

INDUSTRIAL

Industrial uses are generally considered to be the most likely to create unacceptable impacts on residential areas. Noise, odors, toxic chemicals and wastes, and transportation conflicts are all associated with traditional industrial uses.

Industrial uses are crucial to the long term economic well-being of the City. Existing strategically located industrial lands are identified on the Industrial Preservation Map (Map L 23) as “Industrial Sanctuary” or “Areas of Situational Compatibility”. These areas are presumed to be appropriate for land use map amendments to industrial categories, subject to Objective 3.2 and supporting policies as well as other applicable objectives and policies of this element.

The plan includes four industrial land use categories: Business Park (BP), Light Industrial (L I), Heavy Industrial (H I), and Water Dependent-Water Related (WD-WR). Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. Business parks, for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing.

Industrial Secondary Uses:

All public facilities and non-residential uses permitted in residential and commercial land use categories may also be permitted as secondary uses in industrial land use categories, with the exception that, consistent with the Public School Facilities Element, public schools are not permitted in the Heavy Industrial Category.

Not all principal or secondary uses stated above will be permitted in all industrial categories. The type, intensity and range of uses permitted in a specific industrial category is subject to the provisions of this and other elements of the 2030 Comprehensive Plan and all applicable Land Development Regulations.

Business Park (BP)

BP - GENERAL INTENT

Business Park (BP) is a category primarily intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Residential uses are also permitted in appropriate locations as identified under the Development Area Uses. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally 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.

BP - 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. However, scale transition shall not be required where the Industrial Sanctuary or Situational Compatibility overlay zone buffer requirements, pursuant to Section 656.399 of the City of Jacksonville Zoning Code, exceed the buffers required under Part 12 of the City of Jacksonville Zoning Code.

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.

BP - URBAN PRIORITY AREA (U P A) and URBAN AREA (U A) INTENT

BP in the Urban Priority Area and the Urban Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary.

Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services and with site access to roads classified as arterial or higher on the Highway Functional Classification Map.

BP - URBAN PRIORITY AREA and URBAN AREA USES

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

Principal Uses

Offices; Business and professional offices; Banks; Financial institutions; Research and development activities; Radio and TV studios; Commercial retail sales and service establishments; Major institutions; Light manufacturing; fabrication and assembly; Light

industrial; Warehousing; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses associated with and developed as an integral component of T O D on sites located outside of areas identified as an Industrial Sanctuary.

Newly constructed residential uses in the BP category shall be for workforce persons.

Commercial retail sales and service establishments and residential uses shall only be permitted as part of mixed use development. Mixed use developments may not include more than 80 percent of any individual use.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

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, as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off-street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Dude ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Accessory Uses

Outside storage accessory to a permitted use may be permitted provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations.

BP - URBAN PRIORITY AREA and URBAN AREA DENSITY

The maximum gross density in the Urban Priority Area and 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 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) and Rural Residential (RR), in which case the maximum gross density shall be 20 units per acre.

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.

BP - URBAN PRIORITY AREA and URBAN AREA DEVELOPMENT CHARACTERISTICS

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

Developments on sites greater than 10 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 collector or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest adjacent classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.

Uses shall be sited in a manner to promote internal pedestrian and vehicular 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.

In T O D and mixed use developments open space should be designed as a common connecting element between mixed uses.

BP - SUBURBAN AREA (S A) INTENT

BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services and with site access to roads classified as arterial or higher on the Highway Functional Classification Map.

BP - SUBURBAN AREA USES

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

Principal Uses

Offices; Business and professional offices; Banks; Financial institutions; Research and development activities; Radio and TV studios; Light manufacturing; fabrication and assembly; Commercial retail sales and service establishments; Major institutions; Light industrial; Warehousing; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses associated with and developed as an integral component of T O D for sites located outside of areas identified as an Industrial Sanctuary.

Newly constructed residential uses in the BP category shall be for workforce persons.

Commercial retail sales and service establishments and residential uses shall only be permitted as part of mixed use development. Mixed use developments may not include more than 80 percent of any individual use.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

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, as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off-street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Dude ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Accessory Uses

Outside storage accessory to a permitted use may be permitted provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations.

BP - SUBURBAN AREA DENSITY

The maximum gross density in Suburban Area shall be 20 units per acre and there shall be no minimum density. Transit-Oriented Development shall provide a minimum gross density of 15 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. 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.

BP - SUBURBAN AREA DEVELOPMENT CHARACTERISTICS

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

Developments on sites greater than 10 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 collector or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest adjacent classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.

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.

In T O D and mixed use developments open space should be designed as a common connecting element between mixed uses.

BP - RURAL AREA (R A) INTENT

Unless a site is identified on the Industrial Preservation Map (Map L 23), Plan amendment requests for new BP designations are discouraged, in the Rural Area because they would potentially encourage urban sprawl.

BP - RURAL AREA USES

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

Principal Uses

Offices; Business and professional offices; Banks; Financial institutions; Research and development activities; Radio and TV studios; Light manufacturing; fabrication and assembly; Commercial retail sales and service establishments; Major institutions; Light industrial; Warehousing; Multi-family dwellings; Live/work units; Hotels and motels; Off street parking lots and garages when combined with another principal use; and Uses

associated with and developed as an integral component of T O D on sites located outside of areas identified as an Industrial Sanctuary.

Newly constructed residential uses in the BP category shall be for workforce persons.

Commercial retail sales and service establishments and residential uses shall only be permitted as part of mixed use development. Mixed use developments may not include more than 80 percent of any individual use.

Residential uses shall not be permitted in any airport environ where residential uses are not allowed as identified in the Land Development Regulations and in the policies listed under Objective 2.5 of this element, in the Coastal High Hazard Area (CHHA), or within an area designated as an Industrial Sanctuary.

Existing dwellings which were legally built as single or multi-family dwellings prior to adoption of the 2010 Comprehensive Plan are allowed within this category, as long as there is not an adopted Neighborhood Action Plan and/or study recommending against them.

Secondary Uses

Secondary uses shall be permitted pursuant to the Industrial land use introduction. In addition, the following secondary uses may also be permitted: Communication facilities; Utility plants and facilities; Off-street parking lots; Vocational trade, technical or industrial schools; and similar public facilities.

The following secondary uses shall not be permitted: Bed and breakfast; Cemeteries, mausoleums, funeral homes or mortuaries; Driving ranges; Golf, yacht, tennis and country clubs; Commercial fishing or hunting camps; Dude ranches; Fairgrounds; Riding academies; Shooting ranges; Stadiums and arenas; Yard waste composting; Camping grounds; Crematoria; Private camps.

Accessory Uses

Outside storage accessory to a permitted use may be permitted provided it is visually screened pursuant to supplemental performance standards and criteria of the Land Development Regulations.

BP - RURAL AREA DENSITY

The maximum gross density in Rural Area shall be 20 units per acre and there shall be no minimum density. Transit-Oriented Development shall provide a minimum gross density of 15 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. 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.

BP - RURAL AREA DEVELOPMENT CHARACTERISTICS

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

Developments on sites greater than 10 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 collector or higher on the Functional Highway Classification Map.

Developments shall, to the greatest extent possible, be massed along the highest adjacent classified road on the Functional Highway Classification Map. In the case of TND, development should also be massed along the newly created street network.

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.

In T O D and mixed use developments open space should be designed as a common connecting element between mixed uses.

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