

Citizen's Workshop

City of Jacksonville Beach Comprehensive Plan
& Land Development Code Update

Thursday, May 18th, 2023

Workshop Mission

As we engage in the public participation portion of this project, please remember to be **respectful of everyone's time**. These workshops are designed to receive a broad range of public input and include multiple ways for your opinion to be heard. The purpose of these meetings is to gain insight on the general, overarching view of the City of Jacksonville Beach's land development code, comprehensive plan, and vision for the future of the City. The changes we are discussing tonight are **not immediate solutions**, they are **long-term resolutions** that come to fruition over time through new development and redevelopment in the City of Jacksonville Beach.

It is important to understand that all updates to the land development code and comprehensive plan **impact new development and redevelopment**. Existing development will not be impacted by these changes.

For additional information, meeting agendas, submitting a comment, and project resources please visit the project website at cojupdate.com or submit a comment via email to cojupdate@kimley-horn.com

Thank you for your attendance and participation in this exciting process,
City of Jacksonville Beach & Kimley-Horn and Associates

Quick Refresher

City Vision Statement

A vibrant coastal community that embraces “the beach life”

Comprehensive Plan:

Guiding document of a municipality, establishing the vision, intent, and strategies for its future long-range development as well as short-term redevelopment

Land Development Code (LDC):

Implements the Vision, Intent, and Strategies of the City’s Comprehensive Plan which, in turn, affects the quality of life through policies, projects, and programs.

Data and Analysis:

Data driven analysis for each element that drive the visions, intent, and strategies of each element. Main data sources include the U.S. Census, Florida Department of Revenue, and SJRWMD.



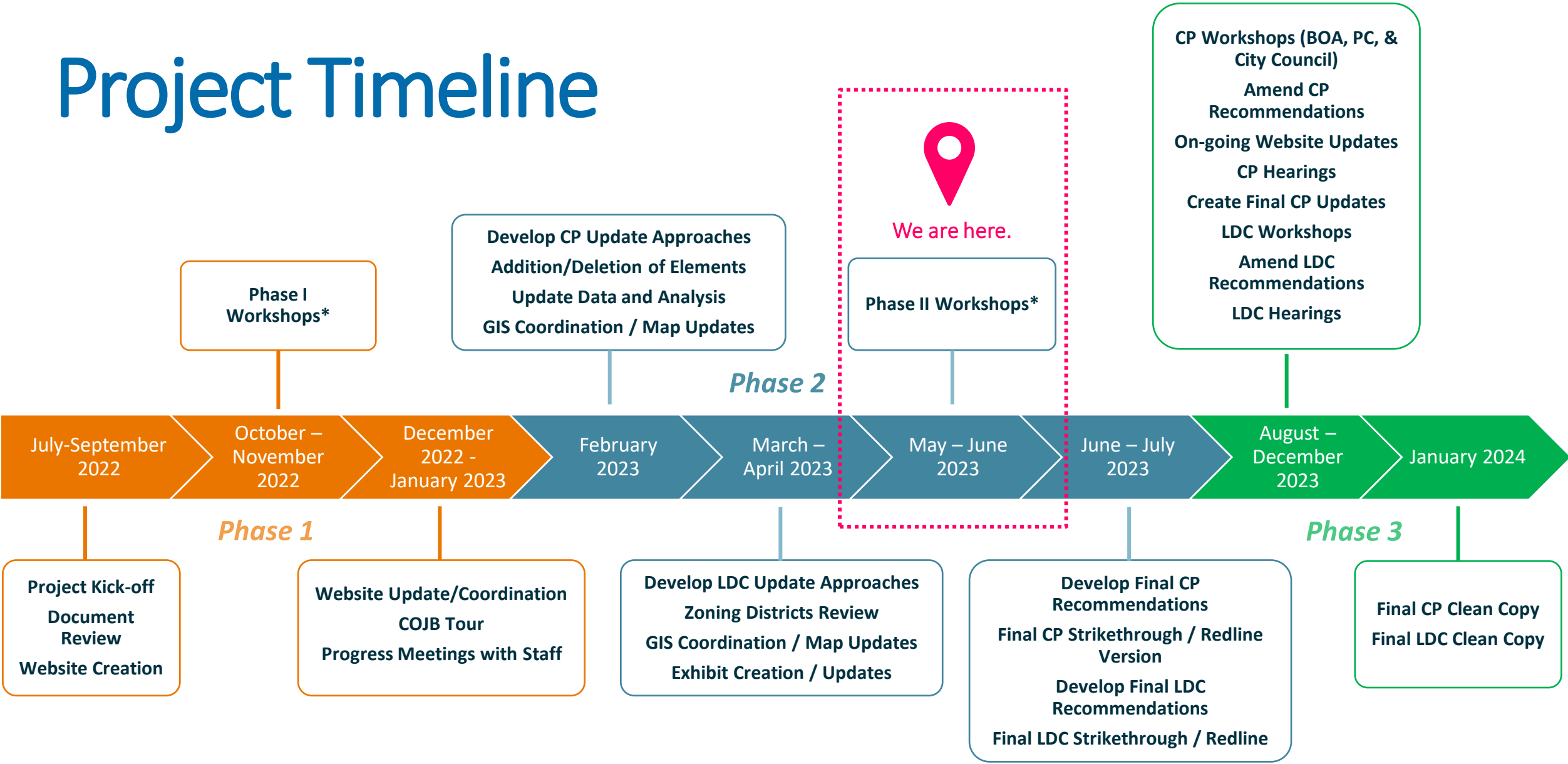
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J U N E 2 0 2 0

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Project Timeline



***Total of Five (5) Workshops: Citizens; BOA, PC & CRA; City Council; Business Owners; City Staff**
 BOA = Board of Adjustments PC = Planning Commission CRA = Community Redevelopment Authority

What is in the works behind the scenes?

- Focusing on redevelopment options
- Expanding and revising the definitions
- Cleaning up both the LDC and the Comprehensive Plan to be more user friendly
- All dimensional standards and zoning district uses will be formatted into tables
- All GIS maps are being updated
- Landscape requirements are being revised and updated to follow best practices

Workshop Agenda



I. Phase I Workshops Recap



II. City Council Land Development Code (LDC) Workshop Recap



III. Proposed Comprehensive Plan Changes



IV. Proposed Land Development Code Changes



V. Feedback From You


Workshops Recap

First Round of Workshops

Contact Us

- Project Email
 - COJComments@kimley-horn.com
- Mark Shelton, AICP
- Dan Knighting, AICP

Visit us online!
COJEngage.com



Vision For The Future

Preservation of Neighborhood Character

Landscaping & Shade Trees

Local, Walkable Retail Areas

Urban Trails

Family Friendly

Parks and Open Space

Biking

Bars

Impervious Surface Ratio (ISR)

Parking

Golf Carts



City Council Workshops

1. Parking
2. Supplemental Standards
3. Zoning

Proposed Comprehensive Plan Changes

Comprehensive Plan

Existing

Proposed

Goal → **Vision**

Objective → **Intent**

Policy → **Strategy**

Comprehensive Plan Elements

Existing

- I. Future Land Use
- II. Transportation
- III. Housing
- IV. Public Facilities
- V. Coastal Management
- VI. Conservation
- VII. Recreation and Open Space
- VIII. Intergovernmental
- IX. Capital Improvements
- X. Public School Facilities

Proposed

- I. Future Land Use
- II. Transportation
- III. Housing
- IV. Public Facilities
- V. Conservation & Coastal Management
- VI. Recreation and Open Space
- VII. Intergovernmental
- VIII. Capital Improvements
- IX. Public School Facilities
- X. Personal Property Element
- XI. Historic Preservation

Future Land Use Element

Existing Goal

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.

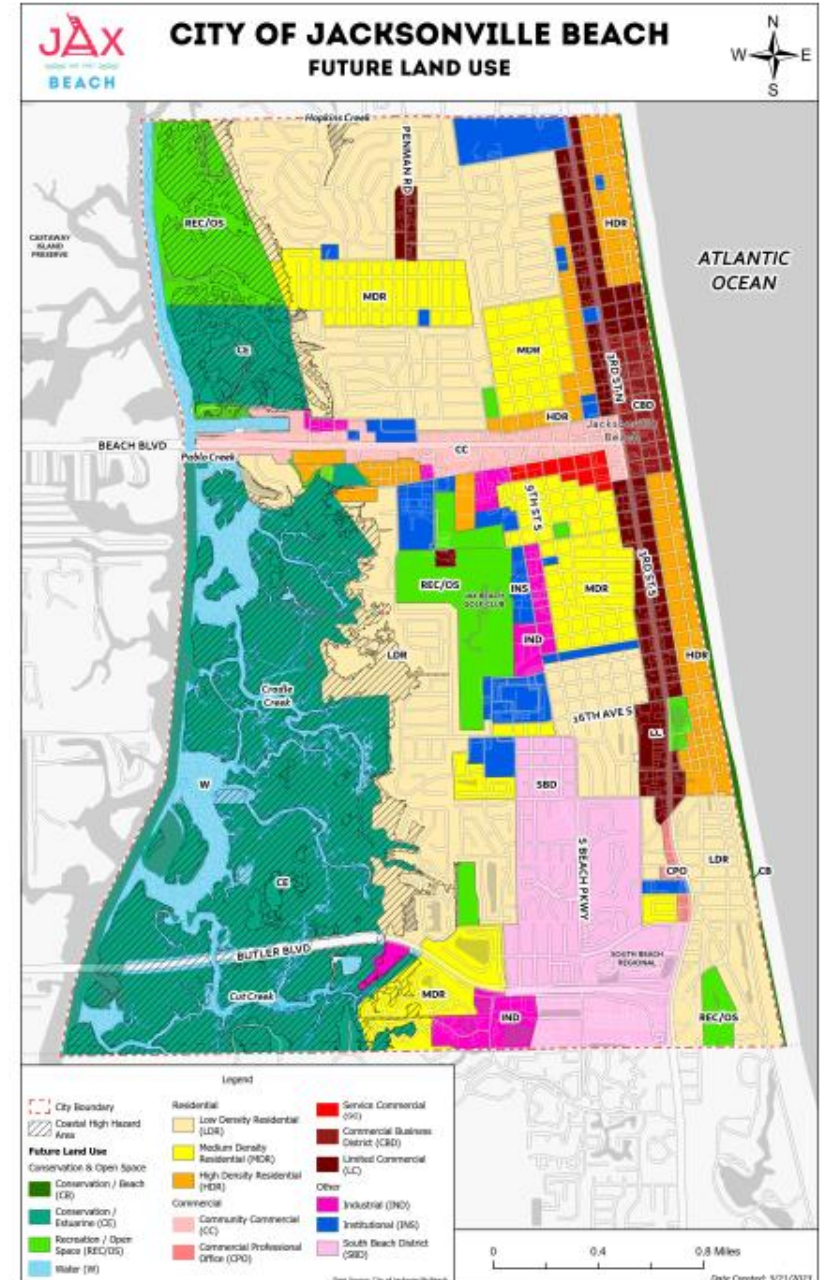
Proposed Vision

*Ensure that the **character, density, intensity and location** of all land uses provide a system for **sustainable smart growth and redevelopment** that enhances the **quality of life and safety** for all residents of the City of Jacksonville Beach.*

Future Land Use Element

Major Changes

- ✓ Removing FAR
- ✓ Detailing the intent of each land use category
- ✓ Adding Marina Mixed-Use Land Use Category
- ✓ Adopt by reference the Urban Trails Map
- ✓ New Future Land Use Map (FLUM)



Transportation Element

Existing Goals

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*

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.

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.

Proposed Vision

*Provide a safe, efficient, and convenient transportation network that **prioritizes non-motorized forms of mobility** for all residents and visitors and is mindful to the **environmental amenities** within the City.*

Housing Element

Existing Goal

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.

Proposed Vision

*The City shall encourage **diverse, safe, sanitary, energy efficient, and affordable** housing options for the City's residents and future residents through cost efficient **intents and strategies.***

Population Projections

Year	2025	2030	2035	2040	2045	2050
Population	24,176	24,777	25,265	25,583	25,834	26,087
Increase as a Percentage		0.97%	0.98%	0.98%	0.98%*	0.98%*

** Assumed growth rate based on population trends.
Source: Estimates and projections by Shimberg Center for Housing Studies, based on 2000 and 2010 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida*

City of Jacksonville Beach needs to accommodate a population increase of
~2,000 people by 2050.

It is possible this number could be higher, as the population projections are likely to have been skewed by COVID-19.

Housing Data

Workforce/Affordable Housing Incentives:

- Density Bonus
- Parking Reductions (near bus stops)
- Expedited Plan Review

Owner-Occupied Units by Value 2017-2021 5-Year Estimates	City of Jacksonville Beach		Duval County	
	Units	Percent	Units	Percent
Less than \$50,000	104	1.5%	12,783	5.8%
\$50,000-\$99,999	97	1.4%	22,988	10.4%
\$100,000-\$149,999	264	3.7%	29,343	13.3%
\$150,000-\$199,999	163	2.3%	38,189	17.2%
\$200,000-\$299,999	858	12.0%	59,635	26.9%
\$300,000-\$499,999	3,336	46.6%	40,359	18.2%
\$500,000-\$999,999	1,880	26.3%	13,963	6.3%
\$1,000,000 or more	454	6.3%	4,189	1.9%
Total	7,156	100%	221,449	100%

The median home value in the City of Jacksonville Beach is \$402,700 as compared to \$211,200 in Duval County.

Conservation & Coastal Management Element

Existing Goals

Coastal Management:

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

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

By April 1, 1991,.....

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

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

Conservation:

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.

Proposed Visions

*The City shall encourage the **protection, preservation, and enhancement** of its natural environment to maintain or enhance air quality, water quality, vegetative communities, wildlife habitats and the natural functions of soils, fisheries, wetlands and estuarine marshes.*

*The City shall ensure the development and **redevelopment** of property through principles, strategies, and **engineering solutions** that reduce flood risks which result from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of **sea-level rise**.*

*The City shall **maintain and improve** the public access, level of service and **resiliency** of public land use along the shorelines and coastal resources of the City.*

Recreation & Open Space Element

Existing Goal

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

Proposed Vision

*The City shall provide and encourage well planned, **active and passive** recreation and open space ensuring a **comprehensive system of parks**, recreational facilities, and open space that meets the health, safety and welfare needs of the City residents and visitors and which **enhances the natural environment of the City.***

Historic Preservation Element

Proposed Visions

The City shall encourage the protection of the City's cultural heritage by way of identification, documentation, and preservation of its archaeological, architectural, historic, and cultural resources.

The Planning and Development Department should encourage the City to become a Certified Local Government (CLG).



Proposed LDC Changes

Parking

Parking Reductions	<i>Reductions for multi-modal transportation, landscaping, etc.</i>
Flexibility	<i>Flexibility for staff to make a determination on adequate parking for the proposed use and location.</i>
Payment in Lieu of	<i>Revising the payment in lieu of option to be more practical.</i>
Boat Parking	<i>Limiting the maximum number of parked boats to two (2) per residence.</i>
Restaurant Parking	Reductions allowed in the Central Business District (Downtown) only.



Parking Reductions

Off-Street Parking Reductions		
	Central Business District (CBD)	All other zoning designations*
Bicycle Parking	Maximum off-street parking reduction of ten (10) percent. One (1) percent reduction for every two (2) bicycle parking spaces.	Maximum off-street parking reduction of five (5) percent. One (1) percent reduction for every two (2) bicycle parking spaces.
Compact, EV, and/or Golf Cart Parking	Maximum off-street parking reduction of ten (10) percent. One (1) percent reduction for every (1) compact or golf cart parking space.	Maximum off-street parking reduction of five (5) percent. One (1) percent reduction for every (1) compact or golf cart parking space.
Motorcycle Parking	Maximum off-street parking reduction of five (5) percent. One (1) percent reduction for every (1) motorcycle parking space.	Maximum off-street parking reduction of five (5) percent. One (1) percent reduction for every (1) motorcycle parking space.
Pervious Parking Area	Maximum off street parking reduction of five (5) percent. One (1) percent reduction for every (1) standard vehicular pervious parking space.	Maximum off street parking reduction of five (5) percent. One (1) percent reduction for every (1) standard vehicular pervious parking space.
Proximity to Public Parking (<0.25 mile)	Off-street parking reduction of ten (10) percent.	Off-street parking reduction of five (5) percent.
Proximity to Urban Trail (<300 ft.)	Off-street parking reduction of ten (10) percent.	Off-street parking reduction of five (5) percent.
Enhanced Landscaping	Provide (1) shade tree and reduce (1) parking space	Provide (1) shade tree and reduce (1) parking space
MAXIMUM REDUCTION	Fifty (50) percent.	Thirty (30) percent.

*Excluding restaurant uses.

Residential Lot Coverage

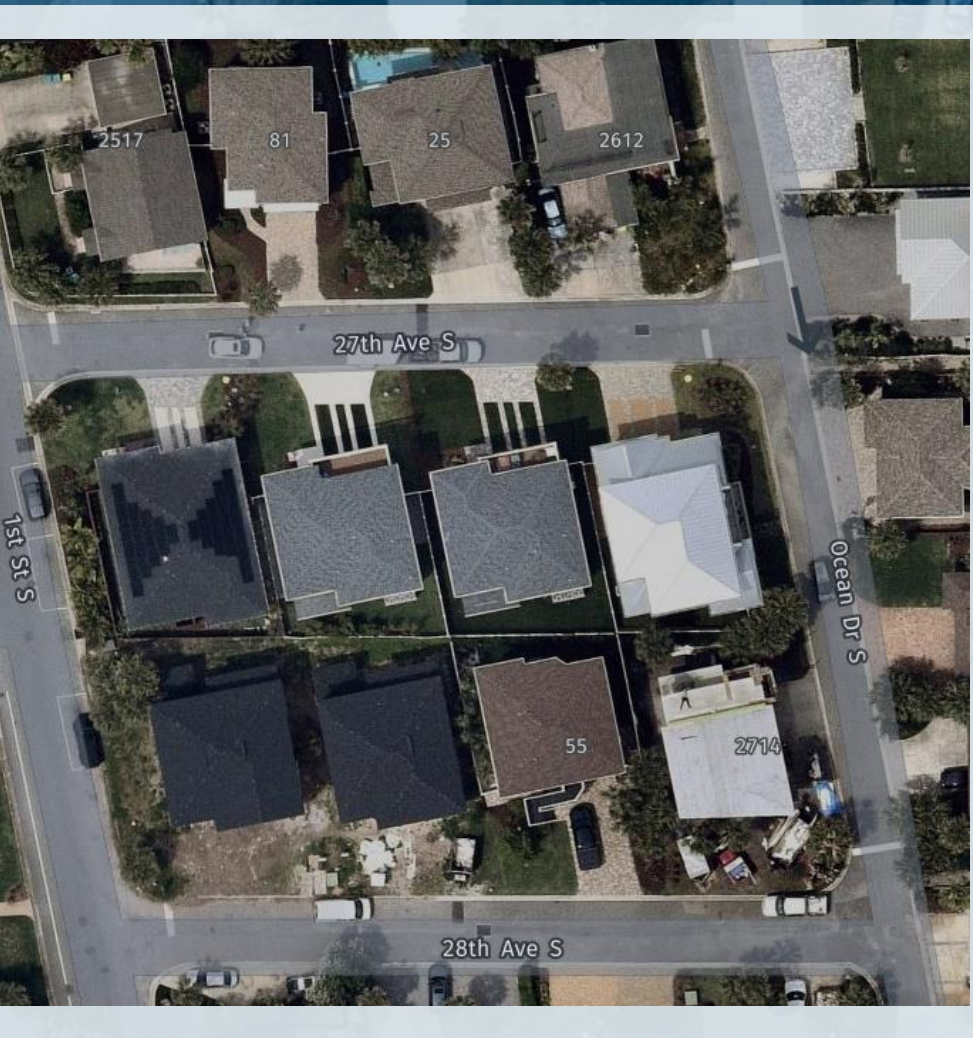
	Existing	Proposed
Lot Coverage	35%	35% (all structures with a roof)
Impervious Surface Ratio (ISR)	-	50%



Residential Lot Standards

	Total Lots	Average Area (Square Feet)	Existing Minimum Lot Area (Square Feet)	Existing Setbacks (Front/Side/Side/Rear)
RS-1 (Single-Family)	3,233	*28,560 sf	10,000 sf	25'/10'/10'/30'
RS-2 (Single-Family)	2,412	7,445 sf	7,500 sf	20'/5'/10'/30'
RS-3 (Single-Family)	549	6,672 sf	6,000 sf	20'/5'/10'/30'
			6,000 sf	20'/10'/10'/30'
			4,000 sf	20'/0'/15'/20'

* Median RS-1 lot size is 9,113 square feet



Prevailing Setbacks

Pending administrative approval, setbacks can be reduced to match the prevailing setbacks, therefore preserving the ocean view for properties.

Townhomes

Increasing the minimum width of townhomes west of 3rd St. from 15ft. to 24 ft.

- *24' will permit a two-car garage, and therefore a two-car driveway*

Townhome definition revised to permit townhomes to be attached by a breezeway or wall.



Accessory Dwelling Units (ADU)

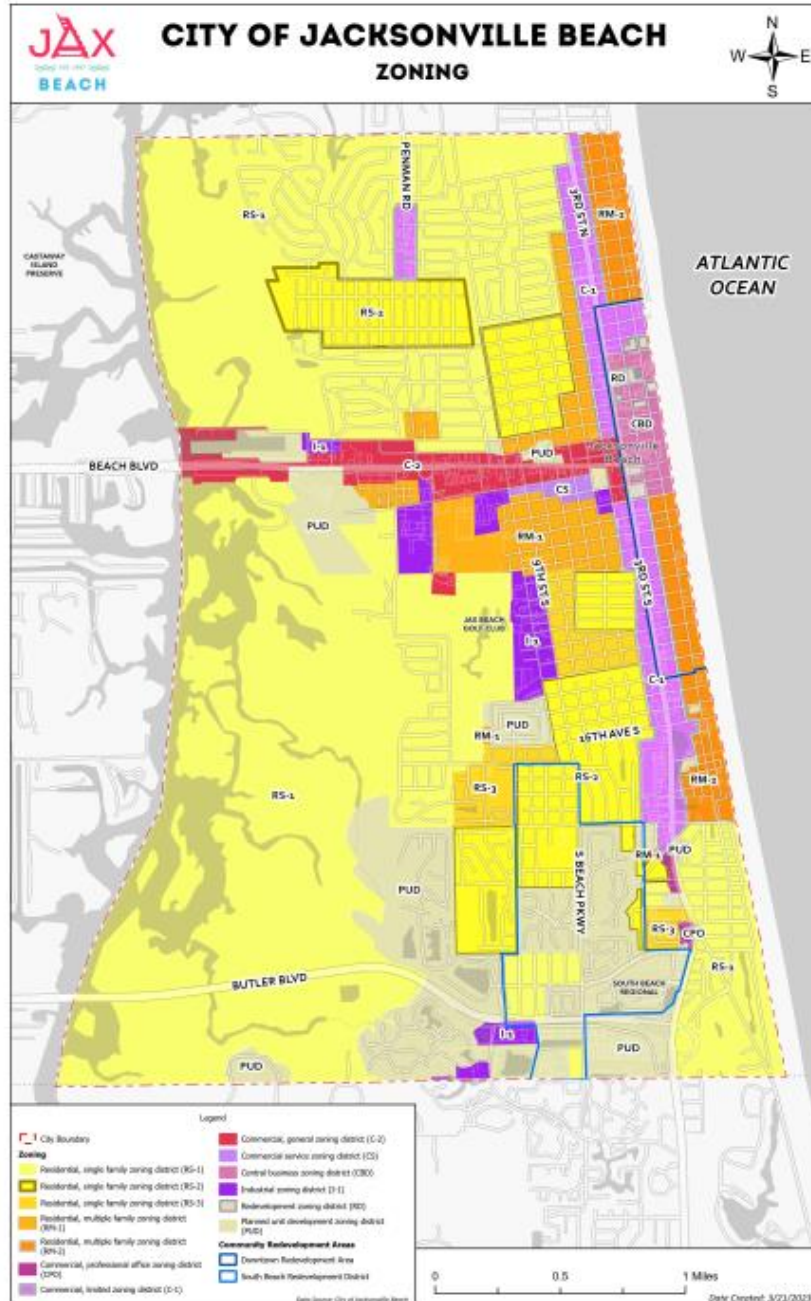
- Permitting accessory dwelling units as a conditional use in multi-family zoning districts for single-family properties.
 - Helps address workforce/affordability
 - Preserves the character of neighborhoods
 - Fail safes in place (ISR, Lot Coverage, etc.)
 - Would not increase density, they are already allowed these units
- Conditions:
 - Size: Maximum of 50% of the principal residence (accessory)
 - The garage for the single-family home must be maintained
 - Must meet applicable zoning district setback and lot size requirements
 - Minimum Lot Size: Require a lot size of a minimum of 5,000 square feet
 - Parking: Must provide one (1) parking space exclusively for the ADU



Revised Conditional Use Standards

Clarifying Supplemental Standards

1. Alcohol Establishment Proximity
2. Boats and RVs
3. Fences
4. Outdoor Restaurants
5. Balcony Encroachments
6. Hardscaping



Zoning

- Modifying the Commercial Service (CS) zoning designation to be more appropriate.
- Making a user-friendly GIS Zoning Map.
- Revising some existing RS-1 zoning to the more appropriate RS-2 zoning that more appropriately fits what is on the ground.



Proximity to alcohol in the CBD

Revising the distance between liquor/bar licensed establishments in the CBD to reflect what currently exists

- Enables bars in the CBD to remodel and improve their appearance because they will no longer be legal non-conforming per the distance requirement
 - Currently the code requires 500 ft. between liquor/bar licensed establishments
- Currently there are 10 liquor/bar licenses in the City
- Revising the distance WILL NOT result in more bars

Zoning District Matrix

- ✓ Permitted Uses
- ✓ Conditional Uses
- ✓ Additional Restrictions

CITY OF JACKSONVILLE BEACH SECTION 34 ZONING CODE LAND USE MATRIX

Land Use	RS-1	RS-2	RS-3	RM-1	RM-2	CPO*	C-1*	C-2*	CS*	CBD*	I-1
Adult Day Care Services				C	C	C	P	P	P		
Amusement Parks							C			P	
Amusement & Recreational Services							P	P		P*/C*	
Automotive Rental & Leasing							P	P	P	P	
Automotive Repair							C*	C	P		P
Auxiliary Dwelling Unit							P			P	
Bars, Lounge, Nightclub & Tavern							C*	C*		C*	
Beauty & Barber Shops						C		P		P	
Boat Building									P		P
Boat Repair Shops								C	P		P
Building Contractors									P		P
Business Service Establishments						P*/C*	P	P	P	P	P
Camps & RV Parks							C	C			
Carwashes							C	P	P		P
Cemeteries	C	C	C	C	C	C	C	C			C
Child Day Care Services		C*	C*	C*	C*	C*	P*	P*	P*	P*	
Civic, Social & Fraternal Organizations			C	C	C	C			P		
Commercial Printing							C	P	P		P
Commercial Recreational Facilities							C	C			
Communications & Utility Services									P		P
Community Centers				C	C						
Convenience Stores											C
Craft Distillery								C			C
Dance Studios						C		P		P	
Drive-In Theatre							C	C			
Educational Services							C	C			C
Electrical Repair Shops							P	P	P		P
Essential Public Services	P*	P*	P*	P*	P*	C*	C*	C*		P*	P*
Family Social Services								P			
Financial Institutions				C	C	P	P	P		P	P
Firearms Manufacturing & Retail Sales											C
Florists						P					
Foster Homes			P*/C*	P*/C*	P*/C*						

An aerial photograph of a bustling beach scene. The foreground shows a wide expanse of golden sand with numerous people scattered across it, some sitting on towels or blankets. The ocean waves are breaking gently onto the shore. A long wooden pier extends from the beach into the water. In the background, there are several multi-story buildings, including a prominent white building with a dome, and a tall construction crane. The overall atmosphere is bright and sunny.

Feedback Time!

Urban Trails Master Plan

LDC & Comprehensive Plan Recommendations:

1. Adoption and Utilization of Official Map
2. Trail Frontage Development Standards
3. Construction Contribution Requirements
4. Trailside Landscaping & Hardscaping Standards
5. Bicycle Parking
6. Trail Construction Standards
7. Waiver from Minimum Standards

PROPOSED NETWORK MAP

