

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.

Neighborhood Commercial (NC)

NC - GENERAL INTENT

Neighborhood Commercial (NC) is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. Preferred development patterns include those described in Policy 3.2.6 of this element. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of Vehicles Miles Traveled. 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. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

NC - 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 style compatible with adjacent areas to serve as a visual buffering element.

NC - URBAN PRIORITY AREA (U P A) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way are considered preferred locations.

NC - URBAN PRIORITY AREA USES

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

Principal Uses

Offices, Business and professional offices, including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling stations; Uses associated with and developed as an integral component of T O D; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority 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), 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.

NC - URBAN PRIORITY AREA DEVELOPMENT CHARACTERISTICS

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

Residential uses shall not be permitted on the ground floor abutting roads classified as collector 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 non-residential 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.

NC - URBAN AREA (U A) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

NC - URBAN AREA USES

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

Principal Uses

Offices Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of T O D; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - URBAN AREA DENSITY

The maximum gross density in the Urban Area shall be 30 units per acre and there shall be no minimum density; except as provided herein.

For sites abutting Low Density Residential (LDR), 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.

NC - URBAN AREA DEVELOPMENT CHARACTERISTICS

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

Residential uses shall not be permitted on the ground floor abutting roads classified as collector 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 non-residential 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.

NC - SUBURBAN AREA (S A) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

NC - SUBURBAN AREA USES

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

Principal Uses

Offices, Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of T O D; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - SUBURBAN AREA DENSITY

The maximum gross density in the Suburban 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.

NC - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

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

Residential uses shall not be permitted on the ground floor abutting roads classified as collector 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 non-residential 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.

NC - RURAL AREA (R A) INTENT

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

NC - RURAL AREA USES

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

Principal Uses

Offices, Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of T O D; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

Secondary Uses

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

NC - RURAL AREA DENSITY

The maximum gross density 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.

NC - RURAL AREA DEVELOPMENT CHARACTERISTICS

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

Residential uses shall not be permitted on the ground floor abutting roads classified as collector 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 non-residential 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.

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