

COMMERCIAL

This category is primarily intended to provide for all types of commercial retail sales and service establishments and development which includes offices and Multi-family uses.

The plan includes five types of commercially dominated land use categories: Residential-Professional-Institutional, Neighborhood Commercial, Community/General Commercial, Regional Commercial, and Central Business District. The principal uses range from a small convenience store, laundry/dry cleaning shop to mixed use development, large shopping centers and multi-story office buildings.

Commercial Secondary Uses:

Secondary uses permitted in all residential land use categories are also allowed in all commercial land use categories, including schools. In addition, secondary uses having external impacts similar to the primary uses described above are also included. Examples of these uses are: Trade schools and colleges, hospitals, medical centers, clinics, and sanitariums; Museums; Art galleries; Theaters and related uses; Convention, exhibition, trade, and festival facilities and other similar institutional uses; Transit stations; and Off-street parking lots and garages.

In addition to the above, the following secondary uses may be permitted subject to the provisions of each commercial land use category: Criminal justice facilities; Transportation terminals and facilities; Stadiums and arenas; Yard waste composting; Dude ranches; Riding academies; Shooting ranges; Commercial fishing or hunting camps; and Fairgrounds.

Not all principal or secondary uses stated above are permitted in all commercial land use categories. The intensity and range of uses permitted, in a specific commercial category, are subject to the provisions of this and other elements of the 2030 Comprehensive Plan, and all applicable Land Development Regulations.

Community/General Commercial (CGC)

CGC - GENERAL INTENT

Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (T O D), as defined in this element, are encouraged when in close proximity to an existing

or planned J T A mass transit system station or Rapid Transit System (RTS). Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

CGC - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

A scale transition as defined and illustrated in this element.

When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.

Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

CGC - URBAN PRIORITY AREA (U P A) INTENT

CGC in the Urban Priority Area is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment. Development that includes residential uses is preferred to provide support for commercial and other uses. A combination of compatible mixed uses should be vertically integrated within a multistory building.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map.

CGC - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all CGC sites within the Urban Priority Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotel and motel; Office, Business and Professional Office including veterinary office; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of T O D.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 60 units per acre and the minimum gross density shall be 20 units per acre; except as provided herein.

For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units per acre and there shall be no minimum density.

Transit-Oriented Developments (T O D) shall provide a minimum gross density of 20 units per acre; and may increase the maximum gross density by an additional 20 units per acre; except for sites abutting Low Density Residential (LDR), in which case the maximum gross density shall be 20 units per acre.

For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units per acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

There shall be no minimum density for single family dwellings which were originally constructed as single family dwellings prior to adoption of the 2030 Comprehensive Plan.

The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (P U D) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

CGC - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Urban Priority Area.

A combination of compatible mixed uses should be vertically integrated within a multistory building.

Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.

Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.

Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

CGC - URBAN AREA (U A) INTENT

CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential uses is preferred to provide support for commercial and other uses.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map.

CGC - URBAN AREA USES

The uses provided herein shall be applicable to all CGC sites within the Urban Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile home/motor home rental and sales, boat storage and sales; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of T O D.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 40 units per acre and there shall be no minimum density; except as provided herein.

For sites abutting Low Density Residential (LDR) and Rural Residential (RR), the maximum gross density shall be 20 units per acre.

Transit-Oriented Developments (T O D) shall provide a minimum gross density of 20 units per acre; and may increase the maximum gross density by an additional 20 units per acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units per acre.

For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units per acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (P U D) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

CGC - URBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Urban Area.

Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.

Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.

Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

CGC - SUBURBAN AREA (S A) INTENT

The Suburban Area is intended to provide development in a nodal development pattern.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

CGC - SUBURBAN AREA USES

The uses provided herein shall be applicable to all CGC sites within the Suburban Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile home/motor home rental and sales, boat storage and sales; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of T O D.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are allowed by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - SUBURBAN AREA DENSITY

The maximum gross density within the Suburban Area shall be 20 units per acre and there shall be no minimum gross density; except as provided herein.

Transit-Oriented Developments (T O D) shall provide a minimum gross density of 15 units per acre; and may increase the maximum gross density by an additional 10 units per acre; except for sites abutting Low Density Residential (LDR) and Rural Residential (RR), in which case the maximum gross density shall be 20 units per acre.

For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units per acre unless appropriate mitigation is provided consistent with the City's CHHA policies.

The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (P U D) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

CGC - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Suburban Area.

Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.

Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.

Uses shall be sited in a manner to promote internal circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

CGC - RURAL AREA (R A) INTENT

Plan amendment requests for new CGC designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

CGC - RURAL AREA USES

The uses provided herein shall be applicable to all CGC sites within the Rural Area.

Principal Uses

Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile home/motor home rental and sales, boat storage and sales; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of T O D when within the defined proximity of an existing transit station.

Residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2030 Comprehensive Plan are allowed within this category.

Adult entertainment facilities are permitted by right only in Zoning District CCG-2.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction. In addition, the following secondary uses may also be permitted: Group care facilities; Criminal justice facilities; Dude ranches; Riding academies; Private camps; Camping grounds; Shooting ranges; Fishing and hunting camps; Fairgrounds; Race tracks; Stadiums and arenas; Transit stations; Transportation terminals and facilities (but not freight or truck terminals); Personal property storage establishments; Crematoria; Blood donation and plasma centers; Building trade contractors; Rescue missions; and Day labor pools.

Accessory Uses

Warehousing, light manufacturing and fabricating may be permitted provided it is part of a commercial retail sales or service establishment, and the accessory use shall be located on a road classified as collector or higher on the Functional Highway Classification Map.

CGC - RURAL AREA DENSITY

The maximum gross density within the Rural Area shall be 20 units per acre and there shall be no minimum density. The maximum density shall be ten units per acre and there

shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (P U D) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

CGC - RURAL AREA DEVELOPMENT CHARACTERISTICS

The development characteristics provided herein shall be applicable to all CGC sites within the Rural Area.

Developments on sites greater than 30 acres should incorporate urban development characteristics as defined in this element.

Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.

Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

CGC uses shall be clustered in a manner resulting in the creation of an undeveloped buffer between the uses and adjacent wetlands, conservation and agricultural lands.

Source: City of Jacksonville Planning and Development Department, September 6, 2019