

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.

Regional Commercial (rC)

Regional commercial uses serve the City and outlying communities. Combined service populations generally exceed 80,000 people or 30,000 dwelling units. In size and scale, regional commercial development will meet generally the standards and guidelines for developments of regional impact (D R I) pursuant to Florida Statutes Section 380.06. Plan amendment requests for new RC designations are discouraged as Regional Commercial uses may be accommodated within the CGC category.

Regional commercial nodes will generally be located with convenient access to transit corridors, and within a thirty minute drive time of the service population. Regional commercial uses may only be developed: (1) in a nodal pattern, and (2) within the commercial and commercially dominated mixed use plan categories. This type of development offers a full range of shopping goods, including general merchandise,

apparel, home furnishings and related items. Community and neighborhood commercial uses and projects may be developed as part of a regional commercial node. Business and professional offices, financial institutions, other service commercial, entertainment, recreational, institutional and residential uses may be developed within the area of the regional commercial node, or as autonomous office-professional use projects.

Secondary and supporting uses allowed in other commercial categories may also be permitted in this category. Freestanding retail and other supporting uses developed in and around a primary regional commercial center will be sited within the area of the regional commercial node, subject to the provisions of this and other elements of the 2030 Comprehensive Plan. The location, type, scale and density/intensity of the supporting and secondary uses shall be compatible with the overall character of the existing, as well as the proposed future development of the area.

The standards in the Land Development Regulations and the criteria herein only designate locations that may be considered for regional commercial uses. Consideration does not guarantee the approval of a particular retail or office commercial use in any given location. Regional commercial uses should abut a roadway classified as a principal arterial or higher facility on the adopted highway functional classification system map, which is part of the 2030 Comprehensive Plan, except for sites located within the D I A's jurisdiction. Sites with two or more boundaries on transportation rights-of-way classified as principal arterials or higher will be considered preferred locations.

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