City Council Workshop

City of Jacksonville Beach Comprehensive Plan
& Land Development Code Update

Wednesday, June 7th, 2023

JAX
BEACH

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.
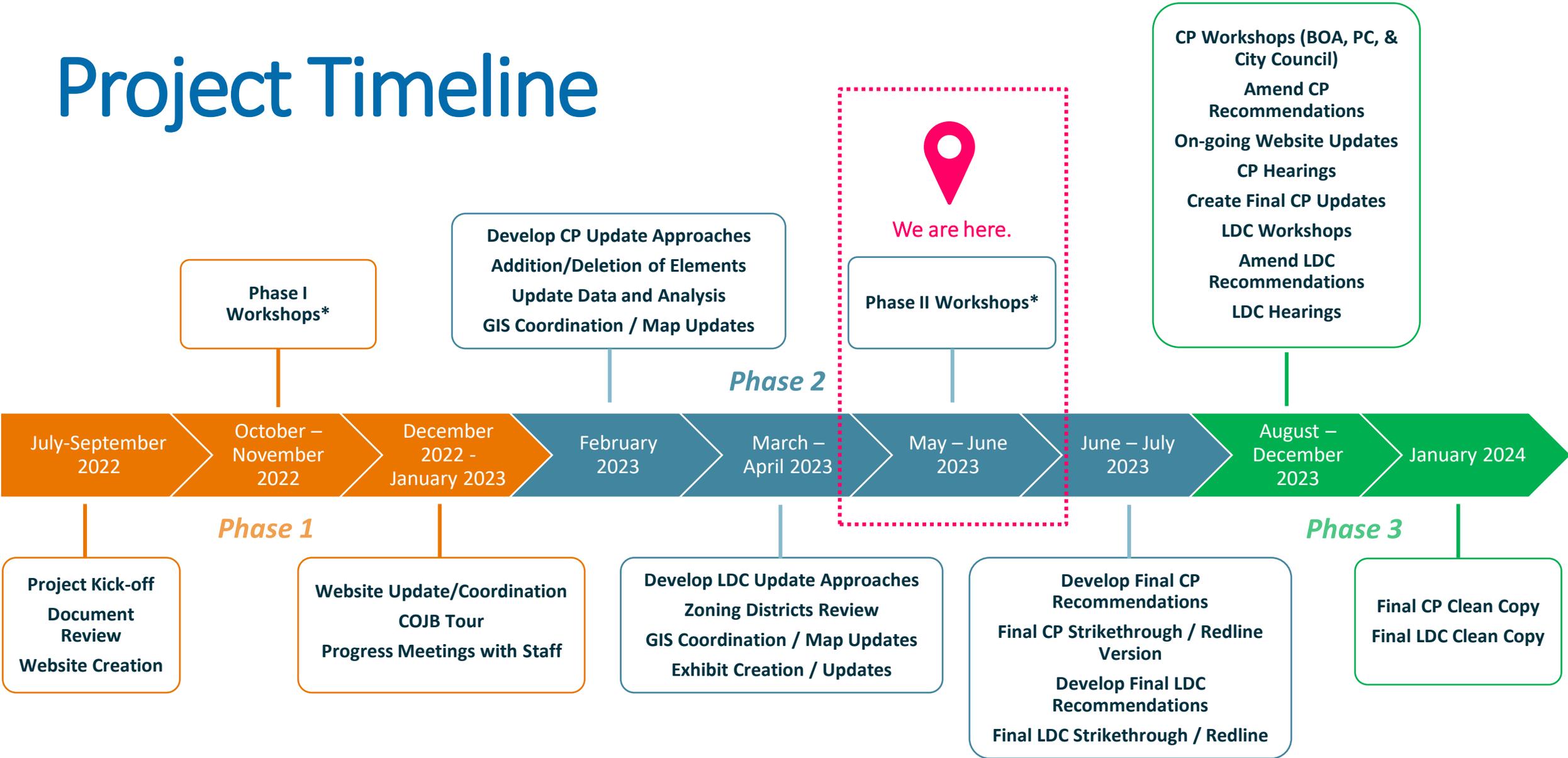

JACKSONVILLE BEACH, FLORIDA

FIRST COAST'S FINEST BEACH

2030 COMPREHENSIVE PLAN

JUNE 2020

Jacksonville Beach Planning and Development Department
11 N. 3rd. S.t - City Hall
Jacksonville Beach, FL, 32250

(904) 247-6231   planning@jaxbchfl.net

Project Timeline

Phase I Workshops*

Develop CP Update Approaches
Addition/Deletion of Elements
Update Data and Analysis
GIS Coordination / Map Updates

We are here.

Phase II Workshops*

CP Workshops (BOA, PC, & City Council)
Amend CP Recommendations
On-going Website Updates
CP Hearings
Create Final CP Updates
LDC Workshops
Amend LDC Recommendations
LDC Hearings

Phase 2

July-September 2022	October – November 2022	December 2022 - January 2023	February 2023	March – April 2023	May – June 2023	June – July 2023	August – December 2023	January 2024

Phase 1

Phase 3

Project Kick-off
Document Review
Website Creation

Website Update/Coordination
COJB Tour
Progress Meetings with Staff

Develop LDC Update Approaches
Zoning Districts Review
GIS Coordination / Map Updates
Exhibit Creation / Updates

Develop Final CP Recommendations
Final CP Strikethrough / Redline Version
Develop Final LDC Recommendations
Final LDC Strikethrough / Redline

Final CP Clean Copy
Final LDC Clean Copy

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. Proposed Comprehensive Plan Changes and Feedback

II. Proposed Land Development Code Changes and Feedback

Proposed Comprehensive Plan Changes & Feedback

2050 Comprehensive Plan
How do you feel about the proposed changes?

	✔ **Yes** I support this change.	✘ **No** I do not support this change.	📝 **Post-It** Please leave any comments.
Floor Area Ratio (FAR) *Eliminating FAR requirements.*			
Workforce/Affordable Housing *Adding density, expedited permit review time, and/or parking reduction incentives for workforce and affordable housing developments.*			
Commercial Uses *Allowing commercial uses in multi-family land use designations.*			
Historic Preservation *Adding a historic preservation element.*			
Vision, Intent, & Strategies *Revising goals, objectives, and policies to visions, intents, & strategies.*			

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Comprehensive Plan

Existing	Proposed
Goal ⟶	Vision
Objective ⟶	Intent
Policy ⟶	Strategy

Vision, Intent, & Strategies

VISION, INTENT, AND STRATEGIES

Revising goals, objectives, and policies to visions, intents, and strategies.

■ YES ■ NO
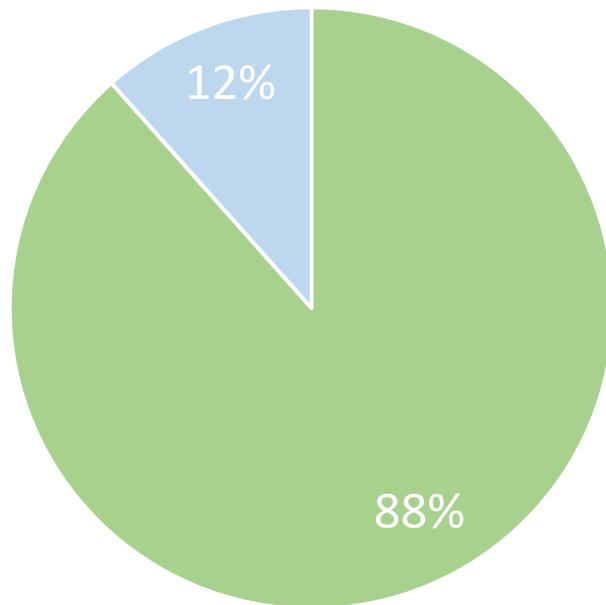
COMMENTS

- *Don't use bendable language. Must be clear and concise.*

- *These should be reviewed on a regular basis and revised as needed. Eliminate the subjective language.*

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
  ✓ Making the comprehensive plan consistent with the LDC by allowing commercial uses in multi-family land uses by conditional use only

✓ Adding Marina Mixed-Use Land Use Category

✓ Adopt by reference the Urban Trails Map

✓ New Future Land Use Map (FLUM)
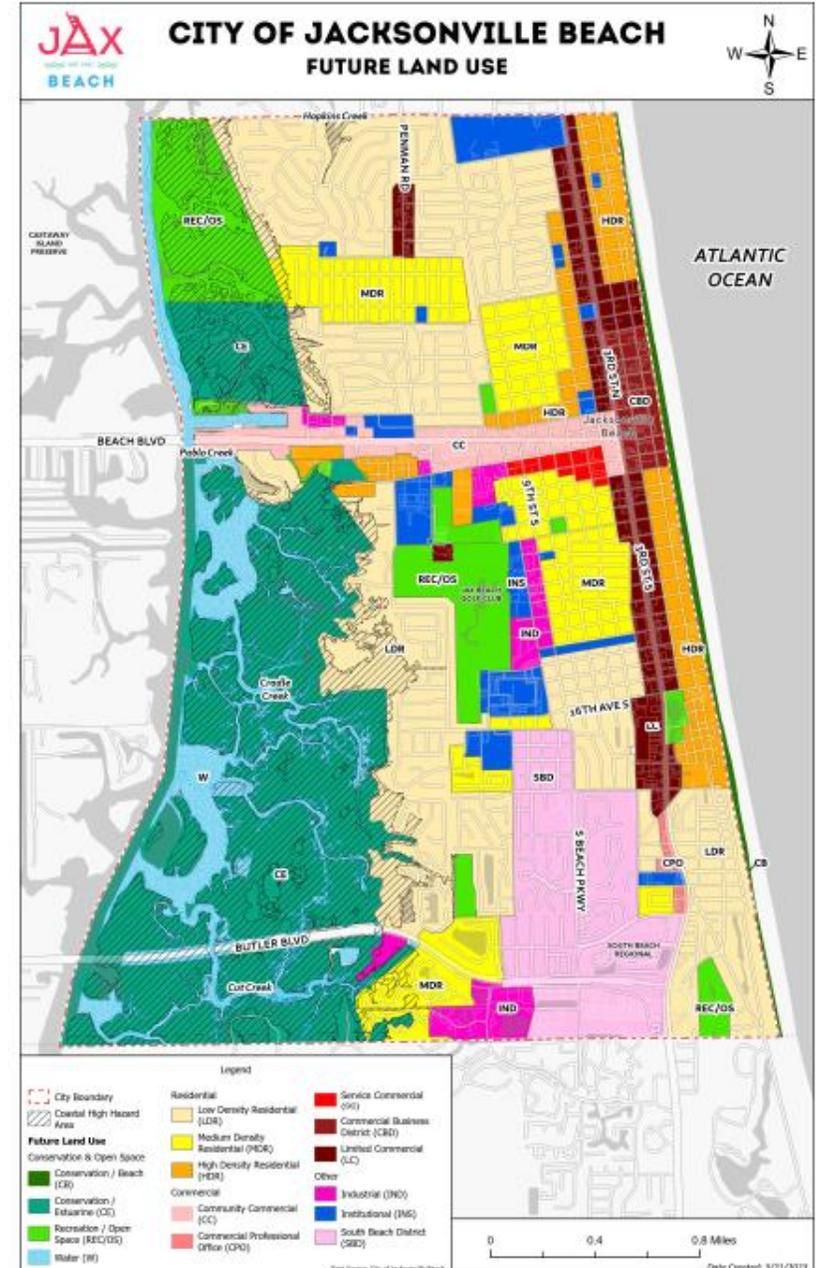
Floor Area Ratio (FAR)

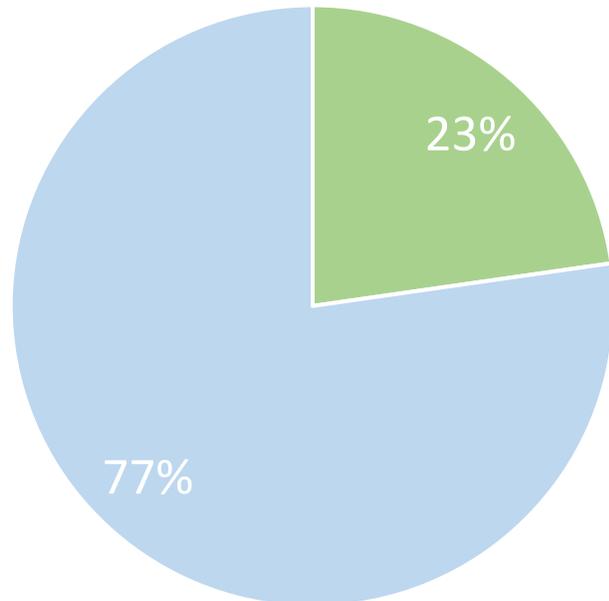FLOOR AREA RATIO (FAR)
Eliminating FAR Requirements

■ YES ■ NO

20%

80%
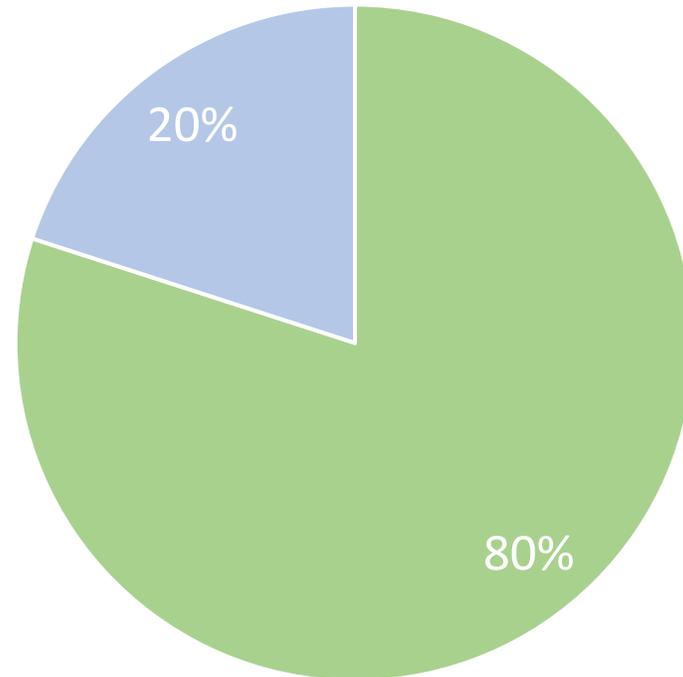
Commercial Uses

COMMERCIAL USES
Allowing commercial uses in multi-family land use designations.

■ YES ■ NO

23%

77%

- *It depends on what type of commercial.*

- *Remove this all together from the LDC.*

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.

Workforce/Affordable Housing

WORKFORCE/AFFORDABLE HOUSING

Adding density, expedited permit review time, and/or parking reduction incentives for workforce and affordable housing developments.

■ YES ■ NO

55%

45%
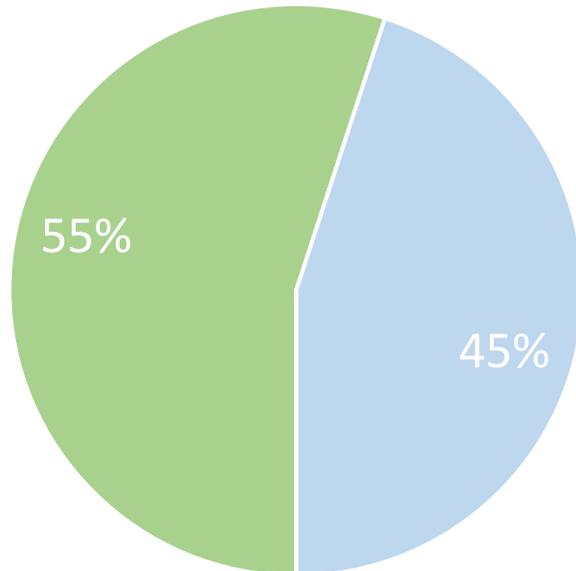
COMMENTS

- *Greater density in traffic. Won't be affordable anyway. Creates greater density and traffic conflicts. Workforce does not equal affordable - 2 different definitions. Not interested in additional density unless traffic is addressed.*

- *No to Density; Yes to Expedited Review; Yes to Incentive Parking Reduction.*

- *Needs to be on a case-by-case basis.*

- *Workforce and affordable housing are two different things. In any case, I oppose increased density in the city.*

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).

Historic Preservation

HISTORIC PRESERVATION
Adding a historic preservation element.

■ YES ■ NO

86%

14%
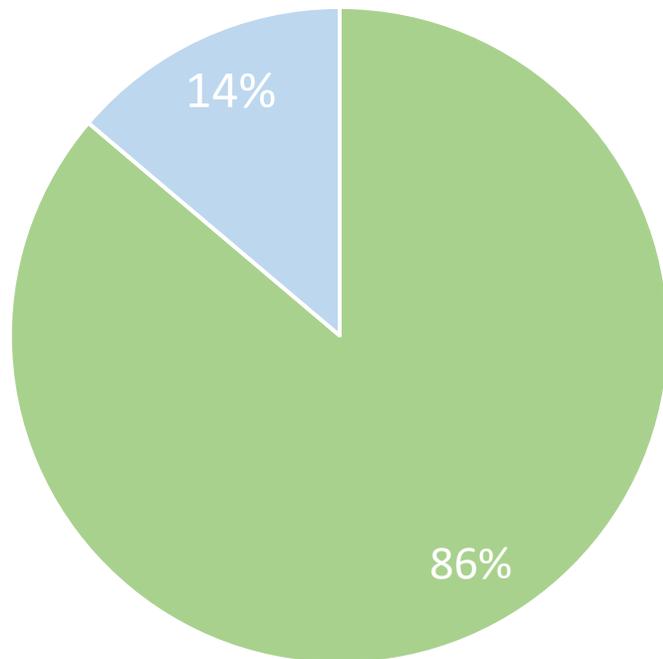
COMMENTS

- *City is too new for this element.*

Proposed LDC Changes & Feedback

Land Development Code
How do you feel about the proposed changes?

✓ Yes
I support this change.

✗ No
I do not support this change.

📝 Post-It
Please leave any comments.

Residential Lot Coverage
Revising lot coverage to 35% and impervious surface ratio (ISR) to 50%.

Boat Parking
Limiting the maximum number of parked boats to two (2) per residence.

Planned Unit Developments (PUDs)
Adding minimum requirements and application criteria for PUDs.

Commercial Service (CS) Zoning
Revising the CS zoning designation to remove uses that historically have not been used.

Accessory Dwelling Units (ADUs)
Permitting ADUs as a conditional use in multi-family zoning districts for only single-family properties.

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Land Development Code
How do you feel about the proposed changes?

✓ Yes
I support this change.

✗ No
I do not support this change.

📝 Post-It
Please leave any comments.

Townhomes
Increasing the minimum townhome width west of 3rd St. to 24 ft., thereby creating room for a two-car garage and driveway.

Townhomes
Permitting townhomes to be connected by a breezeway or a shared wall.

Proximity to Alcohol
Revising the required distance between bars in the CBD to match what currently exists.

Outdoor Seating in the CBD
Removing the 50% limit on outdoor restaurant seating in the CBD.

Minimum Lot Size & Setbacks
Revising residential minimum lot sizes and setbacks to reflect what currently exists.

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Land Development Code - *Parking*
How do you feel about the proposed changes?

✓ Yes
I support this change.

✗ No
I do not support this change.

📝 Post-It
Please leave any comments.

Payment in Lieu of
Revising payment in lieu of option to be a more feasible rate, and therefore, a more utilized option.

Parking Reductions
Reduction for code-exceeding landscaping, pervious parking, EV, Golf Cart, and/or Bicycle parking.

Proximity Parking Reductions
Reduction for proximity to public parking (<0.25 miles) and/or urban trail access (<300 ft. or one(1) block).

Flexibility for Staff
Flexibility for staff to make a determination on adequate parking for the proposed use and location.

Maximum Parking Reductions
Central Business District: Max 50% reduction. All other zoning districts (excluding restaurant uses): Max 30% reduction.

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Parking

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

Boat Parking

BOAT PARKING
Limiting the maximum number of parked boats to two (2) per residence

■ YES ■ NO

68%

32%
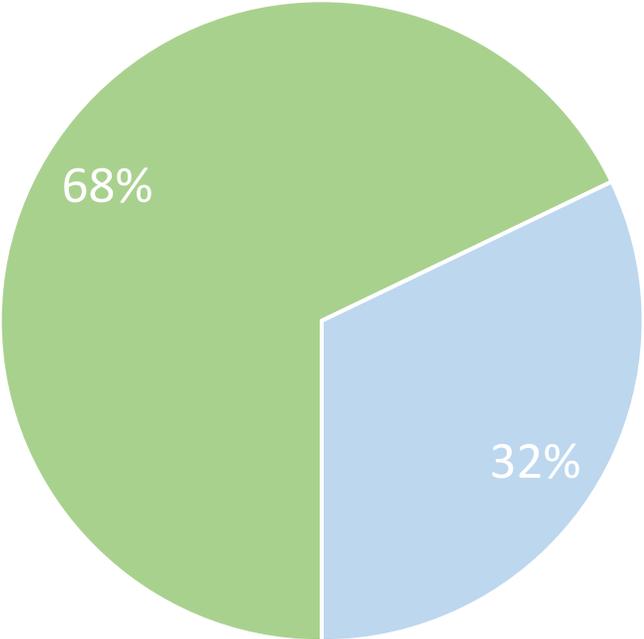
- *Also include RVs greater than 40 ft; one RV or Boat for small lots*

- *One is sufficient for personal use. I think this depends on the lot size and room available. Some houses have plenty of room.*

- *Boats - parked behind a fence.*

- *Include RVs, motorhomes and trailers. Enforce the rule now (cannot extend onto city easement/land).*

- *Max - Only 1*

- *Max - Only 1*

- *Max - Only 1*

Parking – Payment in Lieu of

PAYMENT IN LIEU OF

Revising payment in lieu of option to be a more feasible rate, and therefore, a more utilized option.

■ YES ■ NO

68%

32%
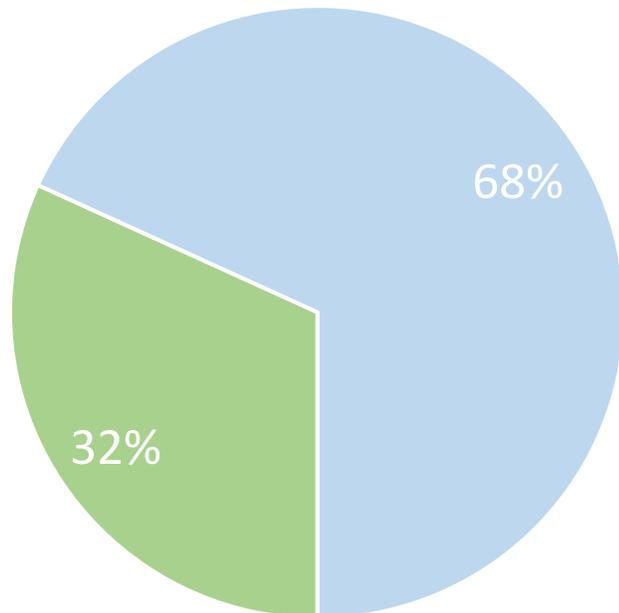
COMMENTS

- *If it a monthly payment, I might vote yes. Payment to garage parking.*

- *It would be better to encourage more bike parking or proximity parking as opposed to paying less.*

- *It should be difficult to get exceptions for required parking. That should not become any easier. If the city doesn't want there to be as much required parking that should be addressed uniformly, not with buy downs or proximity to public parking or alternative credit sources.*

Parking – Flexibility for Staff

FLEXIBILITY FOR STAFF

Flexibility for staff to make a determination on adequate parking for the proposed use and location

■ YES ■ NO

61%

39%
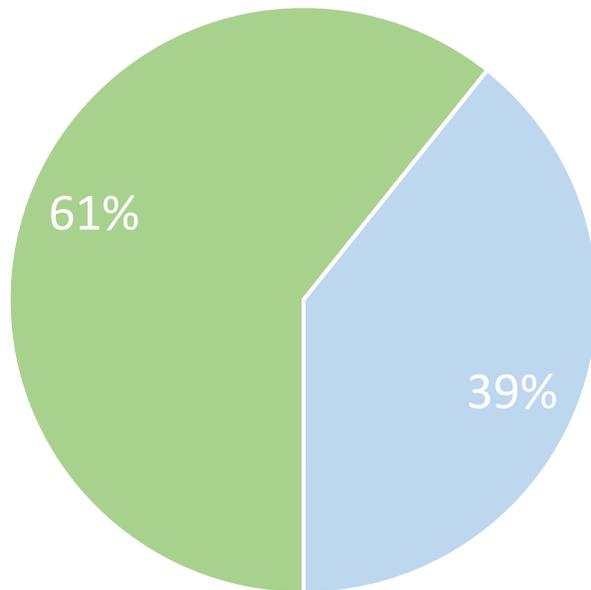
COMMENTS

- *Staff parking difficult to regulate. Seven people do not represent city citizens.*

- *This is too subjective. Rules are created and exception processes need to include public notice and comment.*

- *I think it is important for the public to have an opportunity to be made aware of things in their neighborhood that could affect them and voice concerns their concerns*

Parking Reductions (Commercial Uses Only)

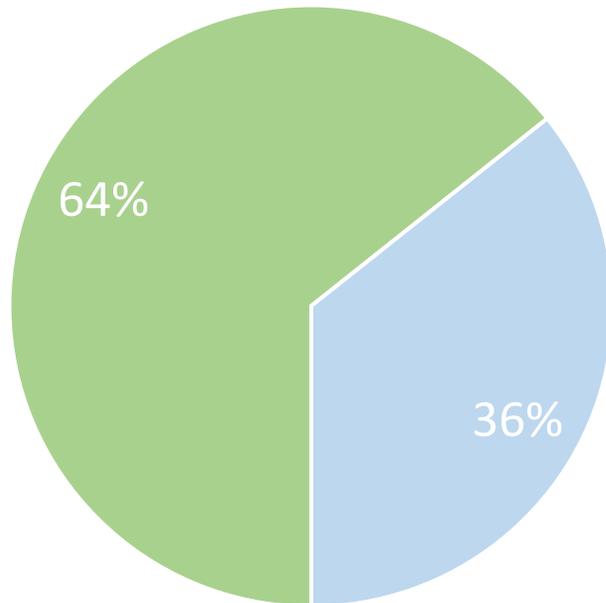| Off-Street Parking Reductions		
	Central Business District (CBD)	All other zoning designations*
Bicycle Parking	Maximum off-street parking reduction of ten (10) percent. One (1) percent reduction for every two (2) bicycle parking spaces.	Maximum off-street parking reduction of five (5) percent. One (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.

Parking – Parking Reductions

PARKING REDUCTIONS
Reduction for code - exceeding landscaping, pervious parking, EV, golf cart, and/or bicycle parking.
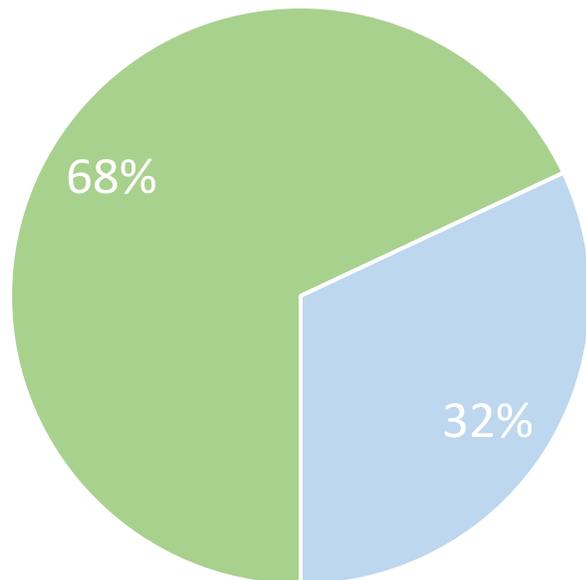
■ YES ■ NO

64%

36%

- *I do not support any reduction to parking requirements.*

Parking – Proximity Parking Reductions

PROXIMITY PARKING REDUCTIONS

Reduction for proximity to public parking (>0.25 miles) and/or urban trail access (>300 ft or one (1) block).

■ YES   ■ NO

68%

32%

COMMENTS

- *Close 1st Street for walkability - trees and bikes. Stop parking on 1st Street; make those spots for bike racks and trees*

- *This undermines a free market. Businesses near public parking do not contribute any more to the maintenance and upkeep of that parking than those further away and should not get special treatment simply because of their proximity*

- *Public parking first needs to be established on a permanent basis (i.e., public parking garage(s), private paid parking)*
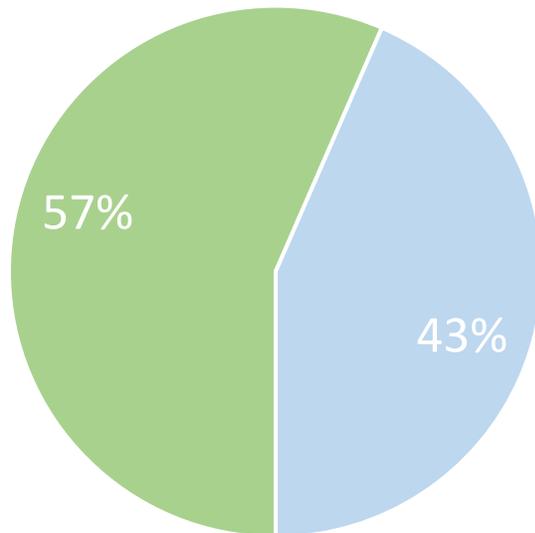
Parking – Maximum Parking Reductions

MAXIMUM PARKING REDUCTIONS
Central Business District: Max 50% reduction.
All other zoning districts (excluding restaurant uses): Max 30% reduction.
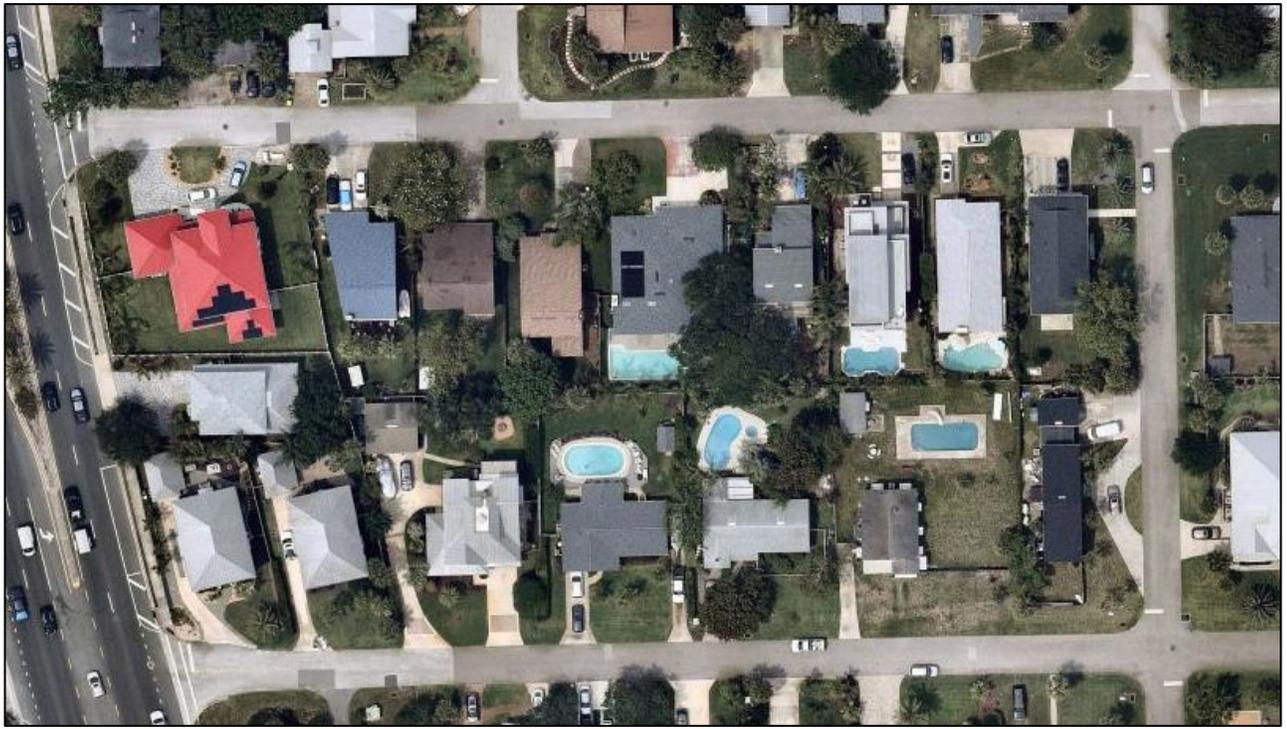
■ YES ■ NO

57%

43%

COMMENTS

- *If it gets traffic out of downtown, do it. CBD yes, other no, parking already overlaps into resident neighborhood.*
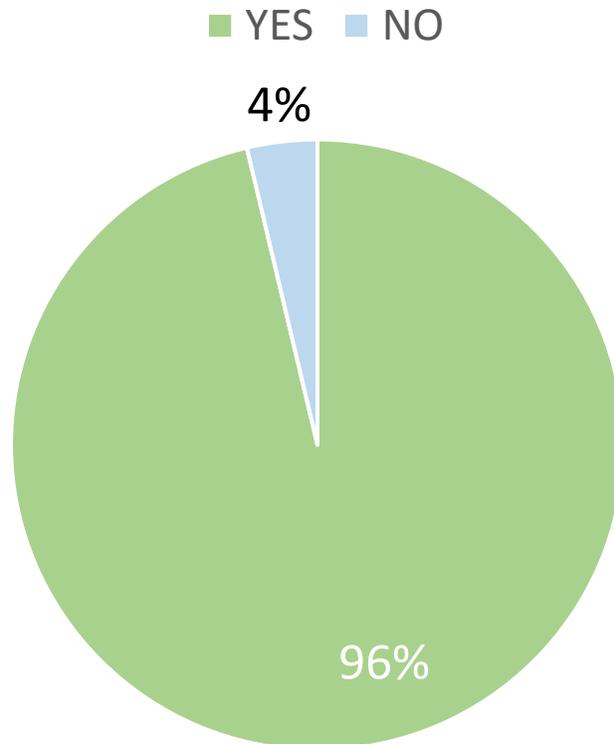
Residential Lot Coverage

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

Residential Lot Coverage

RESIDENTIAL LOT COVERAGE
Revising Lot Coverage to 35% and impervious surface ratio (ISR) to 50%

■ YES ■ NO

4%

96%

COMMENTS

- *Only if you would hold to 35%*

- *Would prefer 50% flat like every other City.*

- *Make it 50% like everywhere else.*

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

Residential Lot Standards

- RS-1 (min 10,000 sf):
  - Average: 28,560 sf
  - Median: 9,113 sf
  - Mode: 6,649 sf

- RS-2 (min 7,500 sf):
  - Average: 7,445 sf
  - Median: 6,250 sf
  - Mode: 6,001 sf

- RS-3 (min 6,000 sf):
  - Average: 6,672 sf
 - Median: 4,971 sf
  - Mode: 4,463 sf

Lot Size (sf)	Count of RS-1 Lots	Count of RS-2 Lots	Count of RS-3 Lots
0-5,000	214	454	281
5,000-10,000	1627	1702	243
10,000-15,000	981	185	18
15,000-20,000	181	36	1
20,000-25,000	77	7	1
25,000-30,000	36	2	0
30,000-35,000	25	2	2
35,000-40,000	12	8	0
40,000-45,000	10	3	0
45,000-50,000	6	1	0

Minimum Lot Size & Setbacks

MINIMUM LOT SIZE & SETBACKS
Revising residential minimum lot sizes and setbacks to reflect what currently exists.

■ YES ■ NO

74%

26%
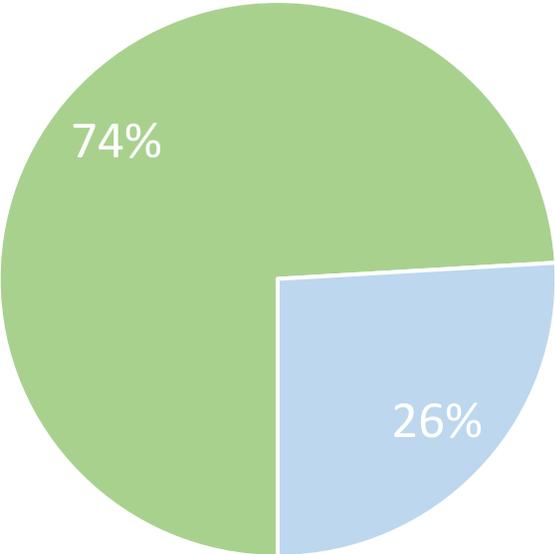
<u>COMMENTS</u>

- *Allow what exists; refuse what is most desired*

- *The purpose is of the comprehensive plan and LDC should be to create a framework for the future of our beach city. Not justify prior decisions as the basis for what will be done going forward.*

- *I am supportive of this being looked over; with the understanding that all of the appropriate amount of research and data is compiled before any changes are presented for discussion*

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*

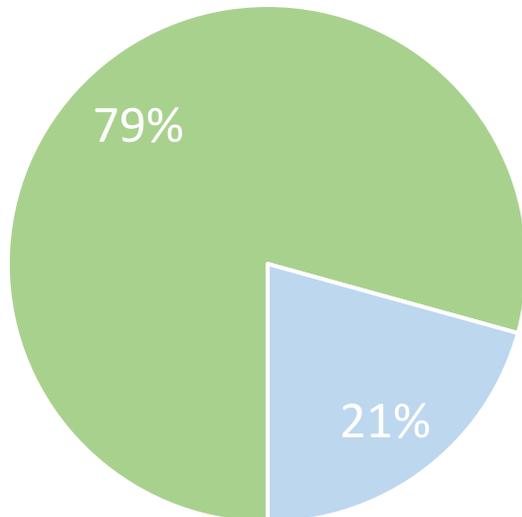Townhome definition revised to permit townhomes to be attached by a breezeway or wall.

Townhomes

TOWNHOMES

Increasing the minimum townhome width west of 3rd Street to 24 ft, thereby creating room for a 2-car garage and driveway

■ YES ■ NO

79%

21%

COMMENTS

- *Require -Car Garage*

- *24-feet is not feasible for development. I do agree with 2-car garage. You could reduce size to 18-feet and get same result.*

- *Reduce side setbacks to allow 20-feet wide town that utilize 2-car garage.*

- *LESS mobile home like townhomes is awesome!*

- *East of 3rd as well.*

- *Require a two-car garage.*

Townhomes

TOWNHOMES
Permitting townhomes to be connected by a breezeway or a shared wall.

■ YES ■ NO

74%

26%
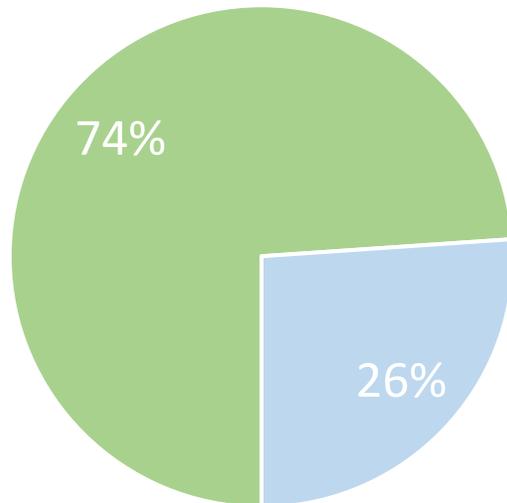
- A shared driveway/breezeway could be difficult for owners when they go to re-fi; will need written permission/document from the other owner, etc.

- YES ! Reduce the image of an apartment community.

- Can we introduce "cottage" product vs using a breezeway to circumvent code restrictions?

- I don't know how I feel about this. It is like allowing a loophole.

- Breezeway should be different category.

- It seems clear that builders are using this breezeway as a work around so they don't have to meet single family home requirements. If the city wants to redefine a townhome so that it can be a stand alone structure that should be drafted and proposed. If the city wants a townhome to be a single structure then a breezeway connection should not be accepted. Adding code approved workarounds for builders is silly.

- This appears to be a code written specifically for today's preferences. You should completely define what a "townhome" should be in the code, not the specific breezeway instances as they are one offs and are not something that should always be deemed allowed

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
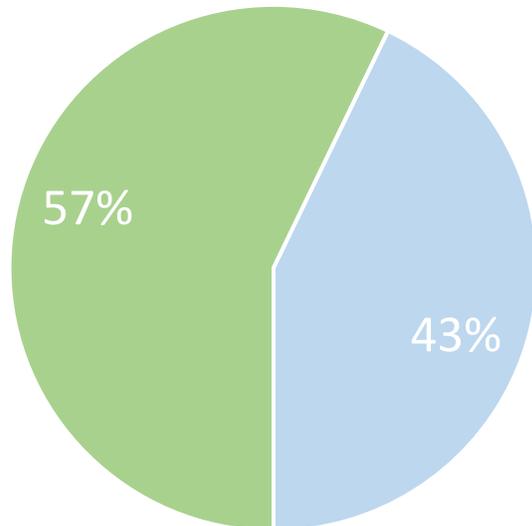 - Parking: Must provide one (1) parking space exclusively for the ADU

DETACHED ADU

Accessory Dwelling Units (ADUs)

ACCESSORY DWELLING UNITS

Permitting ADUs as a conditional use in multi-family zoning districts for only single-family properties

■ YES ■ NO

57%

43%

COMMENTS

- *Limit ADU Height; Check legal problems provisioning MF redevelopment; Adds more cars in traffic to area - higher density*

- *Include a height limit.*

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.

- Adding minimum requirements and application criteria for Planned Unit Developments (PUDs)

Commercial Service (CS) Zoning

COMMERCIAL SERVICE (CS) ZONING
Revising the CS zoning designation to remove uses that historically have not been used
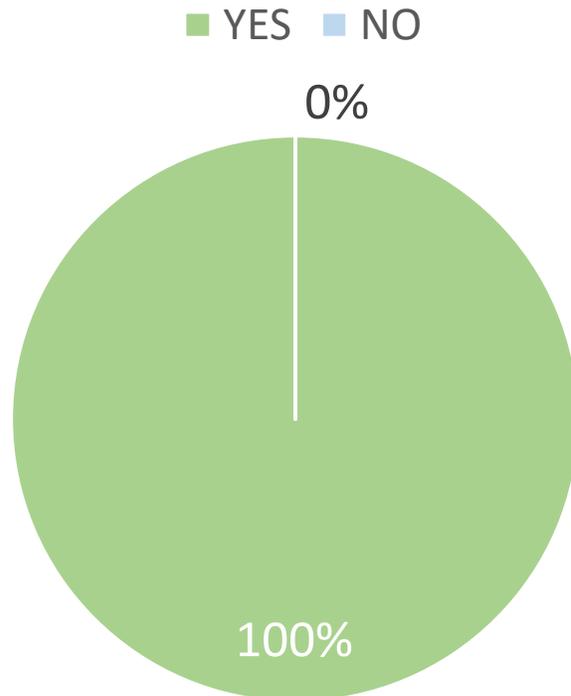
■ YES ■ NO

4%

96%

COMMENTS

- *Yes to modernize to the time of 2023*
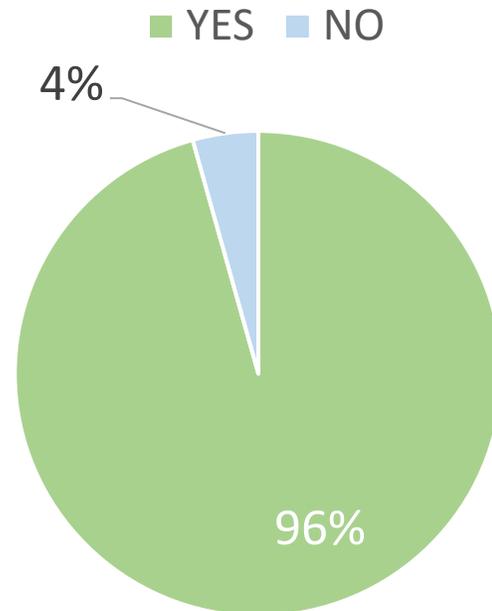
Planned Unit Developments (PUDs)

Planned Unit Developments (PUDs)
Adding minimum requirements and application criteria for PUDs

■ YES ■ NO

0%

100%

- *Base on Character of the Neighborhood*
- *Let's NOT repeat Gonzales Park Townhomes*

Outdoor Seating in the CBD

Existing:

The area of unenclosed, outdoor customer service area of a restaurant shall not exceed fifty (50) percent of the total gross enclosed area of the restaurant

Proposed:

Remove the 50% regulation within the Central Business District (Downtown/CBD)

Removing this regulation encourages flexibility, creativity, and unique restaurant design within the CBD.
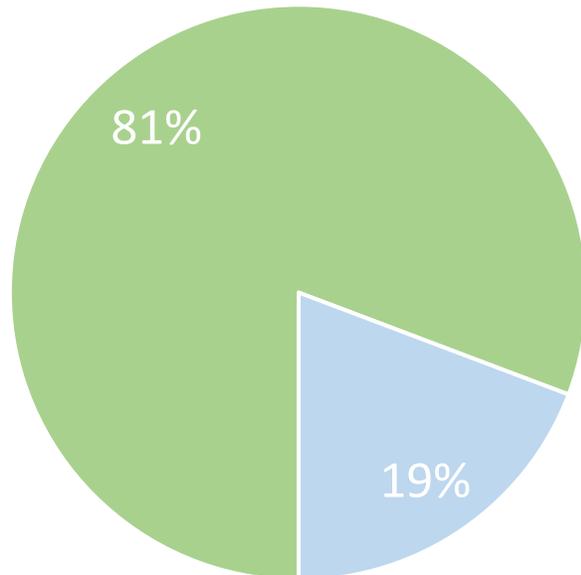
Outdoor Seating in the CBD

OUTDOOR SEATING IN THE CBD
Removing the 50% limit on outdoor restaurant seating in the CBD

■ YES ■ NO

81%

19%

COMMENTS

- *With hours limited (late night); Space limits prohibit free walking thru CBD - Walking only on 1st Street North*

- *Create a walkable, friendly CBD.*

- *I am not sure what the repercussions of this would be.*

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

Proximity to Alcohol

PROXIMITY TO ALCOHOL
Revising the required distance between bars in the CBD to match what currently exists

■ YES ■ NO

12%

88%
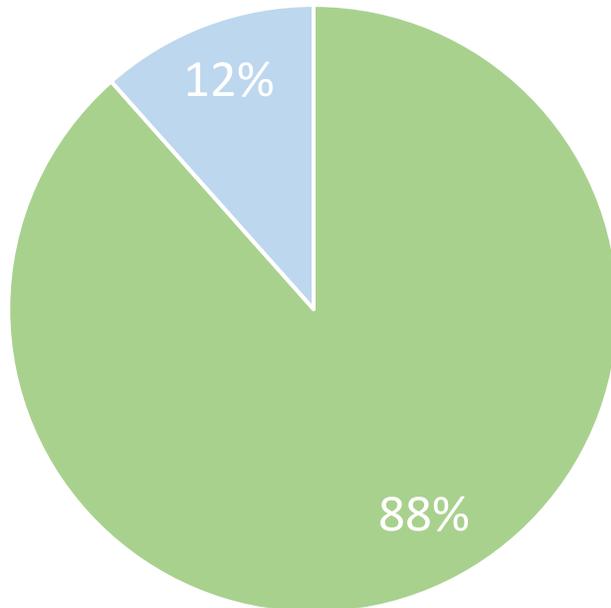
COMMENTS

- *But Only For The Original 10 Quotas*

- *Does not make sense to restrict renovations for existing bars.*

- *The distance limit should be removed entirely.*

- *I would remove the requirement entirely.*

Questions?

Contact Us:

COJBcomments@kimley-horn.com

Visit us online!
COJBupdate.com

JAX BEACH   Kimley»Horn