

City of Jacksonville Beach

2050 Comprehensive Plan

April 2024

DRAFT

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I. Introduction

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Introduction

Planning Timeframes

The Jacksonville Beach 2050 Comprehensive Plan is an update and replacement of the City's former 2030 Comprehensive Plan. The planning timeframes for the 2050 Comprehensive Plan are six years for the short term (2024-2030), and 20 years for the long term (2030 -2050). The *2050 Comprehensive Plan -Data & Analysis* document was prepared in support of the adopted Visions Intents, and Strategies and Maps of the 2050 Comprehensive Plan, and the analyses contained therein are based on this planning horizon and utilized the most current data available at the time of that document's preparation in 2022 and 2023.

Population Projections

Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida ("BEBR") indicate the City of Jacksonville Beach to have a 2021 population of 24,075. The 2020 population estimates were 23,830 which indicate a 1.03% increase in population. The projections estimate a 2025 resident population in Jacksonville Beach of 25,070 residents. Compared to a 2021 population estimate of 24,075, this indicates a 4% increase in population. The population estimates show that the growth rate slows after 2025, however, by 2050 it is projected 27,242 people will reside in Jacksonville Beach. It should be noted that during the data collection years, a global pandemic, as a result of the COVID-19 virus occurred (during 2019-2021) which may skew the population and housing data in this report.

Plan Elements

The 2050 Comprehensive Plan consists of adopted Visions, Intents, and Strategies, together with certain Maps, for the following elements:

- I. Future Land Use
- II. Transportation Element
- III. Housing Element
- IV. Public Facilities Element
 - a. Wastewater Management Subelement
 - b. Solid Waste Subelement
 - c. Stormwater Management Subelement
 - d. Potable Water Subelement
 - e. Ground Water Aquifer Recharge Subelement
- V. Conservation & Coastal Management Element
- VI. Recreation & Open Space Element
- VII. Intergovernmental Coordination Element
- VIII. Capital Improvements Element

- IX. Public School Facilities Element
- X. Property Rights Element
- XI. Historic Preservation Element

Maps

The following Future Condition Maps are also adopted as part of the 2050 Comprehensive Plan:

1. Future Land Use
2. Transportation Concurrency Management Area (TCMA)
3. Functional Classifications of Roadways
4. Potable Water System
5. Conservation Land
6. Coastal High Hazard Area (CHHA)
7. Future Land Use Map with CHHA
8. Waterbodies
9. Florida Land Use Classification System (FLUCCS)
10. Soil & Topography
11. Recreation & Open Space
12. Recorded Historic Structures

II. Definitions

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2050 Comprehensive Plan

Terms & Definitions

Active Recreation – An area that is specifically for physical activity which can be used actively such as an area with workout equipment (indoor or outdoor), dog park, looped sidewalk, jogging/biking path, playground, various sport courts and ball fields, and pools (indoor or outdoor).

Accessory Dwelling Unit (ADU) – A singular dwelling unit that is accessory to the principal dwelling unit on the property. ADUs are smaller in size than the principal dwelling unit and include a full working kitchen. Refer to the City’s Land Development Code for more specific ADU criteria.

Affordable Housing – According to Florida State Statute 420.0004 housing where monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households.

Arterial Roadway – Road which is used to move large volumes of traffic rapidly between population centers, around population centers, or from one section of the urban area to another.

Bikeability – The extent to which the actual and perceived environment is conducive and safe for bicycling.

Coastal High Hazard Area (CHHA) – The area subject to high velocity waters caused by, but not limited to, hurricane wave wash. The area is designated on a FIRM as Zone VE or V.

Collector Roadway – A road designed primarily to connect local streets with arterials or to provide access from residential areas to major destination points such as shopping or employment centers and which may be expected to carry a significant volume of traffic.

Community Park – A larger park meant to serve a larger geographic area than the surrounding neighborhood. These parks are typically between 5-25 acres in size and provide a diverse range of recreation and leisure activities defined to meet a variety of community-based recreation needs.

Community Redevelopment Area (CRA) – A dependent special district in which any future increases in property values are set aside to support economic development projects within that district. The City has two (2) CRA districts (Downtown Redevelopment Area and South Beach Redevelopment Area), in which a five-member board appointed by City Council (Community Redevelopment Agency) is in charge of the redevelopment.

Complete Streets – Complete Streets shall serve the transportation needs of transportation system users of all ages and ability, including but not limited to, cyclists, motorists, transit riders, pedestrians, and freight handlers.

Comprehensive Plan – The comprehensive plan is the guiding document of the City, required per State Statutes, that establishes the visions, intents and strategies for the future economic, social, physical, environmental and fiscal development of the City that reflects community commitments to implement the plan and its elements.

Conservation Protected – All undeveloped estuarine wetland areas, any undeveloped area within a fifty-foot strip upland of the designated estuarine wetland area, the sandy portion of the beach, and any areas

landward of the sandy beach designated by the Federal Emergency Management Agency as lying within a V or velocity coastal hazard zone.

Conservation Restricted – All designated palustrine or upland wetland areas and any areas designated by the Federal Emergency Management Agency as lying within an A or special flood hazard area.

Existing Single Family – A single-family home, in any zoning designation, that existed prior to the adoption of the 2050 Comprehensive Plan.

Historically Significant Housing – The structure must be at least 50 years old. must be associated with a historical event, a significant person, an example of notable architecture, or provide information important to understanding history and prehistory. The land development code will define this further if the City enacts an historic preservation/cultural resources ordinance.

Intent – An objective, what the City hopes to achieve.

Land Development Code (LDC) – Ordinances enacted by the City to regulate any aspect of development and redevelopment. The Comprehensive Plan guides LDC regulations.

Level Of Service (LOS) – An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and relative to the operational characteristics of the facility. LOS shall indicate the capacity per unit of demand for road, potable water supply, sanitary sewer, solid waste collection, stormwater management, or recreation and open space facilities.

Live Local Act – Also known as SB 102, is a Florida Senate bill which makes various changes and additions to affordable housing related programs and policies at both the state and local level.

Local Street – A road used primarily for access to abutting properties within a subdivision.

Missing Middle Housing – Typically refers to a type of residential housing which contains multiple dwelling units in a condensed area such as rows of townhomes, duplexes, triplexes, fourplexes, and bungalow courts.

Mixed Use – A development or redevelopment project containing a mix of compatible uses intended to support diversity in housing, walkable communities, the need for less automobile travel and a more efficient use of land. Uses within a particular mixed-use project shall be consistent with the future land use designations set forth in

Mobility – The ability to freely move or be moved, applicable to all modes of transportation (pedestrian, bicycle, public transit, aviation, private vehicles, etc.). Typically, mobility is used in the context of encouraging alternative modes of transportation to private cars.

Multimodal Transportation – Refers to transportation that considers various modes (walking, cycling, public transit, etc.) and connections, accessibility, and infrastructure among modes.

Neighborhood Park – A smaller park that serves as a social and recreational focal point for a neighborhood. Neighborhood parks are generally 1 to 5 acres in size and accessible by foot or bicycle with a service radius of about 0.5 miles. Typically serves a population of up to 5,000 persons.

Passive Recreation – A form of recreation that is defined as a more relaxing activity, typically emphasizing enjoyment of natural resources and providing a reprieve from the built environment. Examples include

picnic tables, park benches, sunbathing at the beach, open park space existing in its natural form, or visiting a local historical site.

Redevelopment – Any new construction on a site that has pre-existing use(s).

Resilience, resilient, or resiliency planning– The capacity of individuals, communities, businesses, and systems within a City to survive, adapt, and grow no matter the chronic stresses (climate change, affordable housing, food and water shortages, etc.) and acute shocks (natural hazards, coastal hazards, infrastructure failure, etc.) they experience. Resilience planning requires a City to look holistically at their capacities and their risks to prevent and reduce the impact of shocks and stresses on the City’s people, economy, infrastructure, and natural environment.

Smart Growth – Overall approach of development, and conservation strategies, that help the City protect the health and natural environment while making the community more attractive, economically stronger, socially diverse, and resilient to climate change. Smart growth principles include, but are not limited to, promoting infill development, encouraging mixing land uses to promote walkability and bikeability, creating a diversity of housing stock, providing a variety of safe and reliable transportation options, preserving critical environmental areas, and fostering a strong sense of place.

Strategy – A policy detailing how the City is going to achieve the subject vision.

Sustainability – The ability to meet the social, economic, and environmental needs of the present generation without diminishing the ability for future generations to meet their social, economic, and environmental needs. Sustainability, sustainable planning, and sustainable principles require a holistic, systems-thinking approach that considers immediate and long-term impacts.

Transportation Concurrency Exemption Area (TCEA) --

Urban Trail – A multi-use trail, within and throughout the built urban environment, for pedestrians, joggers/runners, bicyclists, roller bladers, and skateboarders.

Vision – Broad-based goals of the City.

Walkability – The ability to safely walk to services and amenities within a reasonable distance, typically defined by pedestrian-oriented infrastructure (pedestrian-scale lighting, first floor commercial uses, activating street frontages, street trees, shade trees, etc.), wide and well-maintained sidewalks, and mixed-use development.

Workforce Housing – As defined by Florida Statutes.

III. Future Land Use Element

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Future Land Use Element

Vision FLU.1

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.

Intent FLU 1.1

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

Strategy FLU 1.1.1 – The City will 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.

Strategy FLU 1.1.2 – The City shall continue to review, revise as necessary, and enforce regulatory measures to promote and enhance the quality of life and visual appearance of the City such as sign controls, tree preservation, landscaping requirements, and nuisance laws.

Intent FLU 1.2

The City shall encourage and promote development and redevelopment that utilizes smart growth policies, resiliency planning, and sustainability principles to improve the character and built environment of the City.

Strategy FLU 1.2.1 – Future multi-family residential development, including single-family attached development, shall provide active recreation for the residential use. Developments proposing three (3) to nine (9) units shall pay in lieu of providing the required active recreation space. Developments proposing ten (10) or more units shall either provide 150 square feet of active recreation per dwelling unit or pay in lieu of providing the required active recreation space. Payment in lieu of is to be determined by the Planning and Development Department and assessed annually.

Strategy FLU 1.2.2 – Future single family residential subdivisions shall provide 250 square feet of active recreation per dwelling unit or pay in lieu of providing the required active recreation space. Payment in lieu of is to be determined by the Planning and Development Department and assessed annually.

Strategy FLU 1.2.3 – 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, pedestrian-scale lighting, benches, bus shelters, wayfinding, and bicycle parking. The City of Jacksonville Beach, in cooperation with the JTA, will determine upgrades and future new locations of public transit shelters and design suitable to the City’s design context, with a goal of upgrading three existing transit stops per year.

Strategy FLU 1.2.4 – New development and redevelopment located adjacent to an existing or planned urban trail shall acknowledge and incorporate the urban trail into their site design through accentuating the trail, providing additional bike parking, and/or enhancing the visual appearance of the development that fronts along the trail.

Strategy FLU 1.2.5 - 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.

Strategy FLU 1.2.6 – Where permitted by the future land use designation, the City shall encourage development of vertically mixed-use buildings that provide office, commercial, and retail uses are on the ground floor so to activate the pedestrian realm and foster a walkable built environment, and residential dwelling units on the second floor and above.

Strategy FLU 1.2.7 – Where there is not an urban trail or existing sidewalk, the City shall require new development or redevelopment projects that front along City or state right-of-way to include a minimum of five-foot wide sidewalks within the public right-of-way, subject to approval by the City of Jacksonville Beach Planning and Development Department.

Strategy FLU 1.2.8 – There shall be no allowable increase in density or intensity of land located in vulnerable areas, as defined in the Coastal High Hazard Area (CHHA) Map.

Strategy FLU 1.2.9 – The City shall prohibit the siting of new adult congregate living facilities, community residential homes, group homes, homes for the aged, hospitals, mobile home parks and nursing homes, as defined in the Land Development Regulations, within the Coastal High Hazard Area (CHHA). Such facilities already existing within the CHHA shall be discouraged from expanding.

Strategy FLU 1.2.10 – Recognizing majority of the City is impacted by the CHHA, the City shall ensure that future development and redevelopment projects are built in accordance with the most recent hazard mitigation techniques and building codes, as defined in the Land Development Regulations.

Strategy FLU 1.2.11 - 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.

Strategy FLU 1.2.12 – 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 visions, intents, and strategies set forth in the Conservation Element.

Strategy FLU 1.2.13 – It shall be the policy of the City that no new 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. This is not applicable to redevelopment of existing building footprints.

Strategy FLU 1.2.14 – 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).

Strategy FLU 1.2.15 – The potential for reducing Vehicle Miles Traveled (VMTs) and GHG emissions should be considered in all location and investment decisions for new public facilities.

Strategy FLU 1.2.16 – The City shall require all new development and redevelopment to comply with the Americans with Disabilities Act (ADA).

Strategy FLU 1.2.17 – The Planning and Development Department shall monitor approaches, innovations and lessons learned regarding planning issues in other communities, including but not limited to resiliency planning, transportation, and affordable housing, and be available to discuss these findings as local strategies are considered in the community and the City of Jacksonville Beach.

Intent FLU 1.3

The City shall encourage and promote infill development and redevelopment.

Strategy FLU 1.3.1 – The City shall promote redevelopment of underutilized or deteriorated properties.

Strategy FLU 1.3.2 – The City shall encourage development and redevelopment at an appropriate scale, form, and density/intensity to support more economical and efficient public bus transit service.

Strategy FLU 1.3.3 – The intensity of development in areas where in-fill development for commercial, office, service, or industrial uses is proposed shall be similar in scale to that of the directly adjacent properties, or as specified in the adopted Community Redevelopment Plans.

Strategy FLU 1.3.4—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.

Strategy FLU 1.3.5 – Future redevelopment activities shall be consistent with sound planning principles, such as the desired community character and the visions, intents, and strategies relating to the development of the land embodied in this element and the comprehensive plan.

Strategy FLU 1.3.6—Future redevelopment activities shall limit negative impacts on the natural environment, including 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.

Strategy FLU 1.3.7 – The City shall support and encourage redevelopment of the core downtown area, also known as the Central Business District (CBD) zoning district boundaries, in accordance with its Downtown Vision Plan and detailed site design regulations. These design regulations shall be incorporated into the *Central Business District: CBD Zoning District* regulations of the Jacksonville Beach Land Development Code, and shall address such aspects as building design and frontage requirements, landscaping, required parking, and location of parking facilities and driveways.

Intent FLU 1.4

The City shall identify and incentivize strategies for preserving residential neighborhood character.

Strategy FLU 1.4.1 – On lots with a single-family residential home within a multi-family zoning designation, the City shall update the LDC to allow accessory dwelling units (ADUs). ADUs shall be subject to conditions specified in the LDC.

Strategy FLU 1.4.2 – The City shall work with private developers to provide residents with a diversity of housing stock that meets the needs of all residents and provides neighborhood character, a sense of place, and a lively community.

Strategy FLU 1.4.3 – The City will encourage retention of existing building stock in established neighborhoods.

Intent FLU 1.5

As expanded upon in the Housing Element, the City shall encourage affordable housing options in all residential land uses and, where appropriate, commercial and industrial land uses.

Strategy FLU 1.5.1 – The City Council may approve the development of housing that is affordable, as defined and in accordance with State Statute 102, Chapter 420.0004, Florida Statutes, as amended, on any parcel in a residential, commercial, or industrial land use and zoning category.

Intent FLU 1.6

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 vision, intent, and strategies set forth in the Intergovernmental Coordination Element.

Intent FLU 1.7

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 provided the development meets Strategy FLU 1.2.12 and Strategy FLU 1.7.1

Strategy FLU 1.7.1 – 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.

Intent FLU 1.8

Future development and redevelopment shall be in an efficient manner that supports the use designation as set forth on the Future Land Use Map in this Plan. The development, redevelopment, and land use patterns shall

1. Enforce the residential densities and limitations upon the type and intensity of uses,
2. Respect the predominantly residential character and compact, beachfront scale of the City,
3. Address non-conforming uses,

4. Protect coastal and environmental resources, and
5. Encourage healthy and sustainable living conditions.

Land Use Categories:

The City of Jacksonville Beach requires a mix of land uses to ensure a viable community. The following land use categories are generally permissible within the City.

Siting of public schools and churches within Residential, Commercial Limited, Community Commercial, and Commercial Professional Office land use categories will not require a comprehensive plan amendment. All existing and/or historic single-family residential homes are allowable in all land uses and shall not be classified as a non-conforming use.

Recreation/Open Space (ROS)

The Recreation and Open Space land use shall include open space, public and private parks, passive and active recreation areas, and supporting facilities. Permitted uses shall include government and public safety uses, public passive and active recreation activities, and private passive and active recreation activities.

Conservation (CON)

The Conservation land use designation shall include those lands so designated on the Future Land Use Map (FLUM). Generally these lands include areas generally composed of open land, water, marsh, wetlands, and environmentally sensitive areas. Most conservation lands are publicly owned, however they may also be privately owned. The intent of the Conservation land use is for the natural and open character of these areas to be retained so that adverse impacts are prohibited. Permitted uses are limited to the uses allowed by the LDC.

Further descriptions of the Conservation land use category can be found in the Conservation & Coastal Management Element including provisions (allowances) as may be regulated and permitted by State and Federal agencies.

If it is impractical to designate an area containing conservation resources as Conservation due to size, location, or other factors, the City shall have the option of obtaining a conservation easement from the property owner(s) to protect the area. The City shall support the acquisition of natural areas or open space through the use of Transfer of Development Rights (TDR) or through publicly funded programs, including the acquisition and development of facilities that promote and educate the public about the economic, cultural and historic heritage of the City. The applicant for a development shall bear the burden of proof in determining that development shall not adversely impact conservation resources.

Conservation/Beach (CB)

The Conservation/Beach land use designation shall include those beach lands so designated on the Future Land Use Map (FLUM). Generally, these lands include areas generally composed of beach, dunes, and the easterly boundary of the City. The beach lands are publicly owned. The intent of the Conservation/Beach land use is for the natural and open character of the beach to be retained so that adverse impacts are prohibited. Passive recreation is an allowable use in this land use designation.

Low Density Residential (LDR)

This land use category is intended for single-family residential development with a maximum density of six (6) units per acre.

Medium Density Residential (MDR)

This land use is intended for medium dense urban areas within the City. This category is limited to a density ranging between seven (7) to twenty (20) units per acre. In addition to residential uses, this land use category may also include limited commercial uses as a conditional use, defined by the conditional use process in the LDC.

High Density Residential (HDR)

This land use is intended for very dense urban areas within the City. This category is limited to a density ranging between twenty-one (21) to forty (40) units per acre. In addition to encouraging the preservation of existing and historic single family residential uses as provided for in Intent FLU 1.4, this land use category shall encourage vertically mixed-use buildings where redevelopment is appropriate, by allowing commercial uses, as permitted in the Commercial Professional Office (CPO) zoning designation, on the ground floor of predominately residential buildings to encourage the implementation of Strategy TE1.2.12 and Intent TE 1.6.

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, mixed-use developments, health offices and clinics, institutional and multi-family housing development, up to twenty (20) units per acre, are all allowed within this land use category. This category permits supporting neighborhood commercial retail and services such as restaurants, and personal services.

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 Code will ensure these uses do not disrupt 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 acre are permissible, so long as the development meets the intent and requirements of Florida Senate Bill 102 (The "Live Local Act"). In all other CL Future Land Use areas, the maximum allowable residential density shall be 20 units per acre.

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 2050 Comprehensive Plan. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations for neighborhood serving uses.

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. LDC 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 acre are permissible, so long as the development meets the intent and requirements of Florida Senate Bill 102 (The “Live Local Act”).

In all other CC designated Future Land Use areas, the maximum allowable residential density shall be 20 units per acre.

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. This land use category is being phased out of the City, therefore there shall not be any new land use amendments to this designation.

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, urban context, 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.

Marina Mixed-Use (MMU)

The Marina Mixed-Use land use category is intended to provide for a mix of water-dependent and water related uses that support the one public access marina that serves the residents of Duval County and is accessible in Jacksonville Beach.

The Marina Mixed-Use (MMU) land use category is created to provide an appropriate location for both recreational and commercial boat storage, water access, and water related commercial uses located on the Intracoastal Waterway. Uses allowed in the Marina Mixed-Use land use category include dry boat slips, wet boat slips, boat ramps, restaurants, offices, personal and business services, light manufacturing, water transportation retail sales, boat repair, storage/warehousing, ancillary marina uses, public and private parks, hotels, and townhouses and multiple-family residential and related accessory uses. This category permits supporting marina based commercial retail and services.

Multi-family development may also be allowed within the Marina Mixed-Use 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 MMU designated parcels, residential densities of up to 15 units per acres are permissible.

Expanded and new water-dependent and water related mixed uses should be located in areas with the least impact on the natural habitat and wildlife and shall comply with Strategy FLU 1.2.13.

Existing marinas should preserve a public access walkway and public access boat launch and public parking.

South Beach District (SBD) (Mixed-Use)

The City shall continue its support and participation in the development of the Southend 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:

Table FLU 1: South Beach District Future Land Use Categories.

| Land Use | Acreage Range | Intensity |
|------------------------------|----------------------|--------------------------|
| Residential, Single Family | 190-210 acres | 0-6 dwelling units/acre |
| Residential, Multiple Family | 15-19 acres | 7-20 dwelling units/acre |
| Commercial | 80-87 acres | .35 FAR |
| Office | N/A | .35 FAR |
| Lodging | 0-3 acres | .35 FAR |

Industrial (IND)

Industrial uses are generally the most likely to produce adverse physical and environmental impacts on adjacent residential areas such as noise, land, air and water pollution and transportation conflicts. For this reason, industrial land uses should be buffered by other less intense transitional land uses, such as office, warehouse or open space, etc., to protect residential and other sensitive land uses; i.e., schools, health care facilities, etc.

These uses shall be located with convenient access to the transportation network which includes major highways. Site access to roads classified as arterial or higher on the Highway Functional Classification Map is preferred.

The following uses are typical in the Industrial Land Use designation: Light industrial uses, warehousing, essential services, general public services, manufacturing, outdoor storage, and similar uses. Heavy metal fabrication, batch plants, chemical or petroleum manufacturing or refining, rubber or plastics manufacturing, or other use generating potentially harmful environmental or nuisance impacts shall be prohibited.

Public/Institutional (INS)

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.

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.

Siting of other 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 2050 Comprehensive Plan.

Table FLU 2: Residential allowable density of each land use designation.

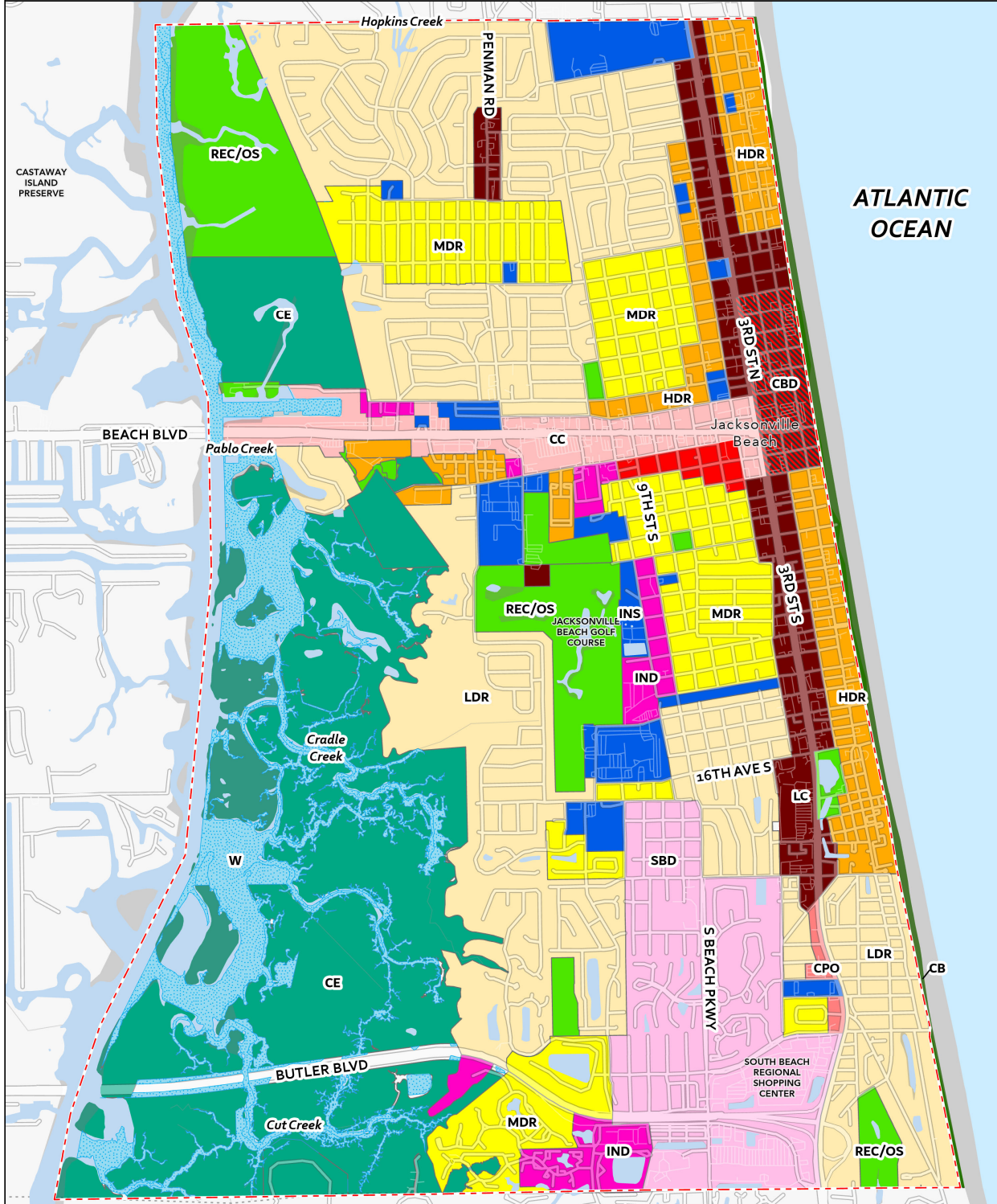
| Future Land Use Designation | Allowable Density (dwelling unit(s)/acre) |
|--------------------------------------|--|
| Low Density Residential (LDR) | Maximum 6 du/ac |
| Medium Density Residential (MDR) | 7 - 20 du/ac |
| High Density Residential (HDR) | 21 – 40 du/ac |
| Marina Mixed Use | Maximum 15 du/ac |
| South Beach District (Mixed Use) | Single-Family: 0-6 du/ac Multi-Family: 7-10 du/ac |
| Commercial Professional Office (CPO) | 20 du/acre* |
| Commercial Limited (CL) | 20 du/acre* |
| Community Commercial (CC) | 20 du/acre* |
| Central Business District (CBD) | 7-40 du/ac* |

*Per the July 1, 2023 Senate Bill 102, commonly referred to as the Live Local Act, this density is subject to increase, provided the provisions within the Live Local Act are met. Additional details on potential implications of the Live Local Act can be found in the Housing Element.

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CITY OF JACKSONVILLE BEACH

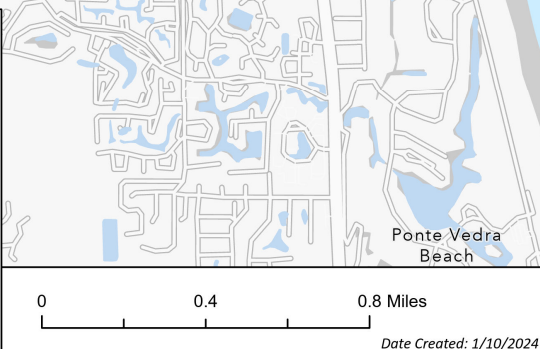
FUTURE LAND USE



Legend

| | | |
|--------------------------------------|--------------------------------------|------------------------------------|
| City Boundary | Residential | Commercial Service (CS) |
| Future Land Use | Low Density Residential (LDR) | Commercial Business District (CBD) |
| Conservation & Open Space | Medium Density Residential (MDR) | Limited Commercial (LC) |
| Conservation / Beach (CB) | High Density Residential (HDR) | Other |
| Conservation / Estuarine (CON) | Commercial | Industrial (IND) |
| Recreation / Open Space (ROS) | Community Commercial (CC) | Public/Institutional (INS) |
| Water (W) | Commercial Professional Office (CPO) | South Beach District (SBD) |

Data Source: City of Jacksonville Beach



IV. Transportation Element

DRAFT

Transportation Element

Vision TE 1

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.

Intent TE 1.1

Maintain, to the extent possible, level of service (LOS) target on all roadways within the City of Jacksonville Beach.

Strategy TE 1.1.1 – Recognizing that the City is located within a Transportation Concurrency Exemption Area (TCEA), the City shall recognize the Level of Service target standards for City, FDOT, and City of Jacksonville roadways. The City shall maintain minimum peak hour levels of service, to the extent possible, recognizing the overall mobility goals of the City, as follows:

| Authority | Road Type | Minimum Level of Service Target |
|----------------------------|---------------------------------------|---------------------------------|
| 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, “maintain” is defined as continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of comprehensive plan adoption. Significant degradation means an increase in average annual daily traffic volume of 10 percent above the maximum service volume. “Constrained” roadways 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.

Strategy TE 1.1.2 – The City shall enforce the LOS provisions adopted in the TCEA, as applicable.

Intent TE 1.2

Manage growth in an environmentally sound and efficient manner through the joint consideration of land use, redevelopment, and transportation decisions that prioritize and incentivize multimodal transportation.

Strategy TE 1.2.1 – The City shall implement the City of Jacksonville Beach Urban Trails Master Plan as amended.

Strategy TE 1.2.2 – The City shall establish a fund (“Urban Trails Fund”) that is exclusively used to build trail segments identified in the Urban Trails Master Plan.

Strategy TE 1.2.3 - New development or redevelopment, excluding individual single-family homes owned by a person or person(s), adjacent to planned trail segments shall provide the planned trail segment as noted in the City’s Urban Trails Master Plan. If providing the segment is not feasible, the City shall require a payment in lieu of, into the Urban Trails Master Plan fund, to further the goals of the City’s Urban Trails Master Plan.

Strategy TE 1.2.4 – The City shall encourage enhanced landscaping and hardscaping fronting a Primary Trail. Said enhancements may include bicycle parking.

Strategy TE 1.2.5 – The City shall pursue establishing city-wide bicycle parking requirements for multifamily, commercial, and mixed-use development projects, with enhanced requirements along Primary Trails.

Strategy TE 1.2.6 – The City of Jacksonville Beach Urban Trails Master Plan and the official Urban Trails Master Plan map are hereby adopted by reference. The City shall review the official Urban Trails Master Plan map every two (2) years, ensuring the map stays accurate, active, and relevant to the City.

Strategy TE 1.2.7 – The City shall review their mobility fee calculation with consideration of incorporating multimodal transportation infrastructure impacts and needs.

Strategy TE 1.2.8 – The City shall prioritize and encourage mobility (biking, walking, public transportation) within and throughout the City.

Strategy TE 1.2.9 – The City shall, through the Land Development Code (LDC), incentivize mobility infrastructure, including, but not limited to, bicycle parking, urban trail paths, transit service, bicycle lanes, and sidewalks.

Strategy TE 1.2.10 – The City shall integrate multimodal infrastructure improvements and/or urban trails with scheduled or identified road, intersection, and/or right-of-way improvements.

Strategy TE 1.2.11 – The City shall identify and implement land use redevelopment incentives that promote the use of bicycles, walking, and transit.

Strategy TE 1.2.12 – The City shall support and fund mobility improvements that encourage trip reduction and the use of non-vehicular modes of transportation.

Strategy TE 1.2.13 – The City shall establish and implement complete streets to simultaneously accommodate users (pedestrians, bicyclists, transit riders, and motorists) of all ages and abilities, and improve public health and safety, active mobility, and environmental quality. Complete streets are understood to include, but are not limited to, buffered bike lanes, multimodal trails, good sidewalk design, lighting, median islands/refuges, crosswalks, and bus shelters.

Intent TE 1.3

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.

Strategy TE 1.3.1 – The City shall continue to work with the City of Jacksonville on the maintenance of local roads and any necessary traffic engineering improvements.

Strategy TE 1.3.2 – 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.

Strategy TE 1.3.3 – The City shall maintain an active role on the policy board of the North Florida Transportation Planning Organization (NFTPO) and strive to assure that a fair share of NFJTPO funds are expended in the beaches area.

Intent TE 1.4

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

Strategy TE 1.4.1 – 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

Strategy TE 1.4.2 – 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).

Strategy TE 1.4.3 – The City shall protect existing and proposed rights of way from development via strict enforcement of the minimum building and parking area setback regulations of the LDC.

Intent TE 1.5

Provide for safe and convenient transportation and parking.

Strategy TE 1.5.1 – The City shall promote parking strategies that support the overall City vision and promote mobility.

Strategy TE 1.5.2 – The City shall require that all new streets be constructed and paved to accessible standards prior to their dedication to the City.

Strategy TE 1.5.3 – Except where warranted at mid-block locations for pedestrian safety, the City, in conjunction with the City of Jacksonville and FDOT, 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.

Strategy TE 1.5.4 – To modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the City, the City shall encourage and promote multimodal transportation and public transportation.

Strategy TE 1.5.5 – The City shall maintain provisions for handicapped access in its site plan review procedures.

Strategy TE 1.5.6 – ADA standard parking for handicap persons shall be required in conjunction with new development or redevelopment, requiring on-site parking.

Strategy TE 1.5.7 – The City shall ensure, through LDC regulations, public works, site plan review, etc., that sidewalks are constructed or reconstructed in conformance with ADA design standards that ensure pedestrian mobility for all persons.

Strategy TE 1.5.8 – In cooperation with Jacksonville Transit Authority (JTA), the City shall ensure that the transit facilities, vehicles, and services available within the City are in conformance with ADA accessibility standards.

Intent TE 1.6

The City shall sustain and coordinate its transportation system in a comprehensive manner which includes consideration of future development as portrayed on the Future Land Use Map, population growth, housing and employment patterns, population densities, and land uses.

Strategy TE 1.6.1 – All future land development shall be carried out in a manner to maintain the minimum LOS for the various roadways as set forth in this element. Through enforcement of its LDC, the City shall require development applications to assess the operating condition of road facilities impacted by the proposed development.

Strategy TE 1.6.2 – The City may require new development to 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, pavement marking, sidewalk expansion, and urban trails.

Intent TE 1.7

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.

Strategy TE 1.7.1 – When appropriate, the City shall assist JTA in the establishment of appropriate minimum LOS standards for routes serving the city.

Strategy TE 1.7.2 – The City shall assist JTA in the planning and implementing of an employer sponsored jobs access transit service linking existing JTA transit routes to employment centers in Jacksonville Beach and Ponte Vedra.

Strategy TE 1.7.3 – The City shall assist JTA, or a similar entity, in the continuation and increased efficiency of the “Beach Buggy” (a community shuttle) or a similar service.

Strategy TE 1.7.4 – The City shall support JTA in the planning and implementation of a “Ride Request” service that would link existing JTA transit routes to area hospitals.

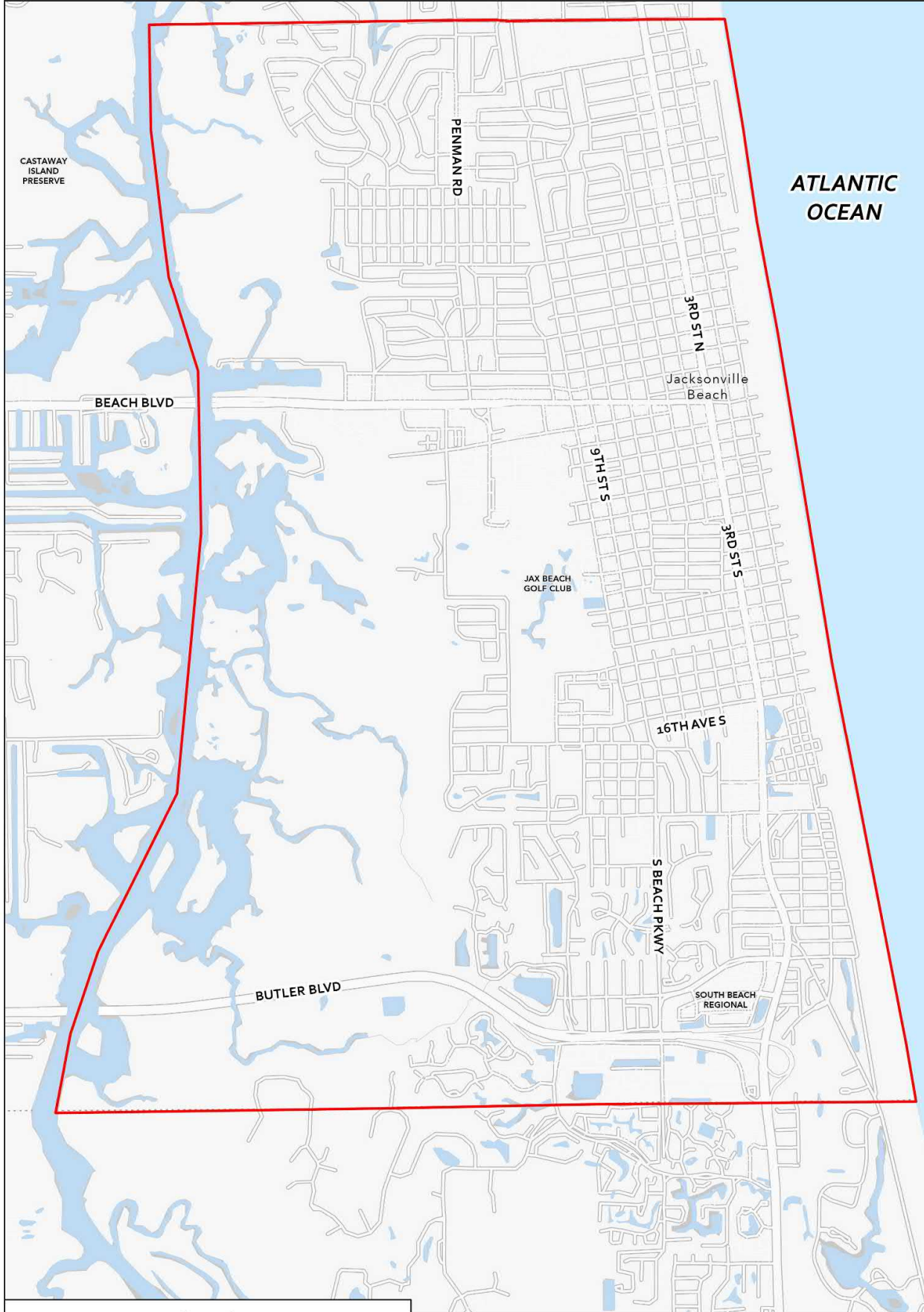
Intent TE 1.8

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

Strategy TE 1.8.1 – 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, connectivity corridors, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

Strategy TE 1.8.2 – The City shall require developers of commercial property to provide for convenient and safe access and storage of bicycles on-site.

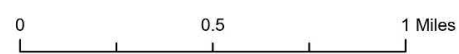
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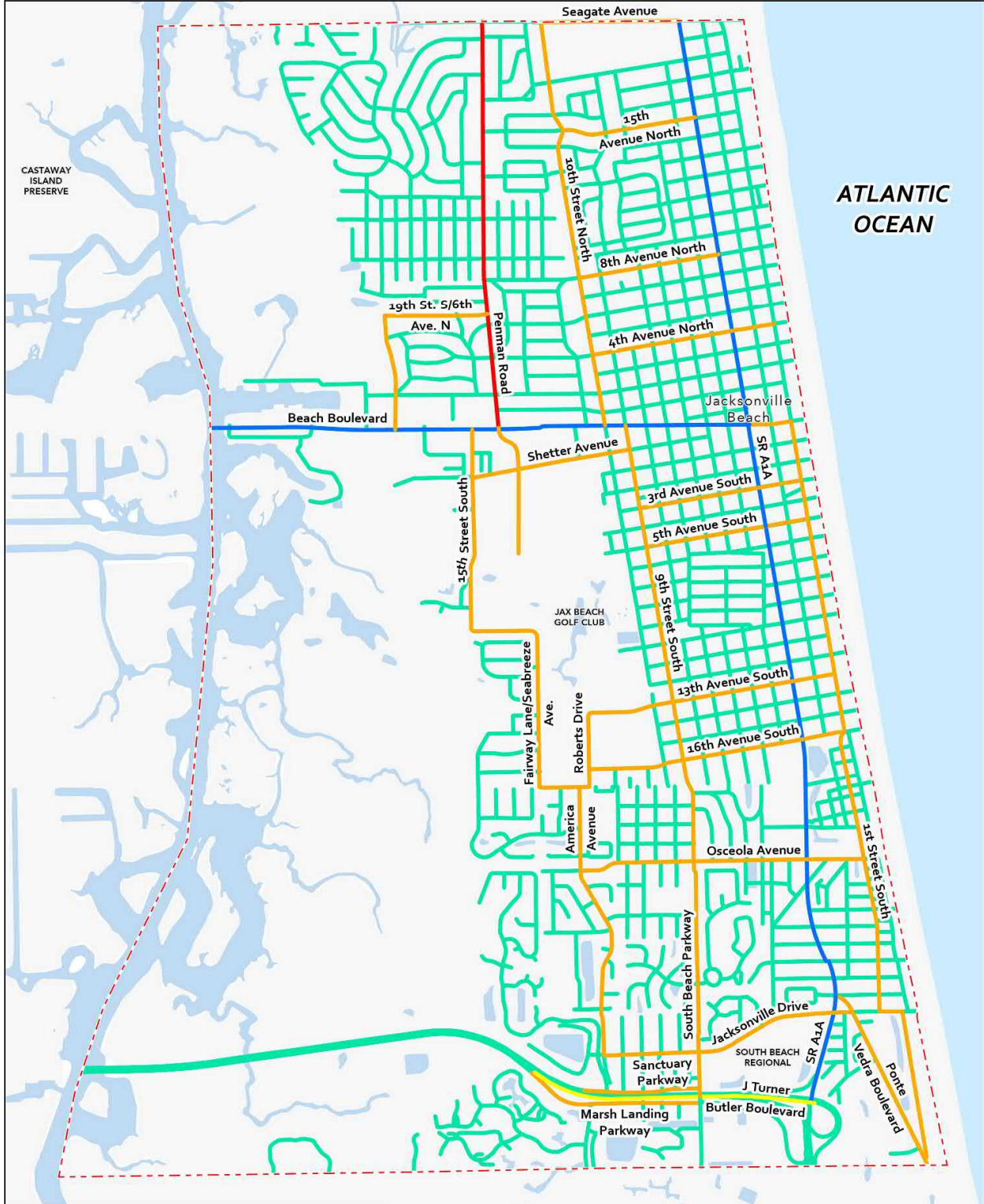
 Transportation Concurrency Management Area

Data Source: City of Jacksonville



CITY OF JACKSONVILLE BEACH

FUNCTIONAL CLASSIFICATIONS OF ROADWAYS



Legend

- City Boundary
- Functional Classifications**
- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Local

0 0.5 1 Miles

Date Created: 7/5/2023

Data Source: City of Jacksonville Beach

V. Housing Element

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Housing Element

Vision H 1

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.

Intent H 1.1

The City will promote a range of housing options to ensure residents and future residents can afford and select housing that reflects their preferences, economic circumstances, seasonal status, and special housing needs.

Strategy H 1.1.1 – The City shall assist the private and public sector in providing new dwelling units between 2025 and 2050 for an estimated 873 new households projected to reside in the City.

Strategy H 1.1.2 – The City will utilize the Land Development Code (LDC) and review processes to promote housing diversity and affordability by ensuring new development and redevelopment evaluate the following issues:

- A. Identity and character of the area and surrounding properties
- B. Housing style
- C. Housing ownership style (fee simple, rental, etc.)
- D. Housing type (multi-family, single-family, and single-family attached)
- E. Community population (income and age)
- F. Housing price

Strategy H 1.1.3 – The City shall facilitate the maintenance, redevelopment, and quality of housing units within the City through conservation, rehabilitation, education, compliance, and enforcement of zoning regulations and building code standards including the provisions to upgrade substandard housing.

Strategy H 1.1.4 – The City shall maintain a listing of existing housing assistance programs and make this list available to the general public, developers, engineers, contractors, and other involved in housing production.

Strategy H 1.1.5 – The City shall support the efforts and initiatives of the City of Jacksonville Housing and Community Development Commission and the Florida Housing Coalition; and, where feasible, assist with the efforts to determine needs, and to develop sites and programs on a region-wide basis for housing for very low, low, and moderate-income persons.

Strategy H 1.1.6 – The City shall pursue alternative methods of fulfilling the “missing middle” housing within the City. Methods may include permitting Accessory Dwelling Units (ADUs), tiny homes, and bungalow courts in certain zoning districts.

Strategy H 1.1.7 – The City shall provide accelerated application review and other incentives for proposed housing developments intended for affordable housing, workforce housing, and persons with special housing needs including the elderly (persons age 60 years or older), the handicapped, and low-income residents.

Intent H 1.2

The City shall provide the adequate supporting infrastructure throughout Jacksonville Beach to support the provision of housing by the private sector.

Strategy H 1.2.1 – 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, development, and redevelopment 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.

Intent H 1.3

The City shall consider the resilience and adaptability of both existing housing and new housing within the City to ensure housing meets the needs of the current and future populations.

Strategy H 1.3.1 – The City shall explore a Transfer of Development Rights program (TDR) for properties located within the Coastal High Hazard Areas (CHHA).

Strategy H 1.3.2 – The City shall discourage the development of housing for low-income residents, elderly residents, or special needs households in vulnerable locations such as the CHHA.

Strategy H 1.3.3 – The City shall explore ways to incorporate innovative land uses through the LDC, such as clustered development, traditional neighborhood development compact development, energy efficient design, low impact design, and other sustainable development practices, strategies, and techniques.

Intent H 1.4

The City shall provide equitable treatment for all residents of Jacksonville Beach.

Strategy H 1.4.1 – The City shall discourage redevelopment and demolition practices that significantly reduce existing housing stock in older, established neighborhoods and that result in the loss of character and/or the displacement of very low, low, and moderate-income residents or special needs households.

Strategy H 1.4.2 – Where feasible, the City shall ensure that comparable relocation housing is available in accordance with federal regulations, regardless of whether federal funding is involved in the activity.

Strategy H 1.4.3 – The City shall ensure that all adopted and proposed regulations shall at a minimum maintain and encourage diversity in housing types.

Strategy H 1.4.4 – The City shall pursue incorporating a recreation impact fee or a minimum required active recreation level of service for new residential developments to encourage active lifestyles for all City residents.

Consistent with FS 163.3177(6)(h)(1), the following intergovernmental coordination strategies are provided specific to Housing.

Intent H 1.5 – The City will continue to participate in the coordination of regional housing strategies with local, regional, state, and federal housing agencies and non-profit organizations.

Strategy H 1.5.1 – The City will continue to participate in regional housing initiatives to inventory, monitor, and maintain the quality and quantity of the region’s housing supply.

Strategy H 1.5.2 – The City will continue to coordinate with the City of Jacksonville, other local municipalities and private organizations on the development of a regional housing committee focused on resolving the complex economic, social, and development issues related to the region’s housing needs.

Strategy H 1.5.3 – The City shall coordinate with the Jacksonville Housing and Community Development Commission (JHCDC), the Jacksonville Housing Authority, and private organizations for cooperative funding partnerships. Options available for consideration shall include:

1. Development contributions
2. State Housing Initiatives Partnership (SHIP) funds
3. Grants
4. Community Development Block Grants (CDBG) funds
5. HOME Investment Partnerships
6. Emergency Solutions Grant
7. Neighborhood Stabilization Grants
8. National Housing Trust Fund (HTF)

9. Public Private Partnerships including opportunities with non-profit organizations

Strategy H 1.5.4 – The City shall coordinate with the City of Jacksonville on the implementation and delivery of state and federal public housing programs, grants, and other initiatives within the City of Jacksonville Beach.

Strategy H 1.5.5 – The City shall coordinate with the City of Jacksonville and other local and regional partnerships to inform the community about available housing programs and initiatives available to affordable housing.

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VI. Public Facilities Element

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Wastewater Management Subelement

Public Facilities Element

DRAFT

Wastewater Management Subelement

Public Facilities Element

Vision WM 1

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

Intent 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 in this element, reducing infiltration and inflow to the system in accordance with this element, and expanding the Pollution Control Plant in accordance with this element.

Strategy WM 1.1.1 – Maintain system to accommodate an average generation rate of 150 gallons per capita per day.

Strategy WM 1.1.2 – Maintain system as needed to accommodate a minimum level of service for seasonal visitors of 100 gallons per capita per day.

Strategy WM 1.1.3 – Reduce infiltration/inflow by continuing to perform maintenance on existing sewer lines and manholes.

Strategy 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.

Intent WM 1.2

The City shall continue to carry out its preventative maintenance program to maintain its lift stations pursuant to the following strategies.

Strategy 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.

Strategy WM 1.2.2 – Continue on-going infiltration/inflow maintenance program to identify problem areas quickly.

Strategy WM 1.2.3 – Develop a routine of cleaning and other appropriate maintenance programs by allocating a percentage of budget for maintenance of system.

Intent WM 1.3

The City shall develop a capital improvement program integrating sewer systems, future growth, and redevelopment needs.

Strategy WM 1.3.1 – The prioritization of facilities should be based on a hierarchy of needs including:

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 Services.
2. Projects necessary to meet new growth needs.
3. Projects that contribute to economic or system efficiency.

Intent WM 1.4

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

Strategy WM 1.4.1 – Continue to use treatment plant effluent for irrigation of the municipal golf course, ball fields, and other city facilities.

Strategy WM 1.4.2 – Develop a program with the goal of removal and abandonment of remaining septic tanks, as feasible.

Solid Waste Subelement

Public Facilities Element

DRAFT

Solid Waste Management Subelement

Public Facilities Element

Vision SW 1

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

Intent SW 1.1

The City of Jacksonville Beach shall continue to provide its residents and visitors with solid waste collection and disposal based on the minimum level of service as established by this element.

Strategy SW 1.1.1 – The City shall establish a minimum level of service for solid waste collection and disposal planning of 7.2 pounds per capita per day as an average generation rate.

Strategy SW 1.1.2 – The City shall ensure that an agreement for private solid waste collection service is in effect to provide manpower and equipment, as necessary, to collection service is in effect to provide manpower and equipment, as necessary, to collect up to 7.2 pounds of solid waste per capita per day on average for disposal by the City of Jacksonville.

Strategy 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 the City of Jacksonville and the City of Jacksonville Beach.

Strategy 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.

Intent SW 1.2

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

Strategy SW 1.2.1 – Continue residential recycling program to maintain a level where thirty (30) percent of the wastes generated are recycled, annually.

Intent SW 1.3

The City shall ensure that City residents pay a reasonable charge for garbage collection and disposal.

Strategy SW 1.3.1 – The City shall coordinate 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.

DRAFT

Stormwater Management Subelement

Public Facilities Element

DRAFT

Stormwater Management Subelement

Public Facilities Element

Vision SM 1

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

Intent SM 1.1

Maintain Levels of Service to meet City of Jacksonville Beach codes, St. Johns River Water Management District (SJRWMD) regulations, and Florida Department of Transportation (FDOT) requirements.

Strategy 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, according to the following schedule:

1. Major outfall facilities (trunk storm sewers, canals, waterways, natural drainage features and culvers 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, or residential redevelopment, shall be designed and constructed to accommodate 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 and redevelopment shall be designed and constructed to accommodate a 10-year, 24-hour frequency storm.
4. 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 Florida Land Development Manual: A Guide to Sound Land and Water Management (DER, 1988), shall be utilized.

Strategy SM 1.1.2 – Continuing to require securing approval of the on-site stormwater management system for applicable projects of all types from SJRWMD and FDOT, where appropriate for projects on the state highway system, before issuing any local development or construction permits.

Intent SM 1.2

The City shall approach storm drainage on a city-wide basis and maintain its user-based financing mechanism to fund necessary improvements and continued maintenance.

Strategy SM 1.2.1 – The City shall continue to correct existing drainage facility deficiencies and provide for future facility needs for the entire City and the projected growth of the City.

Strategy SM 1.2.2 –The City shall continue to implement the stormwater user fee program.

Intent SM 1.3

The City will continue to implement appropriate measures to improve storm drainage system performance through systemic maintenance of the existing facilities in accordance with this element and by protecting the integrity of the natural drainage features present within its jurisdiction.

Strategy 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 basis.

Strategy SM 1.3.2 – The City shall encourage FDOT to develop and implement a regular maintenance program of the drainage ditches under their ownership and control.

Strategy 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 Subelement

Public Facilities Element

DRAFT

Potable Water Subelement

Public Facilities Element

Vision PW 1

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

Intent PW 1.1

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

Strategy PW 1.1.1 – The City shall develop and update the Capital Improvements Program, as necessary to ensure sufficient water supply for the projected population.

Strategy PW 1.1.2 – The City shall routinely reevaluate the rate structure to determine if and when increases in rates will be necessary and investigate other funding options.

Strategy PW 1.1.3 – The City shall continue to educate the public and update existing programs on water resource conservation to minimize consumption.

Strategy PW 1.1.4 – The City shall continue to monitor source water for salt water intrusion into the City’s water supply and update the Subregional Flow and Transport Model.

Strategy PW 1.1.5 – The City shall ensure sufficient capacity to meet fire flow requirements to serve future needs.

Strategy PW 1.1.6 – Prior to approval of any development permit application for new development, the Planning and Development Department shall consult with the Public Works Department to determine whether adequate water supply exists to serve the new development, or will exist no later than the anticipated date of issuance of a Certificate of Occupancy for that development. No Development Permit application shall be approved for new development unless it is confirmed by the Public Works Department that adequate water supplies will be available.

Strategy PW 1.1.7 – The City of Jacksonville Beach 10-Year Water Supply Facilities Work Plan (2018 – 2028) is hereby adopted by reference.

Strategy PW 1.1.8 – The City shall maintain a Water Supply Facilities Work Plan that is coordinated with the St. Johns River Water Management District’s (SJRWMD) North Florida Regional Water Supply Plan (NFRWSP). Within 18 months of adoption of any subsequently updated North Florida Regional Water Supply Plan, the City shall update its Water Supply Facilities Work Plan and related comprehensive plan policies as necessary.

Strategy PW 1.1.9 – The City shall continue to implement its Water Conservation Plan submitted to the SJRWMD as part of the City’s consumptive use permitting (CUP) process.

Intent PW 1.2

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

Strategy PW 1.2.1 – The City shall continue to Replace existing 2-inch galvanized water mains with 2-inch or 6-inch PVC mains and provide additional fire hydrants throughout the City, pending availability of funds.

Strategy PW 1.2.2 – The City shall continue to Replace existing 6-inch unlined cast iron water mains with 6-inch PVC mains and provide additional fire hydrants, pending availability of funds.

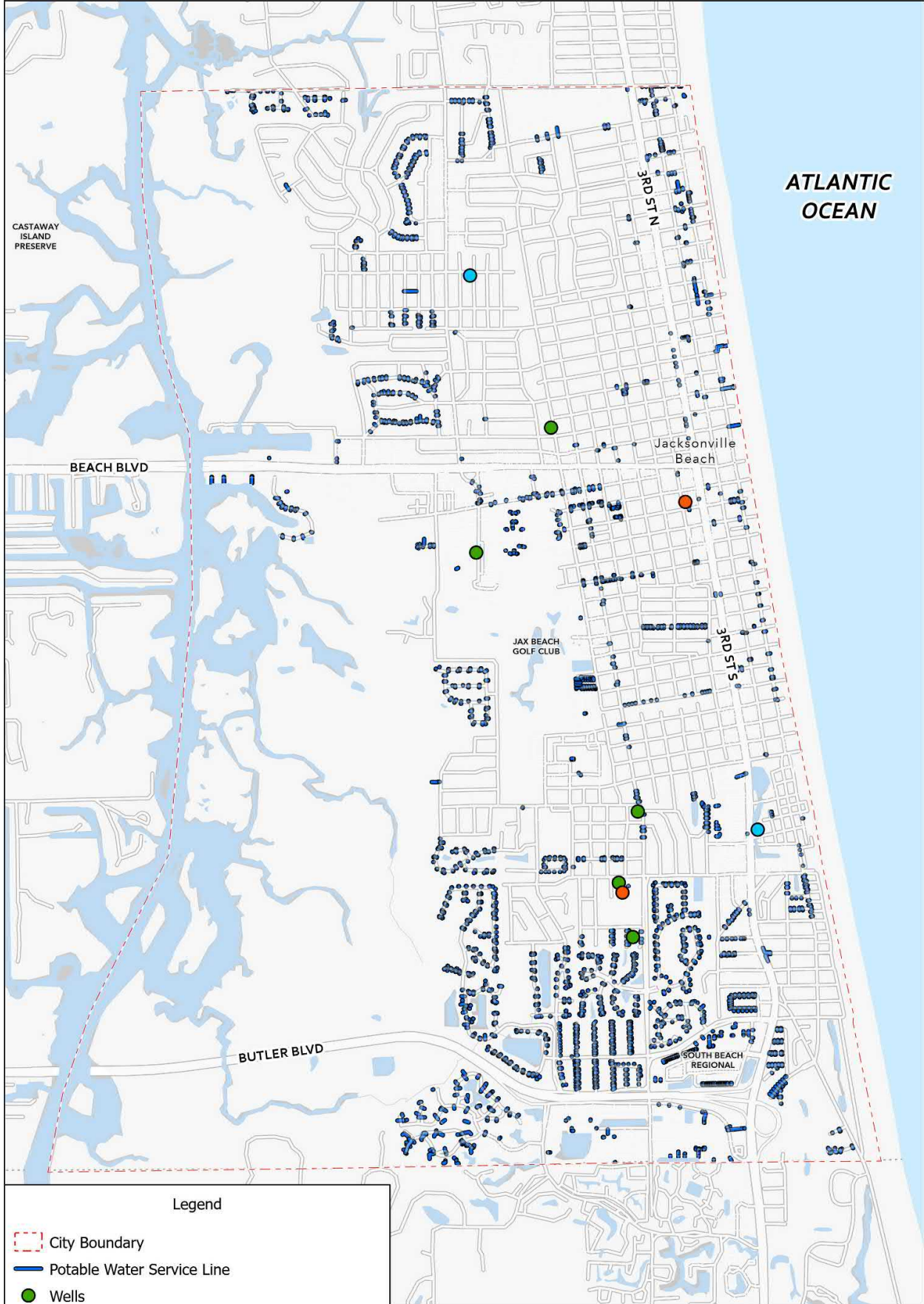
Strategy PW 1.2.3 – The City shall maintain a valve and hydrant exercising program to identify, replace, and repair any defective valves and/or hydrants.

Strategy PW 1.2.4 – The City shall maintain existing elevated potable water supply tanks.






Strategy PW 1.2.5 – Provide additional fire hydrants where necessary throughout the City on existing water mains, pending availability of funds.

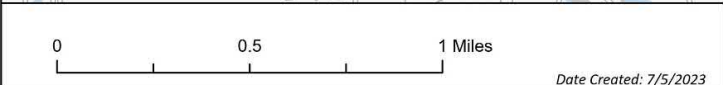
Strategy PW 1.2.6 – The City shall increase water quality by eliminating dead end mains through looping within the system.

Strategy PW 1.2.7 – The City shall increase hydraulic capacity by increasing infrastructure size, decreasing friction within the pipes, and removing dead ends within the system.



Legend

-  City Boundary
-  Potable Water Service Line
-  Wells
-  Water Tower
-  Water Plant



Ground Water Aquifer Recharge Subelement

Public Facilities Element

DRAFT

Groundwater Aquifer Recharge Subelement

Public Facilities Element

Vision AR 1

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

Intent AR 1.1

The City shall assist in efforts to reduce draw-down from the Floridian aquifer through the implementation of potable water conservation activities in accordance with this element.

Strategy AR 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.

Strategy AR 1.1.2 – The City shall continue to enforce regulations encouraging and providing guidelines for the use of xeric landscape techniques to minimize demand for irrigation water.

Strategy AR 1.1.3 – The City shall continue involvement in local water conservation efforts and efforts by the St. Johns River Water Management District (SJRWMD), including compliance with mandatory restrictions, public relations and education, and rate structuring.

Intent AR 1.2

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

Strategy AR 1.2.1 – The City shall continue to enforce existing requirements which result in the reservation and maintenance of open and/or landscaped areas, on-site stormwater retention facilities, and other standards; including, but not limited to setback requirements, minimum landscaping requirements, stormwater retention standards, floodplain zoning, and other requirements related to discharges into the storm sewer system.

Strategy 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.

Intent AR 1.3

The City shall continue to implement the Senate Bill 64 Compliance Plan.

Strategy AR 1.3.1 – The City shall continue to develop and test solutions both independently and in conjunction with Atlantic Beach and Neptune Beach.

DRAFT

VII. Conservation & Coastal Management Element

DRAFT

Conservation and Coastal Management Element

Vision CCM 1

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

Intent CCM 1.1

Areas of native vegetation, wildlife habitat, marine resources, and coastal wetlands shall be protected, conserved, restored, and enhanced by implementing the provisions of this element.

Strategy CCM 1.1.1 – 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.

Strategy CCM 1.1.2 – 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 the Mean High Water (MHW), or the landward extent of the salt marsh vegetative association, if more landward than the MHW.

Strategy CCM 1.1.3 – No new land subdivision or redevelopment 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. Existing single-family homes are exempt from this strategy.

Intent CCM 1.2

Water quality of the Pablo Creek estuarine system shall be maintained and improved, as based on EPA water quality index procedures as specified by the Florida Department of Environmental Regulation.

Strategy CCM 1.2.1 – The City shall comply with the vision, intent, and strategies of the Wastewater Sub-element of this Comprehensive Plan, as to maintain and improve the water quality of the Pablo Creek estuarine system.

Strategy CCM 1.2.2 - 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 land development code (LDC) regulations.

Strategy CCM 1.2.3 - The dredging of new boat basins shall be in strict compliance with all existing State and Federal regulations.

All dredged material shall be disposed of in approved upland containment areas. The Army Corps of Engineers, SJRWMD 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.

Strategy CCM 1.2.4 - 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.

Strategy CCM 1.2.5 - 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. Prior to civil review, an applicant must provide the City with a "stormwater to wetland discharge permit" issued by the Florida Department of Environmental Protection.

Intent CCM 1.3

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

Strategy CCM 1.3.1 - The City shall work to minimize the adverse effects of automotive emissions by implementing the Comprehensive Plan, encouraging alternative transportation modes, and prioritizing redevelopment in locations where there are existing facilities.

Intent CCM 1.4

The City shall act within its authority to protect surface waters within its limits in accordance with this Comprehensive Plan.

Intent CCM 1.5

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

Strategy CCM 1.5.1 - The City shall identify and recommend to the State and the SJRWMD floodplains that would warrant acquisition under the Florida Forever Program.

Intent CCM 1.6

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.

Strategy CCM 1.6.1 - All undeveloped estuarine wetland areas, as delineated under Florida DER and/or SJRWMD criteria, shall continue to 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 the Conservation Land Map.

Strategy CCM 1.6.2 - The City shall amend, adopt and uphold LDC regulations to ensure that:

1. Site plans for new development and redevelopment 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 redevelopment; 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."

Strategy CCM 1.6.3 - The City shall cooperate with the Florida Department of Environmental Protection the SJRWMD, and the U.S. Army Corps of Engineers to improve compliance with existing dredge and fill permit regulations.

Intent CCM 1.7

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

Strategy CCM 1.7.1 - The City shall work to 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 Florida Friendly Program of the most vulnerable communities.

Strategy CCM 1.7.2 - 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, preservation, and active recreation areas.

Strategy CCM 1.7.3 - Development proposals that cannot preserve the required buffer regions (as required in Intent FLU 1.6) or percentages of the native vegetation on the site shall submit a mitigation plan in conjunction 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/or 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.

Strategy CCM 1.7.4 - The City shall protect endangered and rare species by use of conservation easements, transfer of development rights, fee simple acquisition, and zoning.

Strategy CCM 1.7.5 - The City shall assist in the application of and compliance with all local, state and federal regulations that pertain to endangered and rare species.

Strategy CCM 1.7.6 - The City shall consult with the Florida Fish and Wildlife Conservation Commission (FWC) prior to the issuance of any building permit that would result in an adverse impact to any endangered or rare species.

Intent CCM 1.8

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

Strategy CCM 1.8.1 - 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.

Strategy CCM 1.8.2 - 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.

Intent CCM 1.9

The City shall protect ground water resources.

Strategy CCM 1.9.1 - In accordance with Florida Statutes for water supply planning, the City shall cooperate with SJRWMD in the evaluation and updates of applicable data and analysis of current and project water needs for at least a 10-year period, initiate Comprehensive Plan Amendments, and update the City's Water Supply Facilities Work Plan as necessary.

Strategy CCM 1.9.2 - The City shall implement water conservation, use, and supply protection programs consistent with the SJRWMD Plans and the City's Water Supply Facilities Work Plan.

Vision CCM 2

Through incentives, regulations, and engineering solutions, the City shall ensure that the development and redevelopment of property reduces flood risk which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.

Intent CCM 2.1

The City shall act to protect, conserve, restore, and enhance its beach and dune system by adopting management practices, construction and redevelopment standards which align with the Duval County Local Mitigation Strategy (LMS) and will enhance its performance in accordance with the Comprehensive Plan.

Strategy CCM 2.1.1 – The City shall continue to plan and implement mitigation strategies, including those projects delegated to the City in the Duval County Local Mitigation Strategy.

Strategy CCM 2.1.2 - 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 City, Federal, and SJRWMD regulations. The City shall also require vulnerability reduction measures for all new development, redevelopment, and infrastructure in these areas, such as additional hardening, higher floor elevations or incorporation of natural infrastructure for increased resilience.

Strategy CCM 2.1.3 - The City, in cooperation with Duval County, shall request for the Florida Department of Environmental Protection to reestablish the Coastal Construction Control Line (CCCL) every five (5) years.

Strategy CCM 2.1.4 - The City shall encourage and support Beach Renourishment projects administered by the U.S. Army Corps of Engineers.

Strategy CCM 2.1.5 - Responsibilities of the City may include, but not be limited to, providing irrigation and fertilization as necessary to ensure the continued health of dune stabilizing vegetation; replacing vegetation as needed; and constructing and maintaining pile supported wooden dune walkovers at public beach access points.

Strategy CCM 2.1.6 - Wind erosion shall be controlled through stabilization of the berm, using the most effective methods to improve the performance of the beach fill.

Strategy CCM 2.1.7 - Foot traffic across the stabilized berm should be eliminated by maintaining existing or constructing new elevated walkways or crossovers at each point of public access so that the vegetation which provides long term stability remains undisturbed.

Intent CCM 2.2

Rise in sea level projected by the Federal Government (National Oceanic and Atmospheric Administration) shall be taken into consideration in all future decisions regarding the design, location, and development of infrastructure and public facilities in the potentially affected areas.

Intent CCM 2.3

The City shall ensure that future development and redevelopment will minimize the exposure of population, particularly vulnerable populations, and property to storm damage and sea level rise by adopting and enforcing requirements pursuant to the standards established by the Duval County Mitigation Plan, this Comprehensive Plan Element, and FL State Statute to regulate development within Coastal High-Hazard Areas (CHHA) and curtail public funding within these areas.

Strategy CCM 2.3.1 - 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 SJRWMD and shall specifically restrict discharge of rainwater into ditches that may flood evacuation routes.

Strategy CCM 2.3.2 - The Coastal High Hazard Area (CHHA) for Jacksonville Beach shall consist of the area below the elevation of the Category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model (Sec. 163.3178(2)(h), F.S.) as depicted in the 2050 CHHA Map.

Strategy CCM 2.3.3 - The Duval County Local Mitigation Strategy (LMS) 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 or a similarly appropriate personnel, shall identify specific actions that could be implemented to reduce exposure to natural hazards.

Strategy CCM 2.3.4 - City-funded public facilities shall not be built in the CHHA, unless the facility is for public access or resource restoration.

Strategy CCM 2.3.5 - Undeveloped city-owned lands within the CHHA 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.

Strategy CCM 2.3.6 – The City shall align with and enhance Florida Building Code design and construction standards to ensure the integrity of new, existing, and redeveloped buildings.

Strategy CCM 2.3.7 - 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. 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 absolutely necessary and enhances the public health, safety and welfare.

Strategy CCM 2.3.8 - 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.

Strategy CCM 2.3.9 - Repair or reconstruction of existing seawalls must be accompanied by beach fill, or performed in anticipation of beach renourishment or reconstruction.

Strategy CCM 2.3.10 - The City shall identify structures in the CHHA, inventory their assessed value, judge the utility of the land for public access, and make recommendations for acquisition or the transfer of development rights when post-disaster opportunities arise.

Intent CCM 2.4

The City's hurricane and extreme weather evacuation time shall align with the Statewide Evacuation Study Program, Northeast Florida Study and shall be adjusted and re-examined following the release of updated studies.

Strategy CCM 2.4.1 - The City shall notify each resident household of evacuation procedures prior to each hurricane season. Hotels, short-term rentals, condominiums, and the like 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.

Strategy CCM 2.4.2 - Future improvements to emergency evacuation route roads shall reduce or eliminate hindrances likely to result from flooding by increasing the resiliency capacity.

Strategy CCM 2.4.3 - 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.

Intent CCM 2.5

The City shall consider in all decision-making processes whether the action or decision will increase, reduce or mitigate flood potential from sea level rise, high tide and storm surge, including:

1. Comprehensive Plan and Land Development Code amendments. The City shall evaluate its policies and regulations on a periodic basis to consider amendments to reduce and/or mitigate flooding impacts and shall ensure amendments do not increase the extent and depth of flood potential.
2. Land use and zoning amendment decisions. Density offsets in the CHHA shall not result in an increase in density or intensity within areas forecasted to flood due to sea level rise or high tide events forecasted through 2050 based on high risk scenario.
3. Subdivision, Planned Unit Development and Site Plan reviews. The City shall ensure all applicable policies and regulations are enforced during development review procedures and shall evaluate opportunities for offering incentives for exceeding minimum standards.
4. Budgetary Process, Strategic Plans and Departments. The City shall consider opportunities to reduce and/or mitigate flood impacts in preparing its budget, evaluating public projects and determining priorities by Department.

5. Infrastructure Improvements. The City shall give high priority to infrastructure improvements and other engineering solutions that will increase public health and safety by improving flood resiliency.

Intent CCM 2.6

The City shall implement the following redevelopment and development principles, strategies and engineering solutions to reduce the extent of real property and structures located in designated flood zones.

Strategy CCM 2.6.1 - The City shall evaluate land acquisition opportunities based on the following guiding principles:

- a. Identify and prioritize sites that are determined the most vulnerable to flooding based on modeling, projected sea-level-rise effects, and/or recorded repetitive structural damage
- b. Prioritize sites that maximize public benefits, including shoreline access, recreation, conservation, mitigation and other objectives of the Comprehensive Plan
- c. Reduce acquisition costs by seeking out willing sellers through voluntary land acquisition or the transfer of development right
- d. Coordinate with regional, state and federal agencies and non-profit programs on funding acquisition priorities
- e. Pursue options to assemble acquisition lands to maximize effectiveness and reduce infrastructure demands

Strategy CCM 2.6.2 - The City shall identify opportunities to reduce density/intensity of existing development in flood zones:

- a. Prioritize potential sites appropriate for less than fee simple purchase of partial development rights following the same principles as for fee simple acquisition.
- b. Prioritize sites that are suitable for conversion to less susceptible and/or lower intensity land uses in conjunction with fee simple purchase of partial development rights.
- c. Evaluate opportunities for public/private partnerships to implement drainage improvements, selective seawall construction or other engineering solutions in conjunction with reduction of density/intensity.

Strategy CCM 2.6.3 – The City shall amend its floodplain regulations to require the elevation of new structures and substantially repaired/improved structures located in flood zones to a minimum of 1.5 feet above applicable base flood elevation standards.

Strategy CCM 2.6.4 - The City shall limit public expenditures that would facilitate development within areas vulnerable to projected flooding from sea level rise through 2050 and high tides, and shall encourage local governments, agencies and service providers to implement the same strategy.

Strategy CCM 2.6.5 - The City shall ensure that drainage swales, ditches, stormwater retention areas and urban conveyance systems are maintained to achieve maximum design capacity and flow. The City shall conduct periodic inspections of private drainage systems under its regulatory jurisdiction to ensure enforcement of permitting conditions relating to operation and maintenance of drainage systems, and shall encourage the SJRWMD to conduct similar inspections for systems under its jurisdiction.

Strategy CCM 2.6.6 - The City shall coordinate with the Florida Department of Transportation (FDOT), Duval County, the Duval County School District and other government agencies that own development sites, control right-of-way or provide services in order to evaluate opportunities for partnering on drainage improvements and to encourage designs that minimize and mitigate flood impacts.

Intent CCM 2.7

The City shall evaluate and adopt regulations to require or incentivize the following site development techniques and best management practices to reduce losses due to flooding and resulting insurance claims:

Strategy CCM 2.7.1 - The City shall implement and uphold regulations that reduce the extent of required impervious surfaces. This includes revised minimum and maximum off-street parking ratios, additional parking flexibility including compact, bicycle, and golf-cart parking credits, shared parking ratios for uses with different peak periods, and the use of pervious materials for driveways, parkways and sidewalks.

Strategy CCM 2.7.2 – Where feasible, the City shall require shared access points and cross-connections between developments, particularly along 3rd Street, and where the result would be a reduction of impervious surface.

Strategy CCM 2.7.3 - Support regulatory and financial incentives for elevating the first floor of structures on pilings in A-zones to allow for parking beneath the structure. Implement the same strategy for elevating the first-floor structures above minimum regulatory requirements in V-zones, as necessary, to locate parking below structures.

Strategy CCM 2.7.4 – The City shall incorporate flood mitigation strategies into their landscaping and development standards.

Strategy CCM 2.7.5 – The City shall continue to provide public education on flood protection, best management practices and the National Flood Insurance Program via its website, citizen engagement, workshops, and other outreach methods.

Intent CCM 2.8

The City shall maintain flood-resistant construction requirements that are consistent with, or more stringent, than the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R., Part 60.

Intent CCM 2.9

Construction activities seaward of the coastal construction control lines established pursuant to and consistent with S.161.053 shall be consistent with Chapter 161, Florida Statutes.

Intent CCM 2.10

The City shall continue to participate in the National Flood Insurance Program Community Rating System (CRS) administered by FEMA and shall periodically evaluate program options for improving its rating to maximum insurance premium discounts for their residents.

Vision CCM 3

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

Intent CCM 3.1

Shoreline land uses which incorporate public uses and access to shorelines and coastal resources shall be incentivized and prioritized during development and redevelopment.

Strategy CCM 3.1.1 - 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.

Strategy CCM 3.1.2 - Expanded or new water-dependent and water-related uses shall be located in areas that have low vulnerability to environmental degradation 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 Manatee Protection Plan and the Duval County Maritime Management Plan.

Intent CCM 3.2

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

Strategy CCM 3.2.1 - 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 an equivalent form on-site, or donate to the City an improved provision for public access elsewhere in the City.

Strategy CCM 3.2.2 - 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.

Strategy CCM 3.2.3 – The City shall encourage and pursue providing bicycle parking, and other types of multi-modal transportation parking, at all public beach access locations. Similarly, development and redevelopment that impacts public beach access shall be required to provide bicycle parking as required by the City’s LDC.

Strategy CCM 3.2.4 — Where feasible, the City shall expand public parking through the development of new parking areas, expansion of existing parking areas, and/or development of a parking garage.

Intent CCM 3.3

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.

Strategy CCM 3.3.1 - 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. 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.

Strategy CCM 3.3.2 - The City shall continue to 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.

Intent CCM 3.4

The LOS 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.

Strategy CCM 3.4.1 - 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.

Strategy CCM 3.4.2 - Flood-proofing of potable water lines and sewerage, and the continuous improvement of storm drainage as detailed in the Public Facilities Element, shall be required to facilitate post-disaster redevelopment.

Intent CCM 3.5

The City shall manage coastal resources and natural systems without regard to political boundaries.

Strategy CCM 3.5.1 - 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.

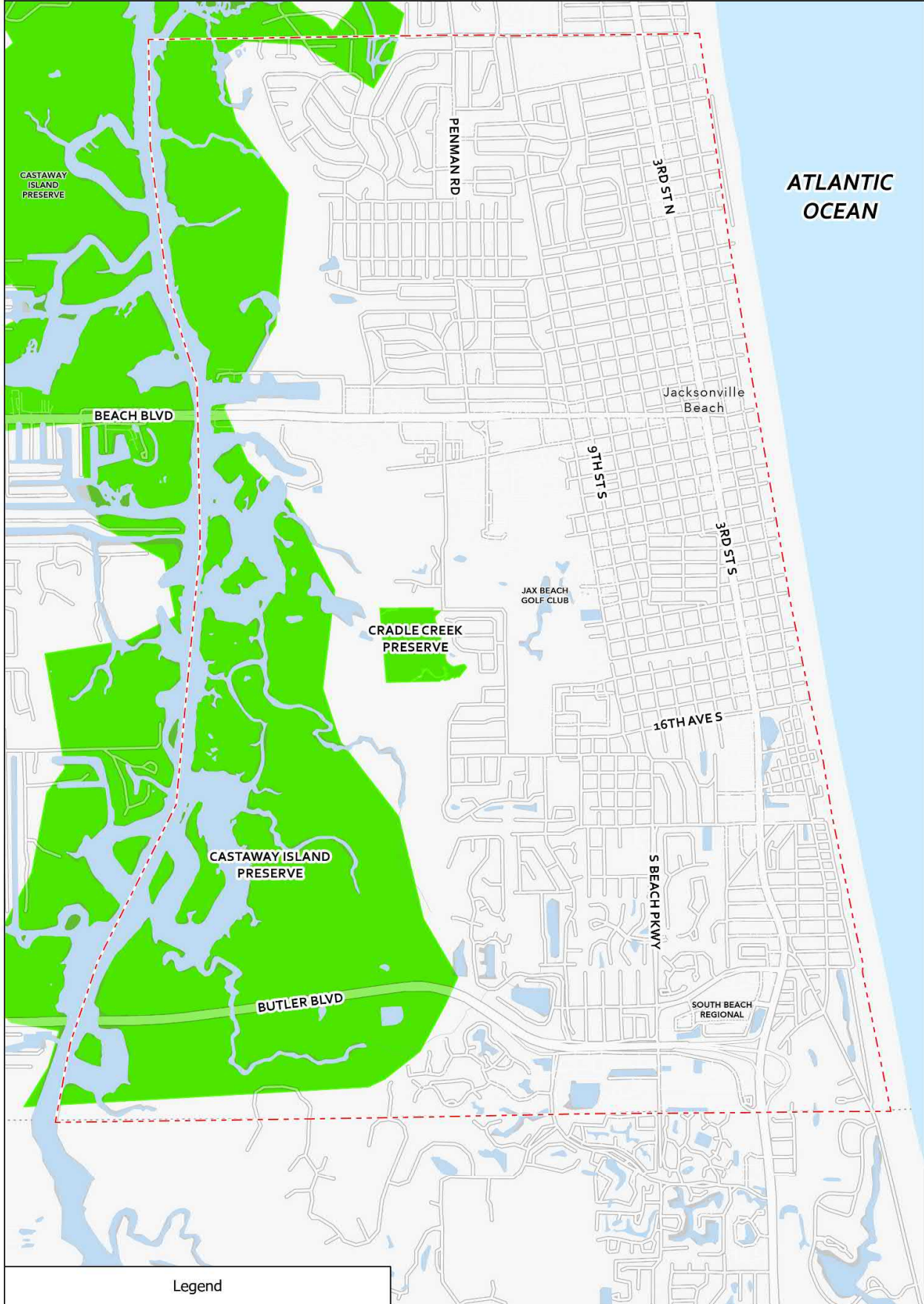
Strategy CCM 3.5.2 - The City shall coordinate development in the coastal zone with all adjacent communities and coastal municipalities which may be impacted by such development, and shall forward copies of development proposals to potentially affected jurisdictions for review and comment.

Strategy CCM 3.5.3 - 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.



Strategy CCM 3.5.4 - The City shall align all conservation and coastal management intents and strategies with the intergovernmental element of the Comprehensive Plan. The City shall assist regional, local, federal, non-profit and the like efforts to create conservation and coastal management master plans and policies.

Strategy CCM 3.5.5 - The City, in cooperation with adjacent coastal communities, shall establish a mechanism to develop a county-wide beach and dune management plan 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.

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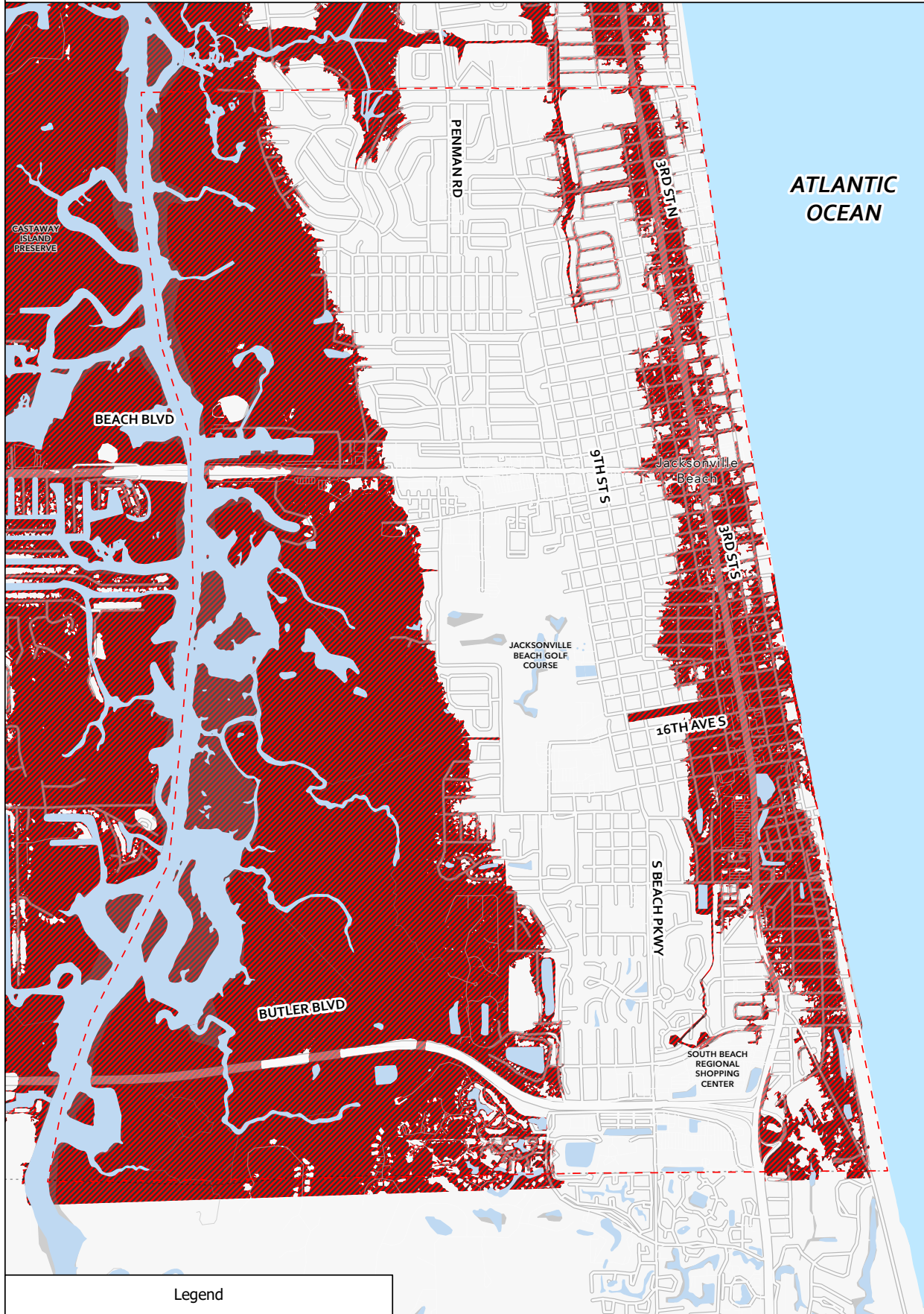
Legend

-  City Boundary
-  Conservation Lands



Data Source: City of Jacksonville Beach

0 0.5 1 Miles

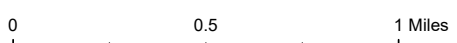
Date Created: 7/5/2023



Legend






-  City Limits
-  Coastal High Hazard Area

Data Source: NEFR, Maximum of Maximum Storm Surge Inundation for Category 1 Storm Surge

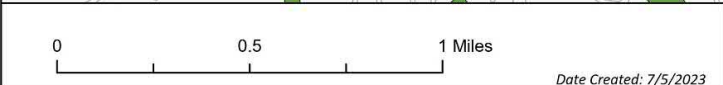




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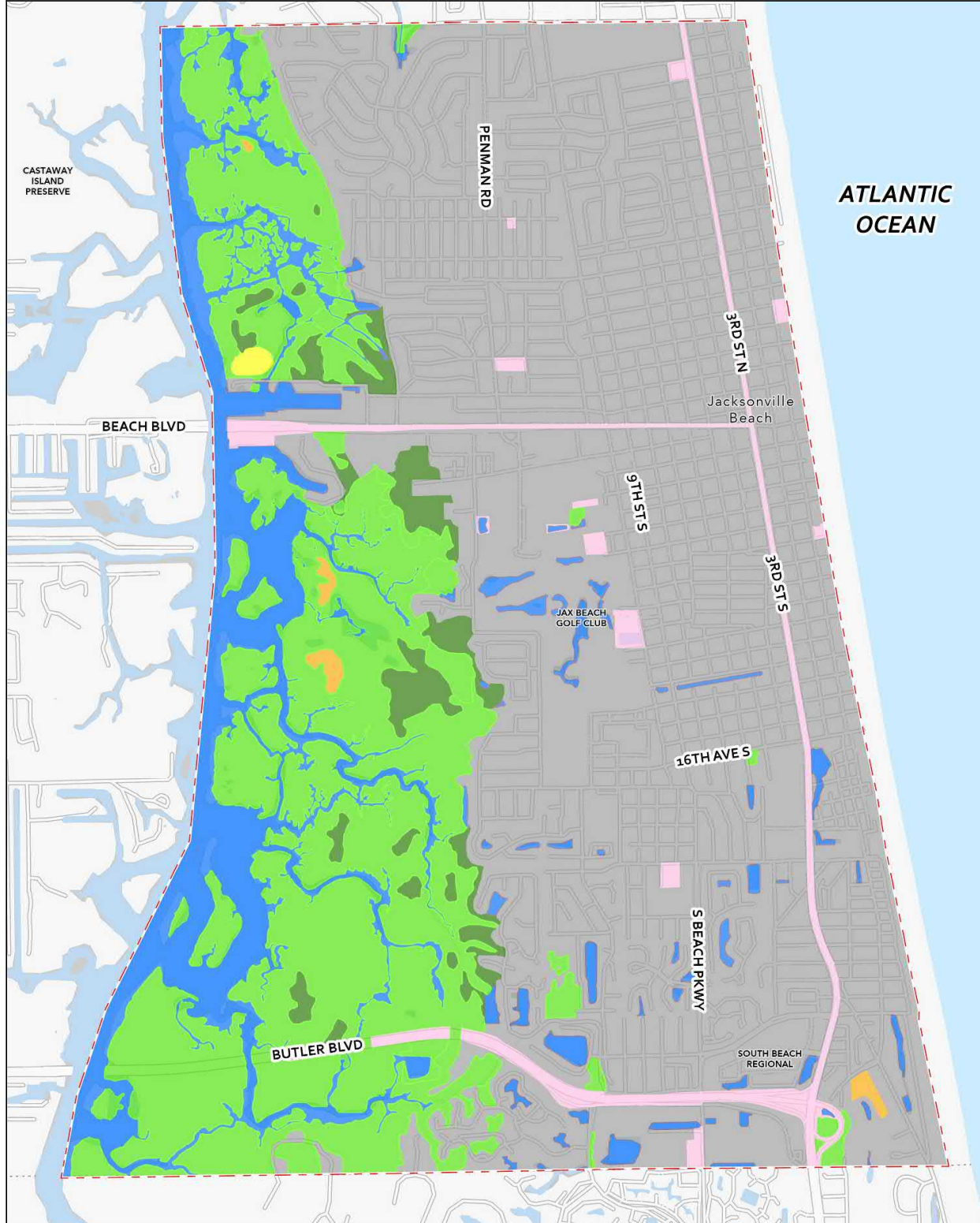
-  City Boundary
- Waterbodies**
-  Stream/River
-  Lake/Pond
-  Reservoir
-  Swamp/Marsh

Data Source: US Fish & Wildlife Service



CITY OF JACKSONVILLE BEACH

FLORIDA LAND USE AND COVER CLASSIFICATION SYSTEM (FLUCCS)

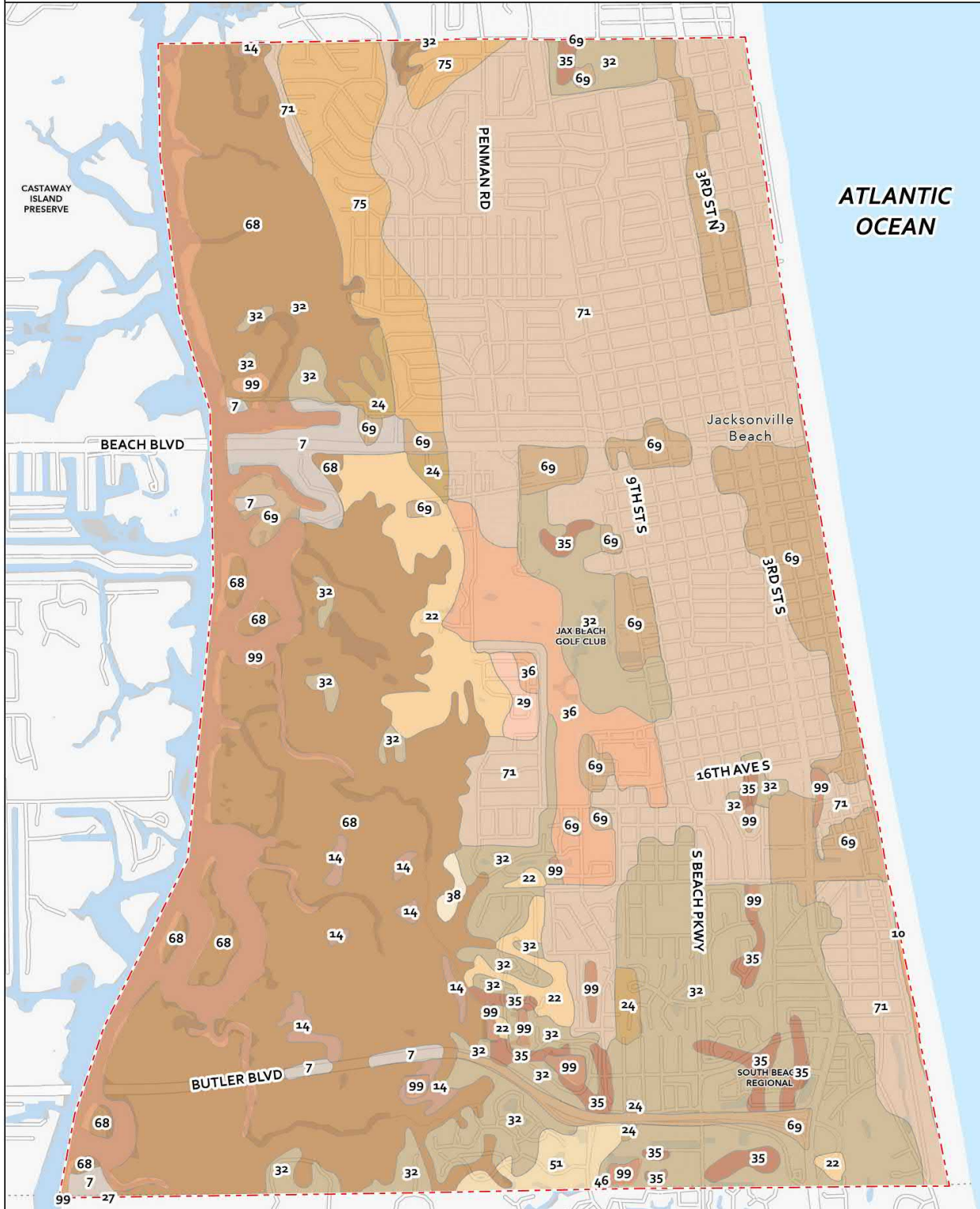


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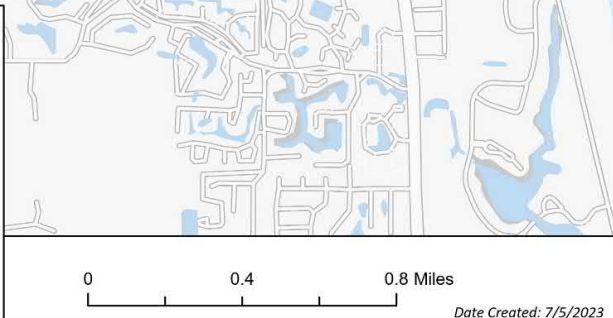
| | |
|--|--------------------|
| City Boundary | Upland Forest |
| FLUCCS | Urban and Built-Up |
| Barren Land | Water |
| Rangeland | Wetlands |
| Transportation, Communication, and Utilities | |



Data Source: Florida Department of Environmental Protection



| Legend | |
|--|---|
| City Boundary | 27 - Kershaw fine sand, 2 to 8 percent slopes |
| 7 - Arenets, nearly level | 29 - Kureb fine sand, 2 to 8 percent slopes |
| 10 - Beaches, very frequently flooded | 32 - Leon fine sand, 0 to 2 percent slopes |
| 14 - Boulogne fine sand, 0 to 2 percent slopes | 35 - Lynn Haven fine sand, 0 to 2 percent slopes |
| 22 - Evergreen-Wesconnett complex, depressional, 0 to 2 percent slopes | 36 - Mandarin fine sand, 0 to 2 percent slopes |
| 24 - Hurricane and Ridgewood soils, 0 to 5 percent slopes | 38 - Mascotte fine sand, 0 to 2 percent slopes |
| | 46 - Ortega fine sand, 0 to 5 percent slopes |
| | 51 - Pelham fine sand, 0 to 2 percent slopes |
| | 68 - Tisonia mucky peat, 0 to 1 percent slopes, very frequently flooded |
| | 69 - Urban land |
| | 71 - Urban land-Leon-Boulogne complex, 0 to 2 percent slopes |
| | 75 - Urban land-Hurricane-Albany complex, 0 to 5 percent slopes |
| | 99 - Water |



Data Source: US Department of Agriculture

VIII. Recreation & Open Space Element

DRAFT

Recreation and Open Space Element

Vision OS 1

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.

Intent OS 1.1

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

Strategy OS 1.1.1

The adopted parks and recreation LOS standards shall be as follows:

Table OS 1: Parks and recreation standards

| Classification | Acres/1,000 Residents | Minimum Size | Service Area | Population Served |
|----------------|-----------------------|--------------|-------------------------------|-------------------|
| Neighborhood | 2.0 acres | 2.0 acres | 0.25 mile to 0.50 mile radius | Up to 10,000 |
| Community | 2.0 acres | 2.0 acres | 0.5 mile to 3 mile radius | Up to 25,000 |

Strategy OS 1.1.2

The adopted parks and recreation facility LOS standards shall be as follows:

Table OS 2: Parks and recreation facility standards

| Facility | Standard |
|-----------------------------------|-------------------------------|
| Baseball/Softball Fields | 1 field per 3,000 residents |
| Basketball Courts | 1 court per 5,000 residents |
| Boat Ramps | 1 ramp per 12,500 residents |
| Equipped Play Areas (playgrounds) | 1 area per 5,000 residents |
| Football Fields | 1 field per 10,000 residents |
| Golf Courses | 18 holes per 25,000 residents |
| Recreation Center & Gym | 1 center per 25,000 residents |

| Facility | Standard |
|--------------------------------------|--|
| Soccer Fields | 1 field per 10,000 residents |
| Swimming Pools and Splash Pads | 1 pool/splash pad per 30,000 residents |
| Court Sports (Tennis and Pickleball) | 1 court per 2,000 residents |
| Volleyball Courts | 1 court per 8,500 residents |
| Hiking/Exercise Trail | 1 mile per 6,000 residents |

Strategy OS 1.1.3

The City’s Parks and Recreation Department shall annually review the LOS standards to ensure they correspond to the City’s needs.

Strategy OS 1.1.4

The City shall maximize available funds and pursue grants, foundations, and other public/private funding sources for the development, expansion, and maintenance of park and public space resources.

Intent OS 1.2

The City shall protect existing and future recreation and open spaces for the residents and visitors of the City.

Strategy OS 1.2.1

The City 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 allowable 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.

Intent OS 1.3

The City shall connect parks, public spaces, and neighborhoods through active recreation infrastructure (multi-modal paths, sidewalks, urban trails, kayak launches, etc.) accessible by all ages and abilities.

Strategy OS 1.3.1

The City shall prioritize implementation of the Urban Trails Master Plan.

Strategy OS 1.3.2

Where redevelopment, new development, or infrastructure improvements (sidewalk, roadway, intersection, right-of-way expansion, etc.) occurs, the City shall encourage and, where feasible, require implementation of the Urban Trails Master Plan.

Intent OS 1.4

The City shall pursue creating a park fund through impact fees for new development and redevelopment.

Strategy OS 1.4.1

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

Strategy OS 1.4.2

The City shall establish an in lieu of fund for development that cannot provide the land development code required recreation and open space (“park fund”).

Strategy OS 1.4.3

The City shall utilize the park fund to improve existing recreation facilities, enhance open space, preserve new open space and acquire additional recreation and open space should the opportunity arise.

Intent OS 1.5

The City shall utilize its recreation and open space to provide a family friendly environment for its residents and visitors.

Strategy OS 1.5.1

The City shall manage and maintain its public parks to ensure accessibility, safety and usability for all ages and abilities.

Strategy OS 1.5.2

The City shall encourage and promote family friendly festivals and events.

Intent OS 1.6

The City shall ensure that public access to the beachfront and Atlantic intracoastal Waterway is maintained and improved.

Strategy OS 1.6.1

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 is replaced.

Strategy OS 1.6.2

Through the LDC, the City shall encourage and implement that where feasible beach access points shall provide adequate bicycle parking to encourage multi-modal transportation and orderly bicycle parking.

Strategy OS 1.6.3

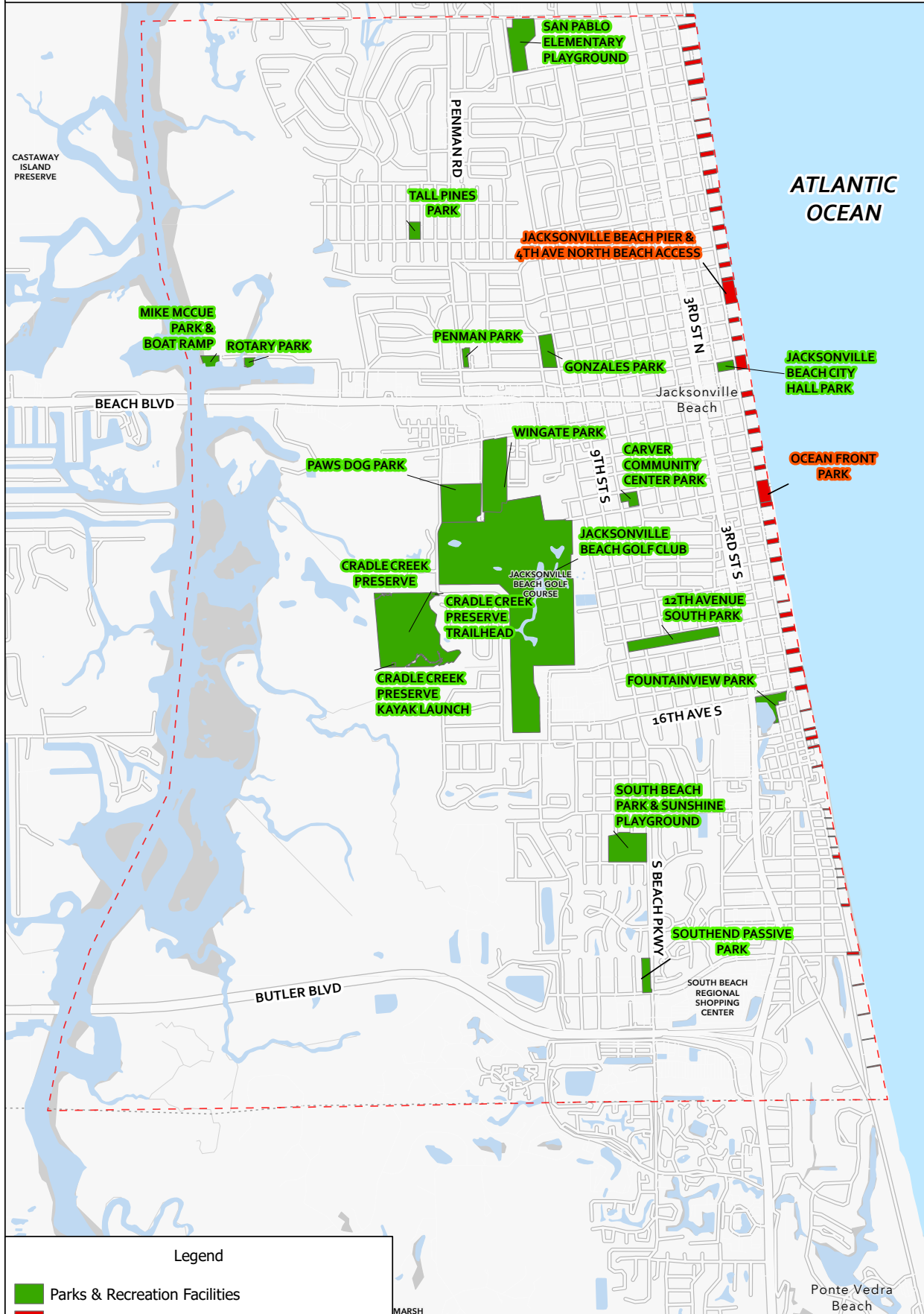
The City shall continue to discourage the development of additional marina sites prior to the full utilization of existing sites. Expansion of facilities adjacent to existing sites should pursue dry storage. All additional marina development should be in strict compliance with existing regulations, and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

Intent OS 1.7

The City shall continue to support and encourage efforts to coordinate the provision of parks and facilities with other government agencies to provide a wide variety of active and passive recreation and open space.

Strategy OS 1.7.1

The City shall work with Duval County Public Schools (DCPS) to explore the option of DCPS fields, playgrounds, and open space within the City being used as additional recreation and open space for residents during the periods of time that school is not in session.



Legend

- Parks & Recreation Facilities
- Beach Accesses
- City Limits



IX. Intergovernmental Coordination Element

DRAFT

Intergovernmental Coordination Element

Vision IC 1

Implement the goals, objectives and policies of the Comprehensive Plan through continued collaboration and partnership with surrounding municipalities and agencies (Federal, State, & Local) to maintain quality of life for the City's residents and visitors.

Intent IC 1.1

The City shall continue the dissemination of information to adjacent jurisdictions, agencies and districts and improve the effectiveness of planning activities through intergovernmental coordination.

Strategy IC 1.1.1—The City shall continue to coordinate with the Northeast Florida Regional Council and ensure that all neighboring jurisdictions are consulted with before making major land use decisions which would have a regional impact.

Strategy IC 1.1.2 – The City will continue to coordinate with adjacent jurisdictions by providing received large scale land use and rezoning application packets for review and comments.

Strategy IC 1.1.3—The City shall 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.

Strategy IC 1.1.4 – The City shall continue to partner with neighboring jurisdictions and adhere to existing interlocal agreements to resolve conflicts as they arise.

Intent IC 1.2

The City shall continue to coordinate with the City of Jacksonville and neighboring jurisdictions on land use planning, unified development policies, and special projects.

Strategy IC 1.2.1 – The City will continue to participate in the coordination of regional housing strategies with local, regional, state, and federal housing agencies and non-profit organizations.

Strategy IC 1.2.2 – The City shall participate in regional housing initiatives to inventory, monitor, and maintain the quality and quantity of the region's housing supply.

Strategy IC 1.2.3 – The City will continue to coordinate with Duval County, other local municipalities to help provide affordable housing options for the area.

Intent IC 1.3

The City shall coordinate with neighboring jurisdictions and agencies to ensure the level of service of public facilities and amenities outside of and within the City' jurisdiction is sustained, or improved, for current and future populations.

Strategy IC 1.3.1 – The City shall continue to coordinate with neighboring jurisdictions and the School District staff in 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 of district-wide public-school facilities concurrency.

Strategy IC 1.3.2 – The City will continue to coordinate with Duval County Public Schools (DCPS) to administer the school concurrency process. The City will also encourage the School District to focus on the health, safety, and welfare of the students within the City.

Strategy IC 1.3.3 – The City shall make an effort to coordinate with the DCPS for the citizens to utilize school recreation facilities to increase the amount of open space and recreation available to the city residents.

Strategy IC 1.3.4 – The City shall coordinate with FDOT when planning and constructing improvements to ensure completed vision plans such as the urban trails plan are incorporated into the FDOT's work plan for improvements.

Strategy IC 1.3.5 – The City shall coordinate with FDOT on a regular basis to stay well-informed on upcoming roadway improvements or studies to ensure the urban trails plan is incorporated within the plan.

Strategy IC 1.3.6—The City shall continue to coordinate with City of Jacksonville to ensure the City's solid waste continues to be disposed of in a responsible manner as described in the Public Facilities Element.

Strategy IC 1.3.7—The City shall continue the existing partnership with the City of Jacksonville as it relates to the City of Jacksonville's Pier.

Strategy IC 1.3.8 – The City shall maintain the interlocal agreement addressing the joint Beaches' sewer outfall system and explore other joint wastewater management improvements.

Strategy IC 1.3.9 – The City shall seek to maintain the existing agreement with Jacksonville for cost sharing of beach maintenance costs as a regional recreation resource.

Strategy IC 1.3.10 – The City should engage with a consultant or the Northeast Florida Regional Council to study the feasibility of a beach improvement district to cover beach access and maintenance.

Intent IC 1.5

Continue to coordinate with regional and State agencies having permit or approval power over environmentally sensitive land and natural resources.

Strategy IC 1.5.1 – The City will participate in the development of updates to the St. Johns River Water Management District’s (SJRWMD) North Florida Regional 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 including, but not limited to, water conservation, storm water runoff and effluent re-use.

Strategy IC 1.5.2 – 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.

DRAFT

X. Capital Improvements Element

DRAFT

Capital Improvement Element

Vision CI 1

Implement a capital improvement planning program that provides and maintains in a timely, efficient, and fiscally sustainable manner public facilities and services which protect the public health, safety and welfare, adequately serve existing, new development, and redevelopment and is consistent with the City's Comprehensive Plan.

Intent CI 1.1

The City shall utilize the Capital Improvement System for construction of public services, capital facilities, and infrastructure systems needed to:

1. Implement the Comprehensive Plan's planning framework
2. Implement the Urban Trails Master Plan
3. Accommodate the needs of current and future populations
4. Maintain and achieve the adopted Level of Service (LOS) standards
5. Meet existing service deficiencies by replacing obsolete or worn-out facilities and infrastructure

Strategy CI 1.1.1 – In accordance with Section 163.3177(3)(b)1, Florida Statutes, the City shall annually update the Five-Year Schedule of Capital Improvements based on the following criteria:

1. Is the project needed to fulfill the vision of the comprehensive plan?
2. Is the project needed to protect the public health and safety; fulfill the City's legal commitments; or provide full or improved use of existing facilities?
3. Does the project improve existing facilities; mitigate future improvement costs; provide services to developed areas; or promote redevelopment?
4. Is the City capable of maintaining the facility on an on-going basis?

Strategy CI 1.1.2 – The City shall include all projects identified in other elements of this plan estimated to cost more than \$100,000.

Strategy CI 1.1.3 – The City shall manage the fiscal budgeting and delivery of public services by coordinating the following components of the Capital Improvement System:

1. **Annual Budget**
2. **Capital Improvement Program (CIP)**
3. **Capital Improvement Schedule (CIS)**

Strategy CI 1.1.4 – The City’s Capital Projects Team shall continue to consist of the City Manager, Public Works Director, Planning and Development Director, Parks and Recreation Director, Beaches Energy Service Director, Chief Financial Officer, City Engineer and Budget Officer. They shall continue to meet bimonthly to monitor the progress of each ongoing project, identify possible future projects, and to resolve early any problems that may arise.

Intent CI 1.2

The City shall provide for its financial demand and operational needs through effective and proactive fiscal planning to meet the needs of current and future populations.

Strategy CI 1.2.1 – The City shall identify opportunities for generating revenues for the City’s operations and annual budgeting. Potential revenue generation opportunities include:

1. Grants and similar resources
2. In lieu of fees for required off-street parking and required residential development active recreation space

Strategy CI 1.2.2 – The City shall maximize financial resources and improve operational and work project efficiencies by coordinating public service and infrastructure system work efforts. Specific attention should be given to coordinate implementation of the Urban Trails Master Plan with public service and infrastructure system work efforts. Examples of such coordinated enhancements include:

1. Street projects that include utility, stormwater, sidewalk and/or trail, and streetscape enhancements
2. Utility projects that include community parks, sidewalks, stormwater, and road enhancements

Strategy CI 1.2.3 – 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 provisions

- g) Affect the public facilities of those municipalities and other jurisdictions with whom the City has interlocal agreements

Strategy CI 1.2.4 – The City shall proactively plan for and fund climate-resilient infrastructure that meets the needs of present generations and progresses the City towards a sustainable future that meets the needs of future generations.

Intent CI 1.3

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, curtailing public funding of facilities within these areas, and aligning public funding with the conservation and coastal management elements of the comprehensive plan.

Strategy CI 1.3.1 - City-funded public facilities shall not be built in the coastal high-hazard area, unless the facility is for public access or resource restoration.

Strategy CI 1.3.2 – Construction projects within the designated redevelopment areas shall be in accordance with the adopted land uses specified in the Community Redevelopment Plans.

Intent CI 1.4

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.

Strategy CI 1.4.1 – 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 ensure that the rates are adequate.

Strategy CI 1.4.2 – 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.

Intent CI 1.5

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.

Strategy CI 1.5.1 – The LOS standards shall be applied consistently by the City and by Duval County Public Schools (“DCPS”) district-wide to all schools of the same type.

Strategy CI 1.5.2 – The City hereby adopts by reference the DCPS Master Facility Plan Recommendations, “A Bold Plan for DCPS” adopted 2019, and the DCPS Strategic Plan Goals 2021-2026.

DRAFT

XI. Public School Facilities Element

DRAFT

Public School Facilities Element

Vision PS 1

The City shall collaborate and coordinate with the Duval County Public Schools (DCPS) 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.

Intent PS 1.1

The City shall establish coordination review procedures to ensure consistency of its Comprehensive Plan with the plans of the DCPS, the Interlocal Agreement, the County, and the other municipalities.

Strategy PS 1.1.1

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

Strategy 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.

Strategy 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.

Strategy 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.

Strategy PS 1.1.5

At the time of adoption of the 2050 Comprehensive Plan, 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's 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.

Strategy 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.

Strategy 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.

Intent PS 1.2

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.

Strategy PS 1.2.1

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.

Strategy PS 1.2.2

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

Strategy PS 1.2.3

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

Strategy PS 1.2.4

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.

Strategy PS 1.2.5

As stated in the Future Land Use Element, schools are an allowable land use in residential, Commercial Limited, Community Commercial, and Commercial Professional Office future land use designations, 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:
 - i. Whether the area contains or will contain a student population density sufficient to support the school;
 - ii. Whether a school in that location would be consistent with sound facility planning, including consideration of overall costs and design;
 - iii. Whether the school site is of sufficient size to accommodate the required parking and circulation of vehicles;
 - iv. Whether anticipated unacceptable impacts to the environment and significant environmental constraints would preclude a school on the site;
 - v. Whether development of the school would result in unacceptable impacts on archaeological or historic sites listed in the National Register of Historic Places or, should a historic preservation ordinance be adopted, impact the designation by the City as locally significant;
 - vi. Whether the site location is located within the area of velocity flood zone regulated by Section 333.03(3), F.S., regarding coastal high hazard areas as delineated by the City;
 - vii. Especially for elementary schools, but generally for all school levels, whether the site is proximate to and within walking distance of the residential neighborhoods the school is intended to serve, thereby encouraging the use of schools as focal points for neighborhoods;
 - viii. Whether the location has access to major roads, the urban trails system, and/or sidewalks and multi-modal connectivity;
 - ix. Whether the new school site, significant renovation, expansion or potential closure will support community redevelopment and revitalization;

- x. 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.

Strategy PS 1.2.6

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.

Strategy PS 1.2.7

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.

Intent PS 1.3

The City shall coordinate with the 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 and integrated with the surrounding land uses.

Strategy PS 1.3.1

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, the urban trail system, bicycle lanes and paths, 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.

Strategy PS 1.3.2

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.

Strategy PS 1.3.3

Should the City create a historic preservation ordinance, where continued use of an existing school that 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.

Strategy PS 1.3.4

New residential developments adjacent to schools shall be required to provide a direct access that is safe for pedestrian and/or bicycle travel to existing and planned school sites and shall connect to the neighborhood's existing pedestrian and/or multi-modal (e.g., urban trails, bike lanes, bike path, etc.) network. Residential developments which are age-restricted (55+) and therefore, as deemed by an official letter from the City, are exempt from school concurrency are therefore also exempt from this policy.

Strategy PS 1.3.5

To allow for the safety of pedestrians and bicyclists, the City shall coordinate with the DCPS to ensure that pedestrian and bicycle facilities are provided adjacent to school sites located in the City.

Strategy PS 1.3.6

The City, and the DCPS, is encouraged to utilize and work with the nationally funded Safe Routes to School (SRTS) program to promote students walking and biking to school where feasible.

XII. Property Rights Element

DRAFT

Property Rights Element

Vision PR 1

The City will respect judicially acknowledged and constitutionally protected private property rights, in accordance with the legislative intent of the Community Planning Act established in Chapter 163, Florida Statutes.

Intent PR 1.1

The City will ensure that private property rights are considered in local decision making.

Strategy PR 1.1.1

The following private property rights shall be considered in local decision making.

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

XIII. Historic Preservation Element

DRAFT

Historic Preservation Element

Vision HP 1

To protect the City's cultural heritage by way of identification, documentation, and preservation of its archaeological, architectural, historic, and cultural resources.

Intent HP 1.1

The Planning and Development Department should encourage the surveying of existing cultural resources within the City.

Strategy HP 1.1.1 – The Planning and Development Department shall pursue and consider grant funding from the Florida Division of Historical Resources.

Strategy HP 1.1.2 – The City shall encourage the surveying of all structures 50+ years or older and maintaining inventory of said surveyed structures. 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.

Strategy HP 1.1.3 – The City shall preserve, when appropriate, 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.

Strategy HP 1.1.4 – The City shall establish principles and standards to guide techniques and strategies for conservation, rehabilitation, and demolition programs.

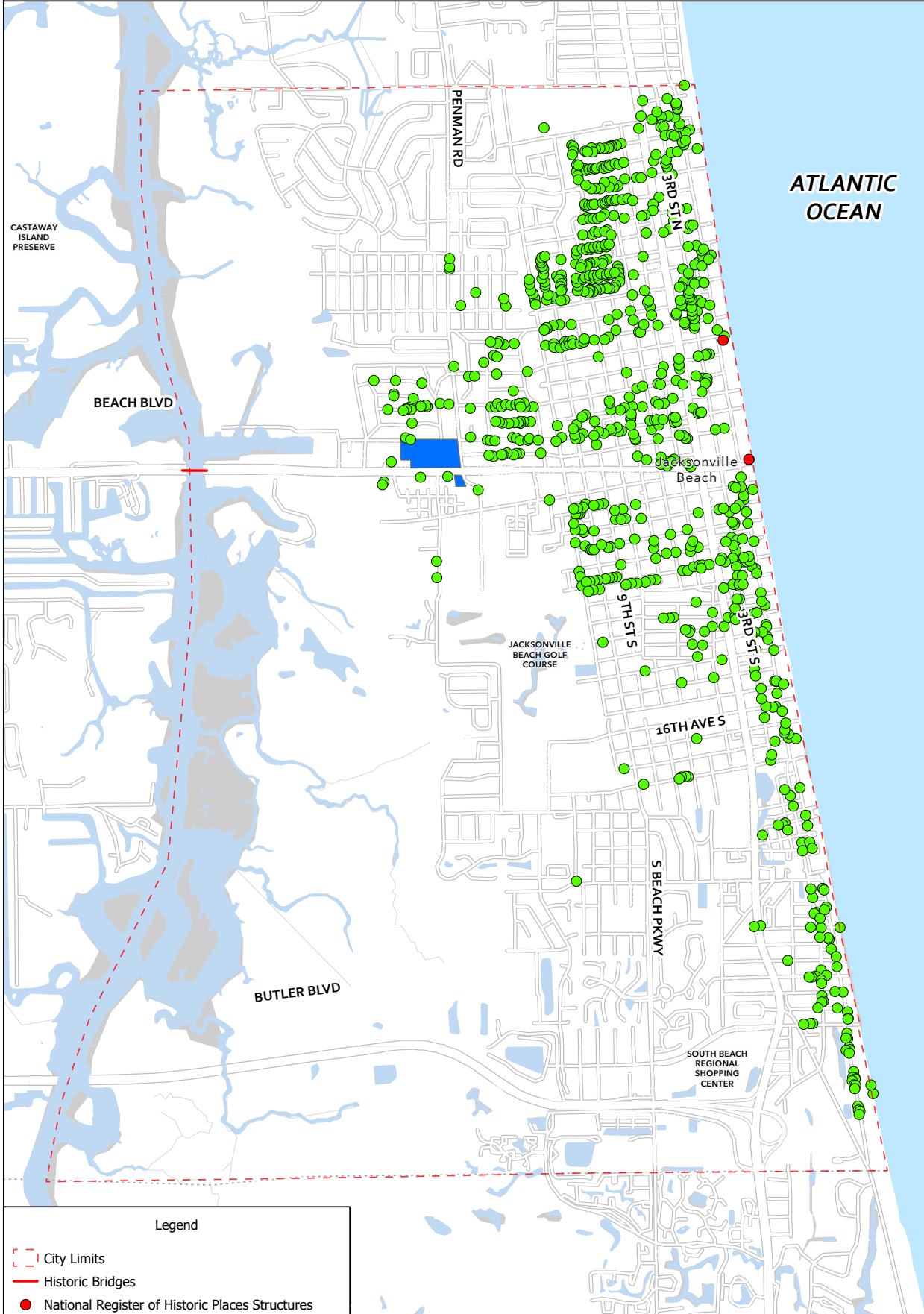
Vision HP 2

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

Intent HP 2.1

The Planning and Development Department should encourage the creation of a historic review board in order to fulfil the requirements for a CLG.

Strategy HP 2.1.1 –The Planning and Development Department should investigate updating the Land Development Code (LDC) to allow for a historic review board and allow for historic structure protection.



Legend

- City Limits
- Historic Bridges
- National Register of Historic Places Structures
- Surveyed Structures
- Cemeteries

