Communities.

Policy CO.1.4.2

The City shall amend, adopt and implement land development regulations to ensure that:

1. Site plans for new development identify the location and extent of wetlands located on the property;
2. Site plans provide measures to assure that normal flows and quality of water will be provided to maintain wetlands after development; or
3. Where alteration of wetlands is necessary in order to allow reasonable use of property, either the restoration of disturbed wetlands will be provided or additional wetlands will be created to mitigate any wetland destruction; and
4. To the maximum extent possible, all wetland mitigation will be performed "on-site."

Policy CO.1.4.3

The City shall cooperate with the Florida Department of Environmental Protection the St. Johns River Water Management District, and the U.S. Army Corps of Engineers to improve compliance with existing dredge and fill permit regulations.

Objective CO.1.5

All native vegetation communities, wildlife habitats, and native fauna shall be identified, managed, and protected.

Policy CO.1.5.1

The City shall maintain a comprehensive inventory of ecological communities within its incorporated limits which shall include species, populations, habitat conditions, occurrences, and disturbances; and shall recommend acquisition through the CARL program of the most vulnerable communities.

Policy CO.1.5.2:

No new subdivision will be approved unless all of the lots proposed for development contain uplands large enough to contain the proposed activity and all required buffers and preservation areas.

Policy CO.1.5.3

The City's ordinances shall be modified to require that all new development subject to Development Plan review preserve 30% of Land Development Code required open space in the form of existing native vegetation on the site, including both the understory and the ground cover, emphasizing the largest contiguous areas practical. Exceptions shall be allowed for existing lots which are not sufficiently large to accommodate both the preservation area and the proposed activity, but only if the loss of native vegetation is mitigated.

Policy CO.1.5.4

Development proposals that cannot preserve the required buffer regions or percentages of the native vegetation on the site as appropriate shall submit a mitigation plan with the site plan. Mitigation may take several forms, including the creation of new habitats of the same type destroyed, restoration of previously disturbed areas, and purchase for the preservation of habitat similar to that destroyed. To the maximum extent possible, all mitigation must be performed "on-site." Mitigation areas shall be planted with native, drought tolerant plant species.

Policy CO.1.5.5

The City shall protect endangered and rare species by use of conservation easements, transfer of development rights, fee simple acquisition, and zoning.

Policy CO.1.5.6

The City shall assist the Florida Game and Fresh Water Fish Commission in developing an education program to promote the preservation of endangered and rare species.

Policy CO.1.5.7

The City shall assist in the application of and compliance with all state and federal regulations that pertain to endangered and rare species.

Policy CO.1.5.8

The City shall consult with the Florida Game and Fresh Water Fish Commission prior to the issuance of any building permit that would result in an adverse impact to any endangered or rare species.

Policy CO.1.5.9

The City shall consider the restoration or enhancement of degraded natural areas if appropriate, when purchasing environmentally sensitive lands for use as a public preserve for passive recreation through the following: removal of non-native vegetation, reforestation, shoreline or dune restoration, and restoration of natural hydrology.

Objective CO.1.6

The City shall continue to protect and conserve the natural functions of existing soils, fisheries, lakes, floodplains, estuarine marshes, and marine habitats.

Policy CO.1.6.1

The City shall protect and conserve the natural functions of existing soils, fisheries, lakes, floodplains, estuarine marshes, and marine habitats through the implementation of the policies regarding these resources set forth in the various elements of this Plan and enforcement of existing local, state, and federal regulations designed to protect and conserve these functions.

Policy CO.1.6.2

The City shall consider lands with aquatic grass beds as a priority when selecting environmentally sensitive lands for acquisition and use as a public preserve for passive recreation.

RECREATION AND OPEN SPACE GOALS, OBJECTIVES AND POLICIES

Goal RO.1:

To assure all citizens of Jacksonville Beach, as well as tourists and visitors, sufficient and accessible recreational alternatives.

Objective RO.1.1

The City shall maintain adopted levels of service for recreation and open space needs by implementing those improvements identified by the Parks and Recreation Department as being necessary to maintain those adopted levels of service.

Policy RO.1.1.1

The adopted parks and recreation level of service standards shall be as follows:

<u>Type of Park</u>	<u>Minimum Size</u>	<u>Population Served</u>	<u>Service Area</u>
Playgrounds	0.25Acres	Up to 5,000	2-3 block area
Neighborhood Park	2 Acres	Up to 10,000	0.25-0.50 mile
Community Park	2 Acres	Up to 25,000	0.50-3.00 mile

Policy RO.1.1.2

The City's Parks and Recreation Department shall periodically review the standards to ensure their correct relationship to the City's needs.

Objective RO.1.2

The City shall maximize the use of the existing parks and recreational facilities through implementation of a public information program developed in accordance with Policies RO.1.2.1 and RO.1.2.2.

Policy RO.1.2.1

Inform the public, including tourists and visitors, of the available recreational opportunities in Jacksonville Beach through written or other media.

Policy RO.1.2.2

Provide information on the availability of transportation to the parks and recreational facilities through distribution of the existing public transportation routes with the Chamber of Commerce, schools, group homes, and public transportation companies.

Policy RO.1.2.3

The City shall consider the potential for providing additional outdoor passive recreational and educational opportunities when purchasing environmentally sensitive lands for use as a public preserve. Such opportunities could include nature trails or boardwalks, waterway trails, interpretive displays, educational programs, wildlife observation areas, or picnic areas.

Policy RO.1.2.4

The City shall consider connectivity with the Jacksonville Blueways Network as a priority when selecting environmentally sensitive lands for acquisition and use as public preserve and passive recreation areas.

Policy RO.1.2.5

Environmentally sensitive lands of at least two acres, which are publicly owned, utilized as passive recreation preserves, and located in or adjacent to residential land uses, will be considered to be neighborhood parks.

Objective RO.1.3

The City shall assure accessibility to parks and recreational facilities to all people who wish to use them by incorporating accessibility measures into all new facilities constructed pursuant to this Element.

Policy RO.1.3.1

All existing recreational facilities and parks will contain ramps and handrails, where necessary and feasible, to facilitate access for the handicapped and the elderly.

Policy RO.1.3.2

All plans for new facilities shall include provisions for easy access to their recreational facilities through the provision of ramps and handrails.

Policy RO.1.3.3

Facilities in neighborhood recreational areas shall contain bicycle and pedestrian access.

Objective RO.1.4

The City shall protect and conserve the wetlands, recreational open spaces, and parks within its corporate limits in accordance with Policies RO.1.4.1, RO.1.4.2, and RO.1.4.2.

Policy RO.1.4.1

The City of Jacksonville Beach shall not allow the conversion of park and recreational open space areas into other public or private uses, except where the public interest overrides the conservation of these lands; and then only after a public hearing and demonstration by the City that the converted area will be replaced within one year by recreation or open space land of a similar size, location, and type of uses.

Policy RO.1.4.2

Conservation-protected wetlands, a valuable open space resource, shall be protected from development in accordance with the policies affecting such lands in the Future Land Use, Coastal Management, and Conservation Elements of this Plan.

Policy RO.1.4.3

The City shall continue to reduce impact of new, incompatible developments on adjacent park facilities or open spaces by providing for effective buffers or screening to assure the protection of the users of the recreational facilities or open space resources.

Objective RO.1.5

The City shall seek the support of the private sector in obtaining financial or other resources required for the adequate provision of recreational facilities, parks, and open spaces by promoting joint development ventures, provision of development incentives, and wetland protection measures.

Policy RO.1.5.1

Joint ventures between the public and private sectors for the purchasing, planning, and or promotion of these facilities shall be pursued.

Policy RO.1.5.2

The City shall provide incentives to private developers for the provision of recreational facilities within developments by providing technical and administrative support to developers, as well as including bonus provisions in land development code to encourage developers to provide recreational facilities.

Policy RO.1.5.3

Where developments are planned for sites near wetlands or other conservation areas, developers should be encouraged to place proposed open areas within their project immediately adjacent to the sensitive lands.

Objective RO.1.6

The City shall maximize available funds to pursue land acquisition for new recreational sites and expansion of existing programs by implementing an effective preventive maintenance program.

Policy RO.1.6.1

Maintenance programs shall be on-going in order to help reduce repair costs and periodic site inspections of facilities will continue to be conducted to prevent deterioration and dilapidation of buildings, fields and equipment.

Objective RO.1.7

The City shall assist the Beaches Area Historic Preservation Society in their efforts to provide information, education and technical assistance relating to historic sites and preservation programs and assist in the publication and distribution of information by implementing Policies RO.1.7.1.

Policy RO.1.7.1

Support the continued development of the Pablo Historical Park as a theme/recreational facility that can provide residents, tourists, and visitors the opportunity to experience the railroad system which served as a principal means of access to the City during its early years.

Objective RO.1.8

Throughout the planning period, the City shall ensure that public access to the beachfront and Atlantic Intracoastal Waterway is maintained and improved.

Policy RO.1.8.1

Existing public access to the beach shall be maintained by new development or redevelopment. New beachfront development or redevelopment shall show on their site plans existing provisions for beach access, and the proposed development or redevelopment shall continue the current form of access, modify it in a comparable fashion on-site, or donate to the City an improved provision for public access elsewhere in the City.

Policy RO.1.8.2

New beachfront development or redevelopment shall not result in a net loss of public parking for beach visitors. Replacement parking must be no less convenient for beach visitors than that it replaces.

Policy RO.1.8.3

The City shall continue to discourage the development of additional marina sites prior to the full utilization of existing sites. Expansion of facilities adjacent to existing sites should emphasize dry storage. All additional marina development should be in strict compliance with existing regulations, and the environmental consequences of such development should be carefully weighed against the public benefit achieved.

Policy RO.1.8.4

The City shall encourage the continued passive, non-intrusive use of the 36.4 acre Cradle Creek Preserve public park by regular maintenance of its trails, boardwalks, and trailhead parking area. The City shall continue to promote use of the preserve for environmental educational purposes.

INTERGOVERNMENTAL COORDINATION GOALS, OBJECTIVES AND POLICIES

Goal IG.1

Implement the goals, objectives and policies of the Comprehensive Plan through improved coordination and cooperation with St. Johns County, Neptune Beach, Jacksonville, Ponte Vedra MSD, and the regional and State entities and agencies affecting Jacksonville Beach.

Objective IG.1.1

The City shall continue to ensure that all neighboring jurisdictions are consulted with before making major land use decisions by entering into interlocal agreements, involvement in the Development of Regional Impact process and participation in the Regional Planning Council's informal mediation process.

Policy IG.1.1.1

Enter into interlocal agreements with the City of Jacksonville, Neptune Beach, St. Johns County and the Ponte Vedra Municipal Services District for mutual notification and comment concerning major comprehensive plan and land use map amendments, zoning map changes, zoning ordinance changes and site and development plan review for projects of significant impact.

Policy IG.1.1.2

Jacksonville Beach shall request that the Northeast Florida Regional Planning Council provide early notification of and the opportunity to review and comment on all Developments of Regional Impacts within a 3-mile radius of the Jacksonville Beach city limits.

Objective IG.1.2

The City shall work to resolve potential conflicts with state agencies, regional bodies, and adjacent municipalities involving provision of service issues by ensuring coordination of the establishment of appropriate level of service with those entities having operational or maintenance responsibilities for delivering such services in accordance with the commitments set forth in Policies IG.1.2.1 through IG.1.2.9.

Policy IG.1.2.1

Maintain an interlocal agreement that provides guaranteed space at a Duval County landfill(s) for disposal of trash and garbage.

Policy IG.1.2.2

Participate with the City of Jacksonville in the use of any refuse disposal facility with a rebate system based on the number of tons of recyclable wastes generated.

Policy IG.1.2.3

Maintain the interlocal agreement addressing the joint Beaches' sewer outfall system and explore other joint wastewater management improvements.

Policy IG.1.2.4

Maintain the interlocal agreement covering routine and emergency maintenance with Neptune Beach and Atlantic Beach for the 24 inch effluent main and connections.

Policy IG.1.2.5

Institutionalize existing informal arrangements in the area of fire protection into formal interlocal agreements. This includes the informal agreements with Atlantic Beach, Neptune Beach, Jacksonville and St. Johns County for fire protection assistance.

Policy IG.1.2.6

The City shall seek to formulate an agreement with Jacksonville for cost sharing of beach maintenance costs as a regional recreation resource.

Policy IG.1.2.7

Enlist the support of the Northeast Florida Regional Planning Council to study the feasibility of a beach improvement district to cover beach access and maintenance.

Policy IG.1.2.8

The City shall maintain its position as the Beaches communities' representative on the Technical Coordinating Committee to provide input into the Transportation Planning Organization's (TPO) Five Year Transportation Improvement Program and shall seek approval through appropriate channels for a Beaches member to be added to the TPO with full voting rights.

Policy IG.1.2.9

Engage either the City of Jacksonville and/or the Northeast Florida Regional Planning Council to provide administrative assistance for any federal or state rental housing rehabilitation program(s).

Objective IG.1.3

Continue the dissemination of information to adjacent jurisdictions, agencies and districts and improve the effectiveness of planning activities through intergovernmental coordination.

Policy IG.1.3.1

Coordinate with adjacent jurisdictions (including municipalities and neighboring St. Johns County) to monitor the effect of each plan on the other jurisdictions. Special attention will be devoted to monitoring level of service provisions of the respective plans and their impacts on adjacent communities.

Policy IG.1.3.2

Identify all government agencies required to review proposals and provide a checklist of these to be given to all applicants for development approval.

(Addressed in Policy IG..1.3.1 above)

Policy IG.1.3.3

Incorporate the School District staff into the County-wide planning process, especially in population estimation and demographic analysis, park and recreation planning, development review and the analysis of impact fees. Continue to participate with Duval County Public Schools towards the implementation of district-wide public school facilities concurrency.

Objective IG.1.4

Expand contact with regional and State agencies having permit or approval power over environmentally sensitive land and natural resources.

Policy IG.1.4.1

The City will participate in the development of updates to the St. Johns River Water Management District's (SJRWMD) Water Supply Assessment and District Water Supply Plan and in other water supply development – related initiatives facilitated by the SJRWMD that affect the City. The City will also coordinate with the SJRWMD on issues such as water conservation, storm water runoff and effluent re-use.

Policy IG.1.4.2

Maintain contact with officials at the Department of Environmental Protection (DEP) as well as any other State regulatory agency having approval or other power concerning environmental issues.

Policy IG.1.4.3

Maintain contacts with the Florida Communities Trust and the Florida Inland Navigation District to seek funding for park improvements and public access to the Intracoastal Waterway.

Policy IG.1.4.4

The City shall recognize and use the resources of the Northeast Florida Regional Council on an availability basis as a vehicle for resolving conflicts with other local governments through that agency's informal mediation process.

CAPITAL IMPROVEMENTS GOALS, OBJECTIVES AND POLICIES

Goal CI.1

The City shall continue to provide needed public facilities to its residents and businesses in a manner that maximizes existing infrastructure investments and promotes orderly urban growth.

Objective CI.1.1

Capital improvements will be accomplished to correct current deficiencies and accommodate desired future growth as indicated in the 5-Year Schedule of Improvements.

Policy CI.1.1.1

The City shall include all projects identified in the other elements of this plan estimated to cost more than \$100,000, and required for the provision of public facilities pursuant to adopted levels of service, as capital improvements projects to be included in the 5-Year Capital Improvements Program. Mobility enhancement projects identified in the Future land Use and Transportation elements which exceed \$100,000 shall also be included.

Policy CI.1.1.2

A Capital Improvements Coordinating Committee will be established, consisting of the City Manager, Finance Officer, Planning and Development Director, and Public Works Director to evaluate and prioritize projects proposed for inclusion in the Capital Improvements Program. They will also be responsible for monitoring the Program to ensure that certificates of occupancy are not granted for a project if it results in a lowering of LOS below adopted levels.

Policy CI.1.1.3

Proposed capital improvements projects shall be evaluated and prioritized according to the following guidelines:

- (a) whether the proposed project is needed to protect public health and safety, to fulfill the City's legal obligations to provide facilities and services, or to achieve full use of existing facilities;
- (b) whether the proposed project increases efficiency of use of existing facilities, prevents or reduces future improvement costs, or promotes in-fill development; and
- (c) whether the proposed project is necessary to maintain an adopted level of service, enhance mobility within the city, or to aid in the implementation of any other policy set forth in these Comprehensive Plan Elements.

Policy CI.1.1.4

In accordance with Section 163.3177(3)(b)1, Florida Statutes, the City will annually update the Five-Year Schedule of Capital Improvements.

Objective CI.1.2

Upon adoption of these Comprehensive Plan Elements and throughout the planning period, the City shall manage its fiscal resources to ensure the provision of needed capital improvements already identified and for future development and redevelopment by limiting its general obligation indebtedness, implementing a capital

improvement programming and budgeting system; and maintaining efforts to secure grants, joint funding with adjacent communities, or private monies to fund capital needs in accordance with Policies CI.1.2.1, and CI.1.2.2.

Policy CI.1.2.1

The City shall maintain its 5-Year Capital Improvements Program and adopt an annual capital budget as part of its budgeting process.

Policy CI.1.2.2

Efforts shall be made to secure grants, including assistance from the City of Jacksonville to address shared problems; or private funds to finance the provision of capital improvements.

Objective CI.1.3

Decisions regarding the issuance of development orders will be based upon coordination of goals, objectives and policies of this Plan; the revised land development regulations, and the adopted concurrency management system designed to measure the availability of necessary public facilities to support such development in accordance with established minimum levels of service.

Policy CI.1.3.1

The City shall use the following Level of Service (LOS) standards in reviewing the impacts of new development and redevelopment on public facility provisions and no development order shall be issued unless public facilities that meet the adopted level of service are available or are assured of being available concurrently with the impacts of development as determined in accordance with the Jacksonville Beach Concurrency Management System developed and approved pursuant to Chapter 163, Rule 9J-5.0055, and these Comprehensive Plan Elements:

(a) Sanitary Sewer: 150 gallons per capita per day (gpcd)

(b) Solid Waste: 8.4 pounds per capita per day

(c) Stormwater:

1. Major outfall facilities (trunk storm sewers, canals, waterways, natural drainage features and culverts of major outfalls) shall be designed and constructed to accommodate a 25-year, 24-hour frequency storm.

2. Major components of storm drainage systems in new residential subdivisions shall be designed and constructed to accommodate a 25-year, 24-hour frequency storm and all other components of the stormwater system shall accommodate a 10-year, 24-hour frequency storm.

3. Stormwater management systems for all other types of new development shall be designed and constructed to accommodate a 10-year, 24-hour frequency storm."

(d) Potable Water: 140 gal/capita/day

(e) Recreation

Type of Park	Avg. Acres/ 1000 People	Minimum Size	Population Served	Service Area
Playgrounds	N/A	1 Acre	Up to 5,000	2-3 block area
Neighborhood Park	2 Acres	2 Acres	Up to 10,000	0.25-0.50 mile
Community Park	2 Acres	2 Acres	Up to 25,000	0.50-3.00 miles

(f) Public School Facilities – refer to Policy CI.1.6.2

Policy CI.1.3.2

Proposed Plan amendments and/or requests for new development or redevelopment shall be evaluated according to the following criteria, as to whether the proposed action would:

- (a) contribute to a condition of public hazard;
- (b) contribute to the growth of public facility deficits;
- (c) generate public facility demands that can be accommodated by the increases proposed in the 5-Year schedule of Improvements;
- (d) conform with the land use pattern shown on the Future Land Use Map;
- (e) address the accommodation of new development and redevelopment facility demands;
- (f) be financially feasible, in the case of public facility provision; and
- (g) affect the public facilities of those municipalities and other jurisdictions with whom the City has interlocal agreements.

Objective CI.1.4

The City shall ensure that future development will minimize the exposure of population and property to storm damage by restricting development in coastal high-hazard areas and curtailing public funding of facilities within these areas.

Policy CI.1.4.1

New sanitary sewer facilities shall be flood-proofed, and designed to insure that raw sewage will not leak from the facilities during flooding and storm events.

Policy CI.1.4.2

The Municipal Comprehensive Emergency Management Plan (MCEMP) shall be reviewed and updated on a five-year basis, beginning the calendar year which follows the adoption of this planning element. In the revisions, the City Manager shall identify specific actions that could be implemented to reduce exposure to natural hazards.

Policy CI.1.4.3

City-funded public facilities shall not be built in the coastal high-hazard area, unless the facility is for public access or resource restoration.

Policy CI.1.4.4

Construction projects within the designated redevelopment areas shall be in accordance with the adopted land uses specified in the Community Redevelopment Plans.

Objective CI.1.5

The City shall continue its present system of fees and investigate the potential benefits and costs of installing new fees where deemed necessary to ensure that private developments continue to assist in defraying the cost of providing and maintaining the minimum levels of service and enhancing mobility for present and future residents of the City.

Policy CI.1.5.1

The City shall retain its present user fees for water, sewer, solid waste collection, electric service, and selected recreational activities; capital improvement charges for new water, sewer, and electric service; and permit fees throughout the planning period and shall annually monitor such fees and charges during the budgeting process to insure that the rates are adequate to defray the City's costs.

Policy CI.1.5.2

The City shall maintain a stormwater utility and collect an adequate monthly user fee from the owners of all developed properties as necessary to provide revenues sufficient to finance the development of a comprehensive stormwater management plan, necessary capital improvements, and a systematic annual maintenance program.

Objective CI.1.6

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.

Policy CI.1.6.1

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.

Policy CI.1.6.2

The uniform LOS standards will be set at 105% Florida Inventory of School House (FISH) total capacity, including portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF).

- (a) The designated middle schools within CSA 5 shall be identified as backlogged facilities and an interim level of service standard within CSA 5 shall be 115% until January 1, 2018, after which the uniform LOS standards shall apply.
- (b) The City shall adopt the DCPS Ten-Year Capacity Schedule of Capital Outlay Projects as the 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 anticipated demands for backlogged facilities within the ten-year period. The long term schedule improves the interim level of service standards for backlogged facilities and ensures that uniform LOS, as established herein, 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 Improvements Plan and the City's Capital Improvements Element.

Policy CI.1.6.3

The City hereby adopts by reference as part of this element the current Five-Year Capital Improvements Plan, and the Ten-Year Capacity Schedule of Capital Outlay Projects as the Long Range Facilities Plan, as contained in the Duval County School District 2011-2012 Work Plan, dated September 26, 2011.

Policy CI.1.6.4

Annually, no later than December 1st, the City will consider an amendment to their CIE in order to incorporate the DCPS adopted Five-Year Capital Facilities Plan.

PUBLIC SCHOOL FACILITIES GOALS, OBJECTIVES. AND POLICIES

GOAL PS.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 PS.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.

Policy PS.1.1.1

It is the intent of this element that the policies included herein shall be applied to the City, unless specifically noted.

Policy PS.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.

Policy PS.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.

Policy PS.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 use in preparing the DCPS 5 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.

Policy PS.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.

Policy PS.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.

Policy PS.1.1.7

By December of each year, the City, shall consider for adoption of 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 within each year of the subsequent 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.

GOAL PS.2 PUBLIC SCHOOL FACILITY SITING AND DEVELOPMENT COORDINATION

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 PS.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.

Policy PS.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.

Policy PS.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.

Policy PS.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.

Policy PS.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.

Policy PS.2.1.5

The City shall coordinate with the DCPS to establish a procedure for timely review of development for new public school facilities.

Policy PS.2.1.6

Public schools shall be located so as to provide direct access to collector or arterial roadway system, where feasible.

Policy PS.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.

Policy PS.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 of 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 regulated by Section 333.03(3), F.S., regarding coastal high hazard area as delineated by the City;
 - 7) 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.
 - 8) 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;
 - 9) Whether the new schools site, significant renovation, expansion or potential closure will support community redevelopment and revitalization;
 - 10) 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.

Policy PS.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.

Policy PS.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.

Policy PS.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.

Policy PS. 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. [NOTE: Not applicable to the City of Jacksonville Beach]

Policy PS.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 PS.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.

Policy PS.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.

Policy PS.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.

Policy PS.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.

Policy PS.2.2.4

New residential developments adjacent to schools which do not prohibit school aged residents shall be required to provide a direct access that is safe for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network.

Policy PS.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.

Policy PS.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.

Policy PS.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 PS.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.

Policy PS.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.

Policy PS.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.

Policy PS.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 PS.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 PS.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. Each year of the five-year plan will be evaluated to ensure that it meets the LOS standards. 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.

Policy PS.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.

Policy PS.3.1.2

The uniform LOS standards, with the exception of Middle School CSA 5, shall be 105 percent of the Florida Inventory of School House (FISH) total capacity, including portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF). The LOS for Middle School CSA 5 shall be 115 percent until January 1, 2018, after which the uniform standard shall apply.

Policy PS.3.1.3

The uniform LOS standards may only be amended by agreement of the City, the DCPS 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.

OBJECTIVE PS.3.2 SCHOOL CONCURRENCY SERVICE AREAS (CSA'S)

The City shall coordinate with DCPS to establish Concurrency Service Areas (CSA's), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.

Policy PS.3.2.1

The City shall enter into an Interlocal Agreement with the DCPS and other municipalities in Duval County to establish CSA's to be used as the basis of school concurrency determinations. The CSA's 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 CSA's.

Policy PS.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.

Policy PS.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 PS.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.

Policy PS.3.3.1

The City in consultation with DCPS and the other municipalities shall establish a uniform methodology for determining capacity.

Policy PS.3.3.2

The City shall establish a list of residential uses which 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.

Policy PS.3.3.3

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 funding to accelerate the improvement is assured through DCPS, through proportionate share mitigation or 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 CSA's, 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 CSA's with schools having available capacity.

Policy PS.3.3.4

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.

Policy PS.3.3.5

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 are planned in the Capital Improvement Plan within three years to provide adequate capacity to meet the adopted level of service. If not, 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 within 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 enter into a mitigation agreement whereby the applicant will pay for his proportionate share of the impacts, and upon payment of the proportionate share mitigation, 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.

Policy PS.3.3.6

The City will issue a School Concurrency Determination only upon:

- (a) Determination that adequate school capacity will be in place or under actual construction within three years after concurrency testing; or
- (b) The execution of a legally binding mitigation agreement between the applicant, the DCPS and the City.

Policy PS.3.3.7

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.

Policy PS.3.3.12

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 PS.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.

Policy PS.3.4.1

The City shall establish standards, procedures, and methodologies for the application of proportionate share mitigation.

Policy PS.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.

Policy PS.3.4.3

The City and DCPS shall develop a procedure and methodology to determine the proportionate share within the CSA's.

Policy PS.3.4.4

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.

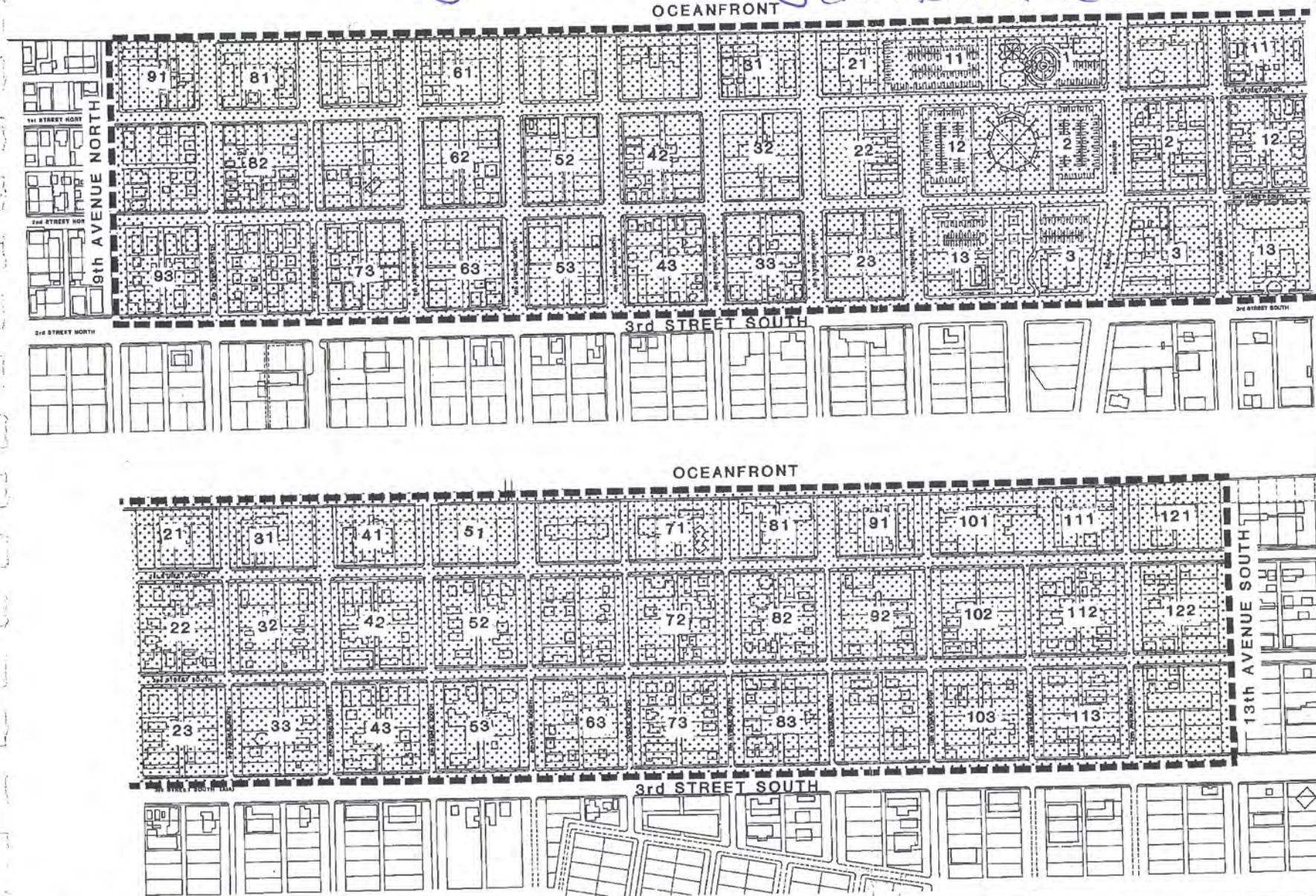
OBJECTIVE PS.3.5 SCHOOL CAPITAL FACILITIES PLANNING

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.

Policy PS.3.5.1

The City shall implement its school concurrency management system established pursuant to Policies contained in Objective 3.2 through 3.4.

Original Plan Zoning (not formal - recommended)



COMMUNITY REDEVELOPMENT AREA

Commercial

Government

Residential

Mixed use Commercial/Residential

Office Space

JACKSONVILLE BEACH COMMUNITY REDEVELOPMENT PLAN

FIGURE 1

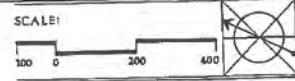
Residential Village Blocks 32, 41, 42, 51, 52

Retail Blocks 31, 21 and public owned land to the south

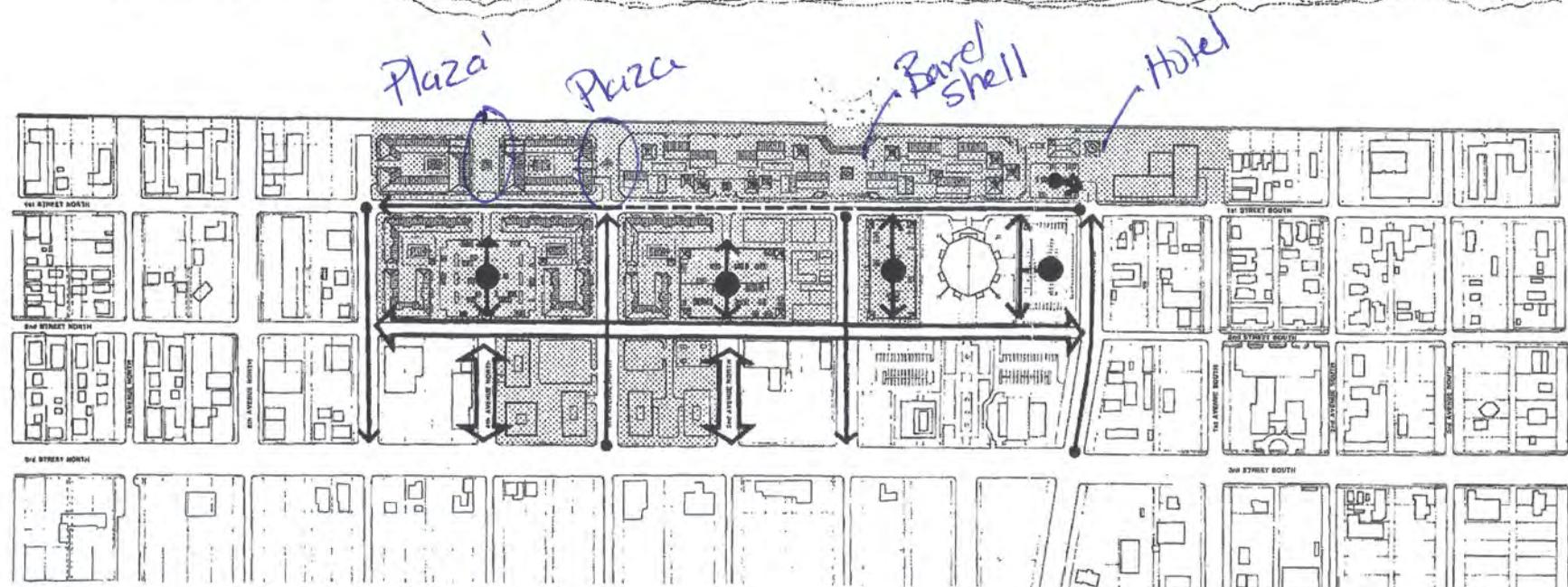
Office Development - Blocks 33, 23

Residential - height along 1st limited to 4 stories West to 6 stories

(Voiced and limited to 3 all over)



original Plan - Phase 1



Parking - 2nd Avenue N - 2 story w/ 400 spots
 1st Avenue N - 2 story w/ 300 spots

Plazas on 3rd / 4th Avenue N

TRAFFIC CIRCULATION PLAN

JACKSONVILLE BEACH COMMUNITY REDEVELOPMENT PLAN

FIGURE 4

Retail Village w/ Hotel: Sandshell

Residential Village (mixed use)

office / commercial core

Government

- REDEVELOPMENT AREA
- ONE WAY STREET
- TWO WAY STREET
- PARKING AREAS
- SEASONAL STREET CLOSURE

Legend

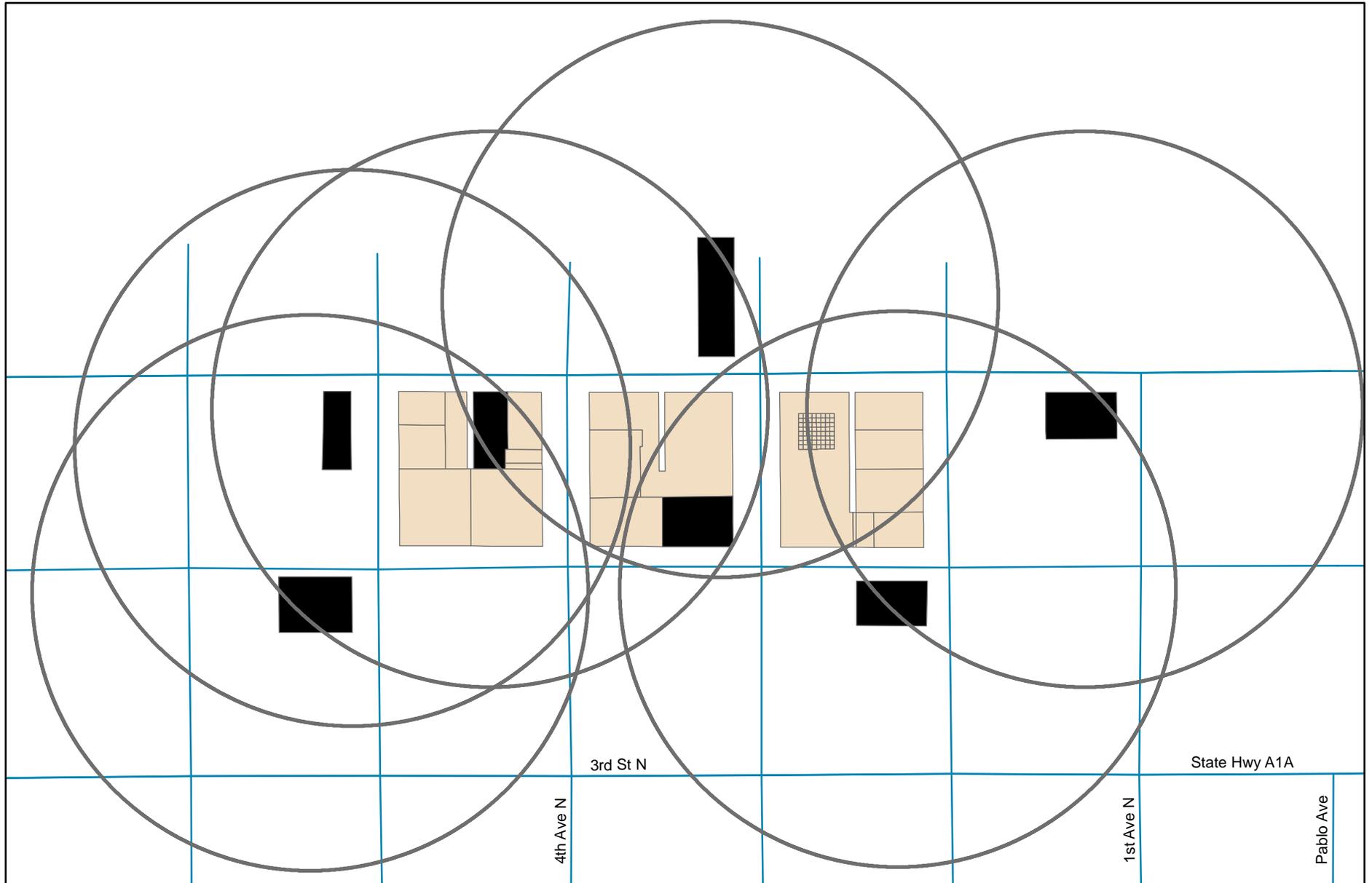
-  NON-CONFORMING USE BAR
-  Private Property
-  JACKSONVILLE BEACH COMMUNITY R
-  CITY OF JACKSONVILLE BEACH



Legend

- Bars showing 500 ft Radius
- Residential Villages

34-393. - Alcoholic beverage establishments.
(2) Proximity to other alcoholic beverage establishments.
An establishment whose primary activity involves the consumption of alcoholic beverages on the premises shall not be located within five hundred (500) feet of a similar existing establishment



Legend

— RoadCenterLineJaxNep

jaxbeach_zoning

ZONING

- C-1
- C-2
- CBD
- CPO
- CS
- I-1
- PUD
- RD
- RM-1
- RM-2
- RS-1
- RS-2
- RS-3
- JaxBeach.LOCALGOV.BeachesParcels

