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Short Range Development Plan 1974-1979

Jacksonville Area Planning Board

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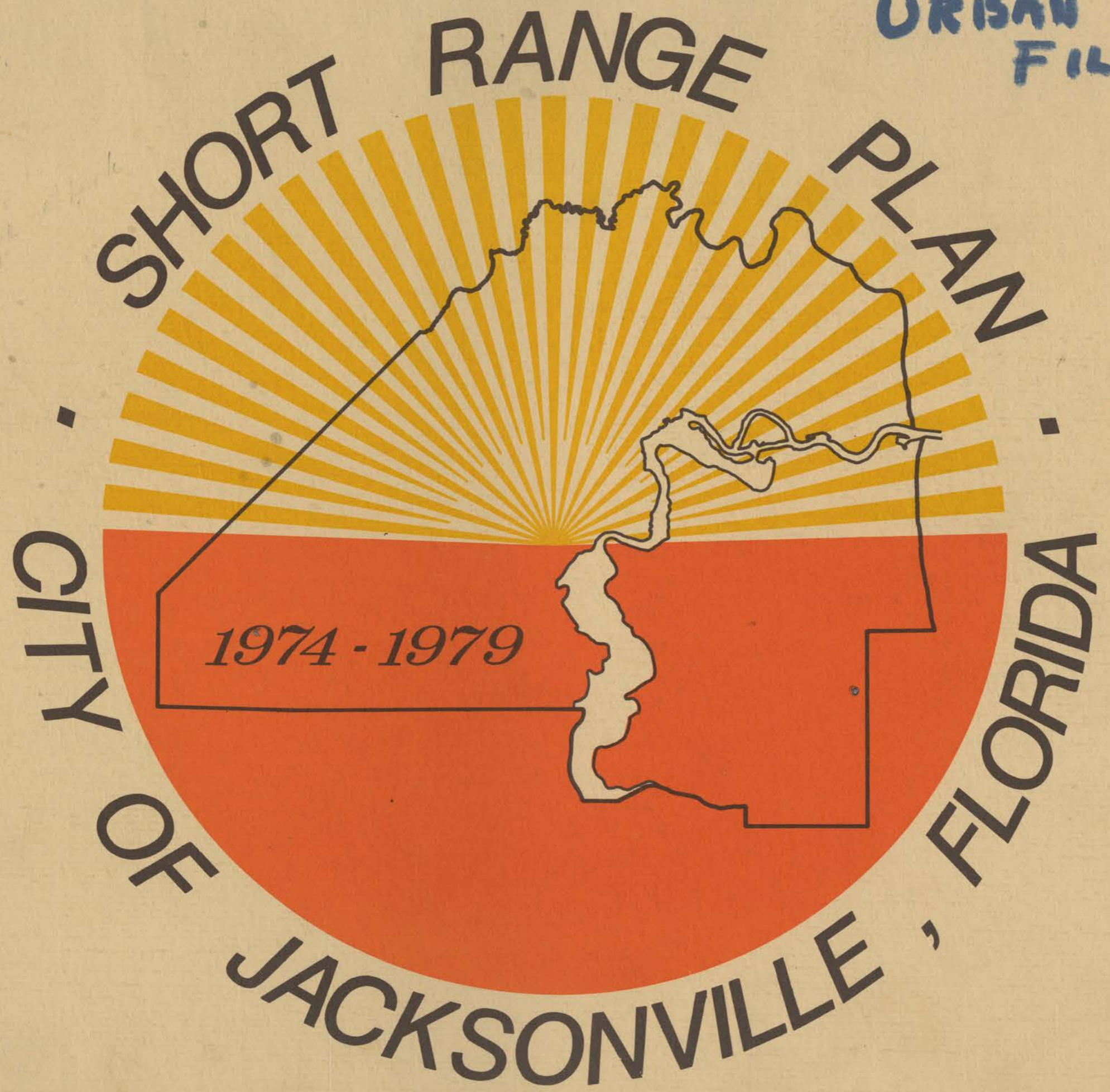
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SHORT RANGE DEVELOPMENT PLAN

(Publication No. SRP1-6.74)

PREPARED BY

JACKSONVILLE AREA PLANNING BOARD

401 COURTHOUSE

JACKSONVILLE, FLORIDA 32202

JUNE 1974

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through an Urban Planning Grant from the
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ABSTRACT

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Abstract: A five year Short Range Development Plan was prepared simultaneously with and as the basis for Jacksonville's Capital Outlay Program (COP). Background studies for the Plan included land use and structural surveys, population and dwelling unit projections, zoning change and site plan approval trends, land use assignment criteria, and environmental and capital improvement needs criteria.

A land use plan adequate to serve projected growth was prepared. The Transportation Plan reflects the latest transportation studies for the City including proposals for a fixed guideway, express bus and local bus systems. All additional community facility and utility needs for projected 1980 growth were identified, and together with Transportation proposals, became the

ABSTRACT (continued)

nucleus of the capital improvements and priorities recommended in the COP.

All of the planning work was assisted and reviewed periodically by two ongoing committees. A Citizens Advisory Committee was established in each of six planning subareas consisting of civic group representatives and interested citizens. A second review committee, the Technical Coordinating Committee, consisted of representatives of City departments and agencies.

Implementation of the program recommendations would be primarily via the Capital Outlay Program. Other implementation recommendations had to do with revised codes and ordinances, an official map, special future studies and other measures.

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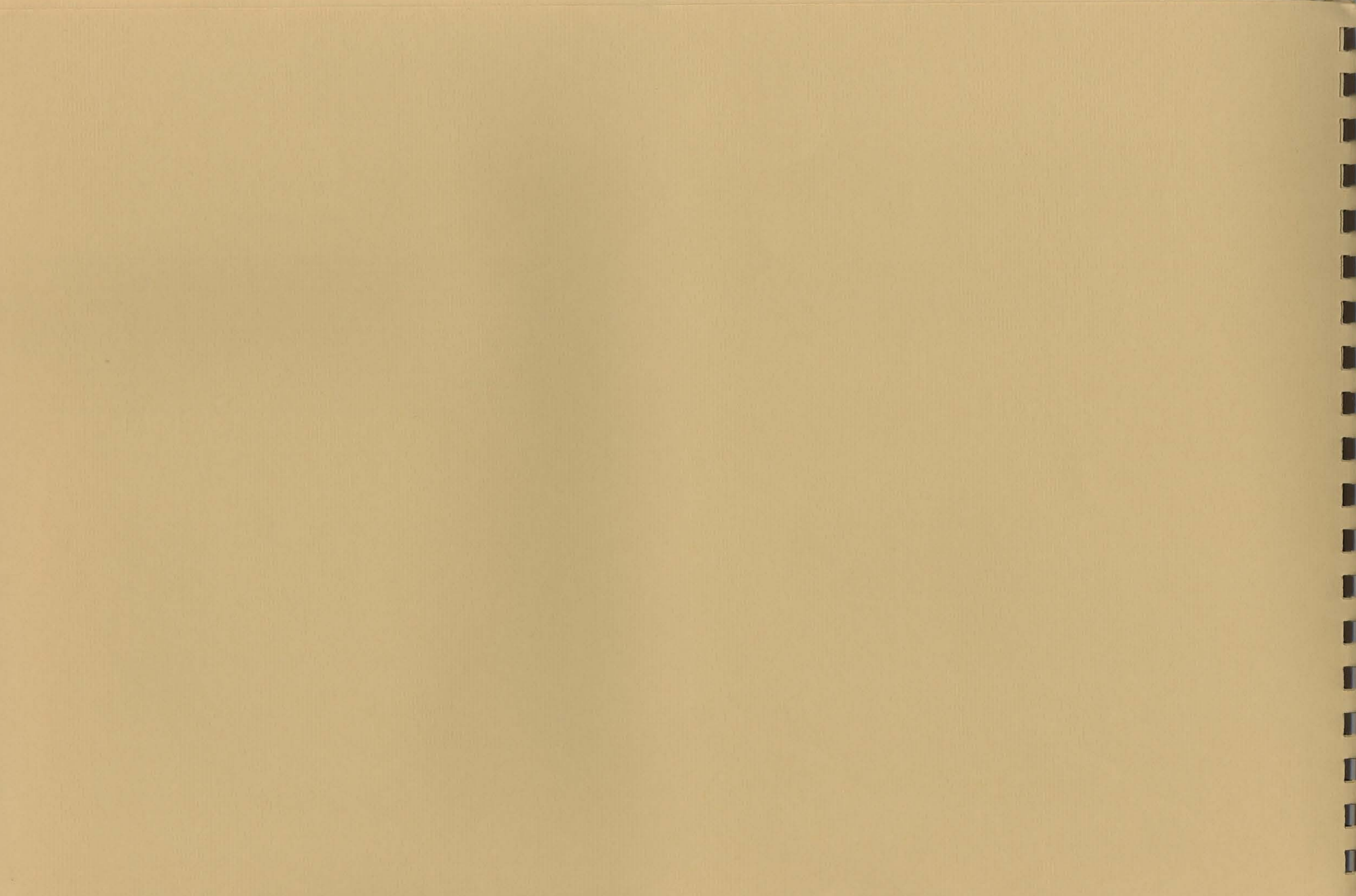
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Private citizens have donated many hours of their time to participate in the work of the Citizen Advisory Committees operating in each planning subarea. Successful completion of JAPB's staff work would not have been possible without the assistance of cooperative officials of many City departments and agencies including the members of the Technical Coordinating Committee for the Short Range Plan and Capital Outlay Program.



SUMMARY

The five year Short Range Development Plan was prepared to provide the basis for the City's Capital Improvement Budget, to update and refine the Comprehensive Plan and to increase citizen participation in planning. An on-going Citizens Advisory Committee (CAC) was established and is functioning in each planning subarea to review and work with JAPB subarea planners on the Short Range Development Plan. A Technical Coordinating Committee (T.C.C.) consisting of representatives of City departments and agencies has also been established to review and coordinate capital improvements deriving from the plan with the Capital Outlay Program (COP).

Background work performed for the Short Range Plan included extensive base mapping, a land use and structural survey of the City, revised population and housing projections, zoning trends analysis, capital improvement analysis and other work. Detailed criteria were prepared for land use assignments, for environmentally sensitive areas and for required community facilities. Proposed land use assignments were made based on population and housing projections and detailed study of such factors as existing and proposed capital improvements, the latest transportation plans, environmentally sensitive areas, recreation needs, 1990 Comprehensive Plan recommendations, and CAC recommendations.

Land use proposals for new development in the Short Range Plan reflect a projected city-wide population increase from 1972 to 1980 of 110,539 persons. Subareas 2 and 3 would include the largest numerical increase over 1972 while Subareas 1 and 3 would include the largest percentage population increase. Detailed descriptions of land use proposals for each subarea are contained in Part II.

The recommended transportation plans are based on the latest transportation plans for the area contained in the forthcoming Jacksonville Urban Area Mass Transportation Study. A balanced system of thoroughfares and mass transit facilities including a fixed guideway system, express buses and feeder buses is proposed together with appropriate land use proposals.

Community facilities required to serve development proposed in the Short Range Plan have been recommended based on criteria established in the Plan. Additional facilities recommended by 1980 include 6 health clinics, 16 fire stations, 4 libraries, 9 elementary schools, 4 junior high schools, 1 senior high school, 1 vocational school, 3 sanitary landfill sites and 13 special purpose buildings. Tentatively 24 new or expanded parks of all types are proposed pending completion of the Master Recreation

Plan. Recent comprehensive plans for transportation and utility improvements and related capital improvement recommendations were evaluated as to consistency with the Short Range Plan.

The basic tool for implementation of the Short Range Plan is the Capital Outlay Program which summarizes and assigns priorities to all required capital improvements identified and recommended in the Short Range Plan for review and funding by City Council. New funding sources may be required to provide all the recommended capital improvements for the year 1974-1975.

Other implementation measures are recommended including revisions to the zoning ordinance, adoption of an Official Map, controls for recharge areas, and special studies of neighborhoods, impact areas, natural features, recreation elements and transportation elements.

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INTRODUCTION

The main purpose of the Short Range Development Plan is to provide a sound basis for the capital improvements recommended in the City's Capital Outlay Program (COP) and for review of the COP proposals. Section 128.204 of the Ordinance Code of the City of Jacksonville requires that the Capital Outlay Program be reviewed for consistency with the current and projected needs as recommended in the Short Range Development Plan. The Planning Board is required to receive all proposed COP estimates, to coordinate the timing, scope, and funding of related projects with the Short Range Plan and its proposals and to compile the resultant COP for the City. A significant by-product of this was the establishment of the Technical Coordinating Committee (TCC) for the Short Range Development Plan, a committee consisting of representatives from all City departments and agencies to help review and coordinate the COP proposals.

Another purpose of the Short Range Plan is to refine and update Jacksonville's 1990 Comprehensive Plan prepared by the Jacksonville Area Planning Board (JAPB) in 1973, and in doing so, to reflect current goals, policies and development within Jacksonville. In the process, land use inventory work and development planning shifted to a smaller scale and greater detail than that used for the Comprehensive Plan. Greater emphasis was placed on housing conditions; community facilities inventory, future needs and projections; existing and proposed community services; and analysis by census tract, neighborhood and block where needed.

A significant purpose of the Plan was to increase citizen participation in the planning process. A Citizen's Advisory Committee (CAC) was established in each of the six planning subareas. The CAC members represented their subareas as interested individuals or organizations in their review and planning function.

The Short Range Development Plan is a five year plan for projected land development and identifies areas of future growth as well as other existing outlying developments. The land area within the City east of the Intracoastal Waterway and south of the St. Johns River has not been included in this planning study.

The general methodology used in preparing the Short Range Development Plan included:

- 1) Updating the Base Maps
- 2) Conducting field surveys of land use and structural conditions

- 3) Performing background analysis and projections for transportation, land use and resources, housing population, community facilities and services and zoning
- 4) Establishing criteria and standards for land use assignments, environmental factors, and community facilities
- 5) Applying criteria and making proposed land use assignments
- 6) Establishing COP proposals, priorities and costs from needs identified by the Plan
- 7) Identifying areas needing further study
- 8) Investigating other implementation measures

This year's initial short range planning work has necessarily placed emphasis on base mapping, surveys and evaluating specific needs for capital improvements generated by existing and proposed uses over the next five years. An important product of the total work effort, however, will be an atlas of maps at 400 scale showing key planning data for all areas. Next year's program can build on this year's work with increased emphasis on programmatic aspects.

The effect of the energy crisis and rising oil prices especially affected the Jacksonville Electric Authority and substantially reduced Jacksonville's revenue resources since JEA is a major revenue source for the City. This will continue to affect the City's operating budget and COP budget and, therefore, capital outlay expenditures must be carefully evaluated through the Short Range Development Plan program.



PART I.

THE COMPOSITE PLAN

TABLE 1

I. BACKGROUND ANALYSIS AND FINDINGS1980 AND 1990 POPULATION DISTRIBUTION ESTIMATESA. Population Studies

Development of the Short Range Plan did not involve making population projections or other related new studies. Projections made in 1970 for 1980 were accepted as given for the total Consolidated City. However, restudy of previous projected distributions within the City was made in reference to zoning applications, site plan approvals and development trend studies. This year, as a result of the interaction of these various studies, previous future population distributions were modified. It is recommended that a major update of the population projections be made in the fiscal year 1975-76. The methodology used for the population projections in 1970 is described in the Appendix.

The original projected population distributions within the City were based on previously developed plans, land availability, accessibility, public facilities, amenities, zoning and proposed developments. During the development of the Comprehensive Plan these distributions were generally accepted as given for the various planning subareas. However, the distributions by census tracts within each planning subarea could, and frequently did, vary extensively from the original estimates. These variations resulted from consideration of new data not available for the original distributions. Most changes of subarea distributions during this period were due to internal migration from the core area (Subarea 6) to outlying sections of the City--mainly north and northwest.

During the past year, the previous population distributions were re-examined in light of previously mentioned items (land availability, amenities, accessibility, etc.); in addition, trend studies were made for zoning changes, residential site plan approvals and actual construction activity utilizing field observations and data on permit activity. Internal migration patterns and known future developments were also considered. As a result of these activities, fairly wide-spread population distribution changes were made at both subarea and census tract level. Table 1 shows the transition in population distribution estimates from the original through the Short Range Plan on a broad area basis.

Estimated 1980 Population Distributions

	<u>Original</u>	<u>Comprehensive Plan</u>	<u>Short Range Plan</u>
North of Trout & St. Johns Rivers	37,043	42,000	42,000
South & East of St. Johns River	248,034	248,500	265,681
South of Trout River & West of St. Johns River	374,923	369,500	352,319
Total County	660,000	660,000	660,000

Estimated 1990 Population Distributions

North of Trout & St. Johns Rivers	46,900	60,282	60,282
South & East of St. Johns River	366,800	366,800	393,980
South of Trout River & West of St. Johns River	436,300	422,918	395,738
Total County	850,000	850,000	850,000

The population distributions by subarea are shown in the Appendix, Part A, Table X-1, for years 1970, 1972, 1975, and 1980.

Estimates were made this year for the age distributions of the 1980 population. The considerations in making these estimates included: the natural aging of the population; life expectancy of age groups; anticipated age and family structuring for in-migration component; natural change; sex structuring; and military single and married structuring. Distributions of the age and sex data to individual subareas again generally involved the above factors as well as the anticipated types of development occurring in each respective area that would influence the future age structuring of the area. The following tabulation shows the 1970 and 1980 age distribution for both sexes by four broad age groupings. Tables showing detailed age distributions are listed in the Appendix, Part A, Table X-2.

Age Group	1970		1980	
	Number	% of Total	Number	% of Total
Under 5 to 19	205,870	38.9	218,170	33.1
20 to 44	180,416	34.1	266,698	40.4
45 to 64	103,080	19.5	121,481	18.4
65 & over	39,499	7.5	53,651	8.1
Total	528,865	100.0	660,000	100.0

As the tabulation shows, there is expected to be a numerical increase in all age groupings. However, the distribution changes are greatest in the under 44 age groups. The impact of smaller families is readily apparent in these two groups.

The net estimated changes in age groups from 1970 to 1980 are given in the following tabulation. Should natural change rates from 1970 through 1973 hold for the balance of the period, the City should fulfill about 41.6 percent of the expected increase by natural growth. This factor could increase with a reduction of black out-migration.

Net Increase 1970-1980

Age Group	Number	% of Total
Under 5 to 19	12,300	9.4
20 to 44	86,282	65.8
45 to 64	18,401	14.0
65 & over	14,152	10.8
Total	131,135	100.0

The impact of the major drop in birth rates during the early 1960's is apparent in the above tabulation as well as existing lower rates. The out-migration of blacks (primarily in the expanding family age groups) also has had an impact upon the change in the 19 and under group. The 20 to 44 age group generally reflects the in-migration of young singles and marrieds with few children, as well as the increasing tendency for women to enter the employment market as a result of smaller families.

Since mortality rates in the middle and upper age groups have been relatively constant in recent years, the increases in these groups are due mainly to increasing numbers (by natural aging) in the resident population. However, continued in-migration in the mature and senior citizen families contributes to the expansion of these population segments. The in-migration of 65 and over persons also has tended to reduce the natural change component for Jacksonville due to increased total number of deaths. This trend

coupled with lower birth rates, even though the number of families expands, keeps the natural change component low.

In conjunction with the age distribution study, a similar study was made for school age groups for kindergarten through twelfth grade. This study examined the maximum number of children in the age groups and classifications for both 1970 and 1980 as follows:

- Elementary: Kindergarten through sixth grade-six through twelve years of age;
- Junior High School: Seventh through ninth grade-thirteen through fifteen years of age;
- Senior High School: Tenth through twelfth grade-sixteen through eighteen years of age.

The actual grade level and age groups vary somewhat. However, the difference between grade and age groups listed above are relatively small.

Lower birth rates and smaller family sizes account for the changes occurring in school-age structuring and grade distributions. Table 2 below shows the anticipated changes for schools age groups in the City by three classifications for 1970, 1975, and 1980.

The tabulation shows the greatest number change occurring in the elementary age group. From 1970 to 1980, the number of elementary school-age children will increase by 7.0 percent while decreases will occur in the number of junior and senior high school age children.

In 1970, the census indicated that enrollments in all schools (public and private) in these age groups amounted to 97 percent of the total and that enrollments in public schools amounted to 88 percent of the total. Detailed breakdowns and comparisons of 1970 and 1980 school age groups by subareas are given in the Appendix, Part A, Table X-4 and Table X-6.

TABLE 2

SCHOOL AGE GROUP CHARACTERISTICS

	1970 ^a	1975 ^b	1980 ^b
	<u>Number</u>		
Elementary*	76,813	74,331	82,154
Jr. High	33,179	31,848	30,414
Sr. High	29,054	30,939	28,946
Total	139,046	137,118	141,514
	<u>Distribution%</u>		
Elementary*	55.2	54.2	58.1
Jr. High	23.9	23.2	21.5
Sr. High	20.9	22.6	20.5
Total	100.0	100.0	100.1
	<u>Estimated Number Change</u>		
	<u>1970-75</u>	<u>1975-80</u>	<u>1970-80</u>
Elementary*	-2,482	+7,823	+5,341
Jr. High	-1,331	-1,434	-2,765
Sr. High	+1,885	-1,993	- 108
Total	-1,928	+4,396	+2,468
	<u>Estimated Percentage Change</u>		
	<u>1970-75</u>	<u>1975-80</u>	<u>1970-80</u>
Elementary*	- 3.2	+ 10.5	+ 7.0
Jr. High	- 4.0	- 4.5	- 8.3
Sr. High	+ 6.5	- 6.4	- 0.4
Total	- 1.4	+ 3.2	+ 1.8

*Includes Kindergarten.

Source: (a) U. S. Department of Commerce, Bureau of the Census, 1970 Census of Population and Housing, PHC (1)-95.

(b) Jacksonville Area Planning Board.

If transitions develop as anticipated, the School Board should be in a better position to improve existing junior and senior high school facilities while continuing to meet the need for new elementary facilities.

B. Land Use and Structural Conditions Survey

A land use and structural survey was made including a parcel by parcel "windshield" survey of existing land uses and structures. Detailed colored land use maps are being developed on 400 scale base maps and generalized land uses on 2,000 scale base maps (except the "downtown" area which was generalized at 1,000 scale). The two series of maps plus field sheets were essential for planning activities of the Short Range Plan.

Field sheets showing the structural conditions permitted the subarea planners to identify areas by various states of physical condition. This data assisted the planners in determining the improvements and programs necessary to correct deficiencies or areas that are in transitional use.

C. Zoning and Residential Site Approval Studies

Two studies were made to assist the subarea planners with the detection of development trends in their respective subareas. The first study consisted of researching zoning applications that had been submitted for the period of January 1, 1970 through June 30, 1973. The zoning request had to meet the following criteria to be considered in the zoning study: 25 acres or more for residential uses and 10 acres or more for commercial and industrial uses.

Approximately 170 rezoning requests met this criteria. Each planner mapped the location for the requests in their respective subarea by color codes and symbols so that broad use classifications (residential, industrial and commercial), as well as the year of the request and whether the request was approved or denied, could be readily identified. This mapping was accomplished on a 2,000 scale base map overlay.

Approximately 70 percent of the requests were from Open Rural (OR) to another use classification. About 20 percent of the requests were denied for change in zoning (of which about 36 percent were commercial denials and 64 percent residential denials). Broad use distributions for the zoning requests are as follows:

Industrial - 8.9%
Commercial - 22.5%
Residential - 68.6%

Distribution by Zoning District for 93 approved requests for residential uses are as follows:

RS-1	5.4%	RG-2	-	5.4%
RS-2	9.7%	RG-3	-	27.9%
RG-1	38.7%	RTF	-	2.2%
PUD - 10.7%				

Stated in general terms, about 15.1 percent were for single family homes, 27.9 percent for mobile homes, 46.3 percent for multiple-family and 10.7 percent for mixtures of multiple-family and single family. Zoning trends are further discussed in each of the respective subarea plans.

Since land can be zoned and not developed for some time or the zoning can be changed prior to development, a study was made of residential site plan approvals. Site plan approval is the last step required by a developer prior to issuance of building permits and provides a check on the speculative aspects of the zoning trends. This site review process is required for: PUD (Planned Unit Developments), subdivisions (inclusive of mobile homes), mobile home parks and apartment developments. Similar reviews are not required for commercial and industrial developments unless they are contained within a PUD. The time frame of this study involved the span of 1970 through 1973. The location and size of the respective developments were mapped on an overlay to 2,000 scale base maps in colors appropriate to their respective density of development and the density groupings of the short range plan.

The following tabulation shows the trend for residential site plan approvals for the City (excluding the Beach communities and Baldwin) for 1970 through 1973. Similar distributions by subareas are given in the Appendix, Part C, Table X-20.

		<u>% of Total</u>
Apartments, Number of Units	25,110	70.82
Subdivision, Number of Lots	5,786	16.32
Mobile Home Parks, Number of Spaces	4,560	12.86
Total, Units, Lots and Spaces	35,456	100.00

The following tabulation makes a general comparison between residential site plan approvals and permits issued for 1970 through 1973 for the City (excluding the Beach communities and Baldwin).

	<u>Site Plan Approvals</u>	<u>Permits Issued</u>	<u>Permits As % of Approvals</u>
Single Family	5,786 Lots	7,333 Units	126.7%
Mobile Homes	4,560 Spaces	6,688 Units	146.7%
Apartments	25,110 Units	22,392 Units	89.2%
Total	35,456	36,413	102.7%

Permits for single family and mobile homes exceed the site approvals for the period. However, this is normal and can be accounted for by the in-filling of subdivisions and other platted areas having approval prior to 1970. Also, construction activities in open rural areas account for portions of the percentage. The turnover in mobile home parks is an additional consideration.

The relationship of apartment permits issued and site plan approvals is normal when you consider that approval may have been granted late in 1973 with permits not yet being issued for construction and the phasing of construction of the complexes would not cover all units approved in the site plan at this point-in-time.

The subarea planners used the residential site plan approvals as a given for fulfilling growth requirements for 1980 irrespective of location. This element is discussed further in each of the respective subarea plans.

D. Capital Outlay Program Mapping

During fiscal year 1973-74, a COP (Capital Outlay Program) was developed. This document contained recommendations from the various City departments and independent agencies for needed and desired capital improvements for the fiscal period of 1973-74 through 1982-83. The COP contained approximately 800 items. To facilitate the subarea planners knowledge and use of this data the projects having adequate locational information given were mapped.

A coding and project numbering system was developed for each classification of improvement (i.e., libraries, sidewalks, primary or secondary state roads, sewer, water, JPA, etc.) for which adequate locational information was given. The projects were then mapped and identified by code number on six sets of 2,000 scale atlas base maps by cartographics. The subarea boundaries were also identified upon these atlas sheets. The subarea planners then identified those projects affecting their respective areas. In addition the planners developed a master file of these recommendations and mapped the improvements on overlays to their respective subarea base maps. A color code was developed for the recommended timing of each project

mapped (i.e., 1973-74, 1978-79, 1980-81, etc.). The planners then developed overlays showing project scheduling in order to permit the evaluation of timing between the various types of improvements and to avoid possible conflicts (i.e., street improvements made at the same location prior to sewer or water improvements being made; sidewalk improvements being made prior to a drainage improvement, etc.)

A cross reference file was developed to account for all proposals made that had been coded and assigned a project number and to identify those projects that spanned more than one subarea. Those projects that could not be identified by location due to their general nature (i.e., on-going street resurfacing program; a JEA improvement that occurred out-of-county, etc.) were identified as "city-wide" projects so they would be accounted for in the tabulation process. Each planner developed a tabulation of all improvements in their respective areas by classification (i.e., sewer, water, sanitation, etc.) by source of funding (i.e., current revenue; existing bond fund; federal aid, state aid, etc.) and timing (year in which disbursement is required).

This process of mapping and tabulating allowed the planners to become aware of proposed improvements in their areas and to evaluate and re-evaluate their adequacy in meeting needs as the Short Range Plan developed, and as they reviewed the proposals with their Citizen Advisory Committee (CAC). The process also permitted an overall evaluation in timing of projects.

One definite finding revealed by this year's activity is the need of a unified coding and numbering system for all concerned departments and independent agencies to facilitate identification of proposed improvements. A digital system should be developed so that improvements listed in the COP can be readily identified on a graphic illustration or automated system and related to the text.

E. Other Mapping Considerations

One further study, utilized by the subarea planners, was the TOPICS Study (Traffic Operations Program to Increase Capacity and Safety), completed by Harland Bartholomew and Associates in 1972. This study made recommendations such as: intersection alignment improvement, installation of turn bays, pedestrian and traffic signalization, traffic separation devices, street widenings, etc. Each subarea planner mapped on an overlay to 2,000 scale base maps recommended improvements for his respective subarea (excluding completed improvements). The planners also developed an identification numbering system and a tabulation of the description of the

improvement, estimated costs, whether construction and right-of-way acquisition cost were involved and the recommended priority that had been assigned by the consultant to that improvement.

This map work provided a mechanism for coordinating TOPICS improvements with other capital improvement plans. The process also allowed the planners to make their respective citizen groups aware of the proposals and receive from them recommendations for possible priorities and other suggested locations for improvement consideration.

F. Environmental Criteria

In order to delineate sensitive natural areas requiring preservation, criteria were developed for management zones relating to sensitive natural areas. They were applied by the subarea planners in the evaluation of undeveloped land and making proposed land use assignments. The criteria are included in the Appendix, Part D.

G. Land Use Assignment Criteria

The development of criteria for making proposed land use assignments required review of past and current trends of development within the City, as well as accepted planning criteria. Criteria developed in special studies, in addition to the Comprehensive Plan, were also considered.

Criteria development discussions involved such factors as: average family size to be used for the various residential density groupings; the average number of dwelling units per gross acre to be applied to the density groups; the allowances to be made for streets and highways in accordance with the type of land use; allowance for lands that cannot be developed due to physical factors and/or owners unlikely to sell for development; allowances to be made in residential areas for lands required for facilities such as parks, schools, churches and other related types of supportive facilities; and ratios for commercial and industrial uses. The agreed-upon criteria values were translated into a table for application and are expressed in ratio form. The ratios express the amount of acreage required per 1,000 persons for specific land use classifications. The criteria are listed in the Appendix, Part B.

II. OBJECTIVES

Specific Objectives for the
Short Range Development Plan

Specific objectives for the Short Range Plan are as follows:

1. To integrate into the five year Short Range Development Plan the identification and scope of all capital improvements required to serve existing and proposed development during the five year period.
2. To assign priorities to and to schedule the timing of these improvements so as to satisfy the needs of the five year period.
3. To provide the policy-making body of Jacksonville with detailed information on the total fiscal needs for implementation of the capital improvements, by year, for the five year period, denoting available funds and emphasizing the need to seek new funding sources.
4. To develop the 10 year Capital Outlay Program and the five year Capital Improvement Budget, utilizing the capital improvements required by the five year Short Range Development Plan.
5. To identify probable and suitable sites for all land uses required to meet projected growth during the five year period.
6. To identify and make recommendations on the control of environmentally sensitive areas requiring preservation, conservation or other restriction upon development.
7. To utilize the most recent recommendations of the JUATS and UMTA studies for a multi-modal transportation system as proposed for the next five years and to coordinate such proposals with land use plans within the five year time frame of the Short Range Plan.
8. To establish on-going Citizen Advisory Committees in each planning subarea consisting of representatives from area civic organizations and other individuals who will review and make planning recommendations for this year's five year Short Range Development Plan and for each succeeding year's program.
9. To establish an on-going Technical Coordinating Committee made up of representatives of City departments and independent agencies who will review and help coordinate all capital improvement proposals and priorities of the Short Range Development Plan.

III. SHORT-RANGE DEVELOPMENT PLAN

A. Land Use Plan

1. Introduction. Prior to the actual proposed land use assignment process, the planners delineated and classified areas to be considered in making land use assignments. The first classification is referred to by the planners as "strike-out" areas. These areas contained developments (land uses) that were considered to be "sound" and/or "standard" in condition, with little or no vacant land and where the probability of change in use or character by 1980 was considered too low for assignment purposes.

The second classification included vacant, developable land areas.

The third classification involved the designation of transitional areas subject to change of use or intensity of use. Areas in transition include: commercial or industrial uses replacing other types of uses; single-family or mobile homes being replaced by apartment development; one type of existing use being replaced with a higher intensity of use of the same type; a change resulting from the upgrading of an existing facility (i.e., widening a street); the provision of a new facility (i.e., interchange, regional shopping or office complexes, transit station); or other similar and related types of activities. These activities are most likely to happen as a result of private interaction and investments, and new use assignments were made where appropriate in reference to the 1980 time frame.

The final classification delineated by the planners involved identification of areas requiring substantial renewal activity. These are areas where, due to the complexity and number of existing problems, it is unlikely that private enterprise would substantially improve or redevelop the area. No change of use was proposed unless the expenditure of public funds needed for the area project was committed.

2. Planning Considerations and Assignment Process. A major consideration of any land use plan is the thoroughfare system and other modes of transportation that exist, or are likely to exist, providing for the movement of people and/or vehicles from point to point or through the area. This year, in addition to the Jacksonville Urban Area Transportation Study (JUATS), the planners also evaluated the impact of the JUATS Urban Mass Transit Study in the planning and assignment process as discussed subsequently in the Transportation Plan Section. Evaluation

was made of such items as: station locations, fixed guideway routes, express bus routes, and feeder routes in relation to adjacent land uses and community facilities.

The planners also considered the recreational needs of the community and their respective subareas. Existing deficiencies were determined and recommendations and suggestions made for correction of same as discussed under Community Facilities and Utilities Plan. These will be coordinated with the Master Recreational Plan, which is also being developed this year, and with drainage and environmental factors.

Critical environmental areas were also considered in the planning and assignment process. Areas requiring preservation in their natural state were designated based on the criteria developed for Management Zones Relating to Environmentally Sensitive Areas contained in the Appendix. Preservation areas were related to recreational considerations, natural drainage courses, flood plains and other open space considerations in community development.

The planners considered the land use and density proposals of the Comprehensive Plan in relation to existing zoning trends, site approvals, population projections, community facility recommendations, COP proposals and other aforementioned items.

The assignment process progressed generally in the following manner. The planners first determined the strike-out, transition and renewal areas as described above; then they considered residential site plan approvals from January 1, 1970 through December 31, 1973 allowing for those that had been developed (if any) at the time of the field survey. The planners made their land use assignments on the basis of numerical population increase projections from 1972 through 1980 for their respective areas. They then applied their assignment criteria to fulfill the balance of their needs for residential, commercial and industrial land uses to 1980. For this process they made their needed assignments on an in-filling progression from the urbanized core outward for vacant or transitional areas.

There are several reasons why the approach of assigning from the core outward was utilized. Existing utility (sewer and water) improvement programs progress on a logical extension of services from urbanized areas outward. Therefore, this assignment process allows for the maximum utilization of these extensions and, in turn, increases the benefit ratio of each dollar expended for these purposes, whether

public or private. Furthermore, growth in this manner would assist in the reduction of overall energy expenditures by both the general public and the institutions of the City. This is illustrated particularly by the center-city network orientation of transit proposals in the UMTA study which resulted from cost-benefit analyses.

3. Land Use Plan. The Land Use Plan is shown on the Short Range Development Plan maps (by subarea) contained in the Map File. Uses shown on the Plan are of two types: 1) existing uses suitable to remain and 2) proposed new uses or new developments which have received site plan approvals since 1970.

As previously described, proposed new land use assignments were made from the Core outward, generally on an in-filling basis. A line has been established identifying the limits of such proposed use assignments or the expected 1980 urbanized area of the City. This line is referred to on the Plan maps as the "1980 Assignment Line." Uses shown beyond the Assignment Line consist of existing land uses to remain and proposed new developments which have received site plan approval and may or may not be under construction.

Land use tabulations for the Short Range Plan make use of 1972 data developed for the Comprehensive Plan as base data. Table 3 lists the 1972 land use tabulation for the six subareas. The table indicates that nearly 36 percent of the developed land uses were of residential character while non-residential and street uses accounted for about 46 and 18 percent respectively in these six subareas. Distribution percentages for 1972 subarea land use by individual subareas and by type of use are listed in the Appendix, Part B.

Table 4 shows the proposed 1980 land use plan tabulation. Comparison of distribution percentages for the two periods does indicate slight changes in developed land. Proposed land uses for 1980 indicate distributions of about 38, 45 and 17 percent respectively for residential, non-residential and street uses. Thus, for the period, 1972 to 1980, the portion of total developed land in residential use is expected to increase (by 2 percentage points), while the portion of total developed land in non-residential and street uses is expected to decline (by 1 percentage point, each). These transitions are normal since the City has a large percentage of land in non-residential use due to the large military installations based here. Distribution percentage tables for the 1980 Plan similar to those for 1972, are listed in the Appendix, Part B.

Table 5 makes a summary comparison of the 1972 and 1980 developed and undeveloped land by use classifications. Distribution percentages in this table are based on total land rather than developed land. This is done to reflect total changes in land utilization. Table 6 presents a detailed breakdown by subarea of the anticipated change in land use from 1972 to 1980. The two tables indicate that approximately half of the residential land use change will occur in the 0 to 5.00 dwelling unit per acre density group. Due to the low density of development, large tracts of land are required for a relatively small increase in dwelling units.

TABLE 3
1972 EXISTING LAND USE
(IN ACRES)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	2678.2	6936.1	6557.9	7161.4	9173.5	-	32507.1
5.01 - 10.00	243.4	74.6	550.2	540.3	952.1	745.5	3106.1
10.01 - 15.00	13.0	169.2	92.0	44.8	95.7	1237.0	1651.7
15.01 & Over	-	317.9	717.8	277.0	64.8	322.4	1699.9
Total Resid.	2934.6	7497.8	7917.9	8023.5	10286.1	2304.9	38964.8
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	-	-	-	-
Commercial	217.8	719.9	467.3	662.0	977.4	525.3	3569.7
Industrial	2287.3	52.0	1134.2	232.1	1100.4	938.4	5764.4
Transportation, Utilities, Protective and Military	5941.0	1168.7	229.1	18989.5	3072.5	515.5	29916.3
Cultural and Institutional	123.6	680.9	2010.0	421.1	1136.6	260.1	4632.3
Parks and Recreation	3172.3	574.2	1181.3	1190.5	467.1	277.7	6863.1
Total Non-Resid.	11742.0	3195.7	5021.9	21495.2	6754.0	2517.0	50725.8
<u>Streets and Highways</u>	2770.2	2817.8	3919.2	4322.3	4532.3	1657.4	20019.2
<u>Summary:</u>							
Total Developed	17446.8	13511.3	16859.0	33841.0	21572.4	6479.3	109709.8
Preservation	-	-	-	-	-	-	-
Undeveloped Land	125062.8	28997.1	81737.4	85216.3	55123.1	1058.9	377195.6
Total Land	142509.6	42508.4	98596.4	119057.3	76695.5	7538.2	486905.4
Water	5620.9	7302.3	9675.7	5884.5	2395.1	2084.3	32962.8
Gross Area	148130.5	49810.7	108272.1	124941.8	79090.6	9622.5	519868.2

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

Source: JAPB

TABLE 4
PROPOSED LAND USE-1980 PLAN
(IN ACRES)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	3720.3	7987.5	7677.6	7486.9	10191.7	1.3	37065.3
5.01 - 10.00	394.8	532.9	776.4	1262.7	1132.5	1223.9	5323.2
10.01 - 15.00	139.2	785.9	354.9	610.7	171.0	597.0	2658.7
15.01 & Over	-	928.2	1129.5	371.2	189.6	249.2	2867.7
Total Resid.	4254.3	10234.5	9938.4	9731.5	11684.8	2071.4	47914.9
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	30.5	-	495.7	526.2
Commercial	340.8	894.4	661.3	922.0	1067.4	712.7	4598.6
Industrial	4446.7	52.0	1481.6	399.8	1306.3	1473.7	9160.1
Transportation, Utilities, Protective and Military	5941.0	1168.7	229.1	18989.5	4286.5	445.7	31060.5
Cultural and Institutional	123.6	686.8	2010.0	433.3	1178.6	302.0	4734.3
Parks and Recreation	3266.3	689.5	1362.5	1372.9	551.1	368.5	7610.8
Total Non-Resid.	14118.4	3491.4	5744.5	22148.0	8389.9	3798.3	57690.5
<u>Streets and Highways</u>	3150.1	3102.2	4192.2	4504.4	4749.7	1665.3	21363.9
<u>Summary:</u>							
Total Developed	21522.8	16828.1	19875.1	36383.9	24824.4	7535.0	126969.3
Preservation	779.0	46.1	90.7	899.0	414.0	3.2	2232.0
Undeveloped Land	120207.8	25634.2	78630.6	81774.4	51457.1	-	357704.1
Total Land	142509.6	42508.4	98596.4	119057.3	76695.5	7538.2	486905.4
Water	5620.9	7302.3	9675.7	5884.5	2395.1	2084.3	32962.8
Gross Area	148130.5	49810.7	108272.1	124941.8	79090.6	9622.5	519868.2

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

Source: JAPB

TABLE 5
ESTIMATED LAND USE
CHANGE FROM 1972-1980
(IN ACRES)

Item	1972		1980		Net Change	
	*Acres	Distribution Percent	*Acres	Distribution Percent	*Acres	Percent
<u>Residential (Density Range Groups):</u>						
0 - 5.00	32507.1	6.7	37065.3	7.6	+ 4496.7	+13.8
5.01 - 10.00	3106.1	0.6	5323.2	1.1	+ 2217.1	+71.4
10.01 - 15.00	1651.7	0.3	2658.7	0.5	+ 1007.0	+61.0
15.01 & Over	1699.9	0.3	2867.7	0.6	+ 1167.8	+68.7
Total Resid.	38964.8	8.0	47914.9	9.8	+ 8888.6	+22.8
<u>Non-Residential:</u>						
Office and Resid. (RMOI)	-	-	526.2	0.1	+ 526.2	-
Commercial	3569.7	0.7	4598.6	0.9	+ 1028.9	+28.8
Industrial	5744.4	1.2	9160.1	1.9	+ 3415.7	+59.5
Transportation, Utilities, Protective and Military	29916.3	6.1	31060.5	6.4	+ 1144.2	+ 3.8
Cultural and Institutional	4632.3	1.0	4734.3	1.0	+ 102.0	+ 2.2
Parks and Recreation	6863.1	1.4	7610.8	1.6	+ 747.7	+10.9
Total Non-Resid.	50725.8	10.4	57690.5	11.8	+ 6964.7	+13.7
<u>Streets and Highways</u>	20019.2	4.1	21363.9	4.4	+ 1334.2	+ 6.7
<u>Summary:</u>						
Total Developed	109709.8	22.5	126969.3	26.1	+17187.5	+16.0
Preservation	-	-	2232.0	0.5	+ 2223.3	-
Undeveloped Land	377195.6	77.5	357704.1	73.5	-19410.8	- 5.2
Total Land	486905.4	100.0**	486905.4	100.0**	-	-
Water	32962.8	-	32962.8	-	-	-
Gross Area	519868.2	-	519868.2	-	-	-

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE 6
ESTIMATED NET CHANGE
IN LAND USE 1972-1980
(IN ACRES)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	+1042.1	+1051.4	+1119.7	+ 264.0	+1018.2	+ 1.3	+ 4496.7
5.01 - 10.00	+ 151.4	+ 458.3	+ 226.2	+ 722.4	+ 180.4	+ 478.4	+ 2217.1
10.01 - 15.00	+ 126.2	+ 616.7	+ 262.9	+ 565.9	+ 75.3	- 640.0	+ 1007.0
15.01 & Over	-	+ 610.3	+ 411.7	+ 94.2	+ 124.8	- 73.2	+ 1167.8
Total Resid.	+1319.7	+2736.7	+2020.5	+1646.5	+1398.7	- 233.5	+ 8888.6
<u>Non-Residential</u>							
Office and Resid. (RMOI)	-	-	-	+ 30.5	-	+ 495.7	+ 526.2
Commercial	+ 123.0	+ 174.5	+ 194.0	+ 260.0	+ 90.0	+ 187.4	+ 1028.9
<u>Industrial:</u>							
Light	+ 228.6	-	+ 282.1	+ 167.7	+ 32.3	+ 273.0	+ 983.7
Heavy	+1930.8	-	+ 65.3	-	+ 173.6	+ 262.3	+ 2432.0
Transportation, Utilities, Protective and Military	-	-	-	-	+1214.0	- 69.8	+ 1144.2
Cultural and Institutional	-	+ 5.9	-	+ 12.2	+ 42.0	+ 41.9	+ 102.0
Parks and Recreation	+ 94.0	+ 115.3	+ 181.2	+ 182.4	+ 84.0	+ 90.8	+ 747.7
Total Non-Resid.	+2376.4	+ 295.7	+ 722.6	+ 652.8	+1635.9	+1281.3	+ 6964.7
<u>Streets and Highways</u>	+ 379.9	+ 284.4	+ 273.0	+ 171.6	+ 217.4	+ 7.9	+ 1334.2
<u>Summary:</u>							
Total Developed	+4076.0	+3316.8	+3016.1	+2470.9	+3252.0	+1055.7	+17187.5
Preservation	+ 779.0	+ 46.1	+ 82.0	+ 899.0	+ 414.0	+ 3.2	+ 2223.3
Undeveloped Land	-4855.0	-3362.9	-3098.1	-3369.9	-3666.0	-1058.9	-19410.8

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

Source: JAPB

Nearly 25 percent of the residential increase is expected to occur in the 5.01 to 10.00 density group. It is anticipated that a relatively large amount of this density group increase will be due to mobile home developments. Low density PUDs, townhouse and apartment complexes should also account for a sizable amount of this increase.

Apartments and related types of developments are anticipated to account for about 24 percent of the residential land use increase from 1972 to 1980. Effectively, these types of development are accounted for by density groups 10.01/ and over. Higher density PUDs will also fall into these two range groups.

Increase of acreages in the 0 to 5.00 residential groups is expected to be nearly equal in Subareas 1, 2, 3, and 5 from 1972 to 1980, (Table 6), while Subarea 4 will generally account for the lowest amount. The percentage point variation for these four major contributions to growth is 2.3 points, from the highest (Subarea 3) to lowest (Subarea 5), Table X-12.

Fairly wide variation exists in the distribution of increase from 1972 to 1980 for residential density group 5.01 to 10.00. Again it must be remembered that this group allows for extensive mixing of residential developments. In one area it might reflect existing and proposed trends for townhouse development while in another it may well be indicative of mobile homes or some other housing type. Generally, in Subareas 2, 3, and 4, it will most likely be mixtures of townhouse (or similar) and mobile homes. While in Subareas 1 and 5, it is expected to be predominately mobile homes, while Subarea 6 will be mixtures of townhouses and low density apartments.

Distribution for density groups of 10.01 and over will vary fairly extensively among the six subareas. Subarea 2 is expected to account for nearly 57 percent of the growth in these two groups (Table 6). The remainder of the 2174.8 acre increase (in the 10.01 and over density groups) is expected to be distributed among the remaining subareas in following manner: Subarea 1, 5.8 percent; Subarea 3, 31.0 percent; Subarea 4, 30.4 percent; Subarea 5, 9.2 percent; and Subarea 6, -32.8 percent. Subareas 1 and 5 will see little increase in apartment and related types of development (10.01 and above dwelling units per acre). Redevelopment activity in and adjacent to the commercial areas of the Core (Subarea 6) are expected to cause a net decrease there in these residential range groups.

The following tabulation gives a summary of the distribution percentage for total net residential land use increases from 1972 to 1980 by subarea.

Subarea	Percent	Subarea	Percent
1	14.8	5	15.7
2	30.8	6	-2.6
3	22.7		
4	18.5	Total*	100.0

*May not add due to rounding.

It must be noted at this time that some of the residential acreages indicated by the net change table include allowances made for some residential supporting activities or uses. These allowances would be tabulated and mapped as non-residential uses for existing land use. However, it is not possible to anticipate all the locations for such items as power substations, lift stations, churches, tot and playlots, etc.

Nearly all land uses except residential and street uses fall under the broad classification of non-residential use. It is anticipated that there will be nearly 14 percent net increase in non-residential land use from 1972 to 1980, qualified by the preceding paragraph. This 14 percent net increase represents 40.5 percent of the total increase in developed land for the period.

The anticipated total non-residential increase is distributed among the non-residential sub-categories in the following manner: Office and Residential - 7.6 percent; Commercial - 14.8 percent; Industrial - 49.0 percent; Transportation, Utilities, Protective and Military - 16.4 percent; Institutional - 1.5 percent; Parks and Recreation - 10.7 percent (from Table 6).

The majority of the office and residential mixed development is expected to occur in Subarea 6 as a result of public and private redevelopment activity. This type of activity is expected to result from private actions in the vicinity of the old railroad terminal and yards, Downtown Development Authority activity, Urban Renewal activity and the impact of the proposed mass transit system.

The commercial increases are generally proportionate to the projected population increases for the various subareas. However, since the standards for commercial development were generally restricted to shopping center type of development, the planners also considered current trends for non-center oriented commercial activity. Due to these special considerations Subareas 4 and 6 were higher than the remainder of the Subareas. Commercial distribution percentages for the total increase in commercial acreage ranged from 8.7 in Subarea 5 to 25.3 percent in Subarea 4 (Table X-12).

Industrial growth accounts for nearly half of the land use change for non-residential use. Light industry is expected to account for nearly 29 percent of the increase in industrial acreage, while heavy industry (inclusive of waterfront) accounts for the remaining 71 percent. Total industrial assignments considered existing industrial development and projected needs. The distributions for industrial assignments were not solely dependent upon projected population of that respective area. Considerations as to where existing development has occurred, type of existing industrial development, availability of desirable industrial lands, existing and proposed transportation networks and projected types of industrial uses also entered into making the assignments for this use classification. The distribution percentages for net change from 1972 to 1980 in industrial land uses by subarea are as follows:

Subarea	Light Industry	Heavy Industry
1	23.2	79.4
2	--	--
3	28.7	2.7
4	17.0	--
5	3.3	7.1
6	27.8	10.8
Total*	100.0	100.0

*May not add due to the rounding.

The preceding tabulation indicates that the greatest increase in heavy industrial acreage is expected to occur in Subarea 1. The Offshore Power Systems (OPS) development and Imeson Industrial Park account for a considerable portion of this activity. Spin-off heavy industrial development is expected to occur in conjunction with OPS activity and account for notable amounts of the increase in this use with the progression of time. Combinations of the various modes of transportation make this subarea desirable for this type of growth.

The majority of the balance for proposed non-residential uses (i.e., Transportation, Utilities, Protective, Cultural and Institutional, etc.) are to fulfill deficiencies and needs for community facilities and related uses as determined by the special studies made in these areas and the proposed COP evaluations.

The acreage assigned to streets and highways is expected to increase 6.7 percent from 1972 to 1980. This increase in use accounts for 7.8 percent of the increase

in developed land. This represents an increase for the total thoroughfare system, inclusive of local streets.

The projected increases in residential lands from 1972 to 1980 are expected to cause an increase of 22.6 percent in year-round housing units in the six subareas. Table 7 gives a comparison of the 1972 dwelling unit counts and the projected 1980 counts by subarea. Net changes are also indicated on the table.

TABLE 7
1972 AND 1980 DWELLING UNITS
(year-round)

Subarea	Number	% of Total	Number	% of Total	Number	% of Change	% of Total
1	8664	5.1	13205	6.3	+ 4541	+52.4	11.8
2	28941	17.1	39340	18.9	+10399	+35.9	27.1
3	24869	14.6	36372	17.4	+11503	+46.3	29.9
4	31935	18.8	40380	19.4	+ 8445	+26.4	22.0
5	49195	28.9	55253	26.5	+ 6058	+12.3	15.8
6	26582	15.6	24049	11.5	- 2533	- 9.5	-6.6
City*	170186	100.0**	208599	100.0***	+38413	+22.6	100.0**

*Excluding area south of St. Johns River and east of Intracoastal Water.

**May not add due to rounding.

Source: JAPB

The following tabulation indicates the estimated distribution percentages for the six subareas net increase in dwelling units for the 1972 to 1980 period.

Residential Density Group	Percent of Total
0- 5.00	30.43
5.01-10.00	20.07
10.01-15.00	25.55
15.01 & over	23.95

The tabulation indicates a strong relationship to current development trends that are likely to continue into the near future.

4. Study Area Plan. The history of development within the Consolidated City has indicated that growth does not always occur in a contiguous and orderly fashion. Therefore, the need for designation of a Study Area was recognized early in the planning program.

A Study Area Plan map was prepared to supplement the Short Range Development Plan map, but is not included in this report. The Study Area Plan extends the Land Use Plan of the Short Range Plan outside the 1980 assignment line including the urbanized area to the fringe areas beyond. The area included within the Study Area boundary includes most existing site plan approvals outside the 1980 assignment line. The area limits of study for the Study Area Plan are shown on the Study Area Boundary Map in the Map File.

By studying future land uses in this fringe area, the subarea planners were assisted in establishing proposed land uses within the 1980 assignment line. Land use proposals in the Study Area are also useful in the evaluation of capital improvements proposed in outlying areas.

The planners made assignments within the Study Area using the same land use assignment criteria and locational and planning standards as used for the Short Range Plan. Recommendations of the Comprehensive Plan were re-evaluated. The time frame for the Study Area Plan extended beyond the 1980 time period with no specific constraint.

The land use tabulations for the Study Area include all existing land uses and proposed uses within the boundary (including proposed uses of the Short Range Plan) in addition to all existing land uses and approved site plans outside the boundary. Tables showing the tabulations in acres and distribution percentages for the Study Area Plan are contained in the Appendix, Part B.

B. Transportation Plan

1. Thoroughfares and Transit. The most recent transportation plans for the Jacksonville Urban Area were used for planning purposes in the Short Range Plan, based on the requirements of the work program for the Short Range Plan contained in the HUD 701 grant application. The Jacksonville Urban Area Transportation Study (JUATS) is now in the continuing planning phase following completion in December 1972 of the Tentative Plan. In March 1974, the final report of the Jacksonville Urban Area Mass Transportation Study (UMTA) was completed in draft form, and was used for short range planning purposes.

The UMTA Study evaluated several alternative mass transit systems and recommended a fixed guideway (e.g., rail) system coordinated with express bus and feeder bus services. In the testing of alternatives, a modified 1990 JUATS expressway and highway system was used, reflecting less need for certain highway proposals if transit improvements are built. This modified JUATS plan was used for the thoroughfare plan of the Short Range Development Plan as was the recommended transit system.

Although completion of Phase I of the fixed guideway system is not scheduled until 1983 in the UMTA study, experience has shown that real estate and development activities influencing land development around proposed transit stations and bus routes take place as soon as such plans are made public. Land acquisition for the fixed guideway is presently scheduled for 1976. Therefore, the Short Range Development Plan has recognized and incorporated the UMTA plans in evaluating proposed land uses in the vicinity of transit stations and express bus stops.

The proposed fixed guideway system radiates outward from the City's core area to both Regency Square and J. Turner Butler Boulevard on the Southside, to I-95 and Blanding on the Southeast and to Moncrief and Edgewood Avenue on the Northwest. Express buses feed into the fixed guideway system from outlying areas. Local feeder buses would be routed to feed passengers to transit stations and express bus stops.

The modified 1990 JUATS plan utilized for the Thoroughfare Plan eliminates certain road proposals shown on the previously adopted JUATS plan. Among these were: the Commodore Point Freeway, River Oaks Freeway, Timuquana Bridge, 20th Street Extension, Fort Caroline Freeway, and Riverside Freeway. The need for these proposals would presumably be eliminated by the proposed transit system.

The recommended Transportation Plan maps are contained in the Map File. Transportation improvements to be made in the 1974-79 period of the Short Range Plan are shown on the Capital Improvements Plan maps in the Map File.

The short range planning work provided the opportunity to review the proposed fixed guideway system alignment and station locations in detail. As discussed in the Subarea Plan Descriptions, certain modifications in alignments and station locations have been recommended, primarily in Subareas 2 and 6.

The short range planning work also provided the opportunity to review in detail the Secondary Road Program and other thoroughfares included within last year's COP program. The subarea planners recommended a number of modifications which were incorporated in the final recommended Secondary Road Program as well as other modifications to existing road proposals. This work has also been useful in the review of road proposals included within large scale PUDs and DRIs by JAPB staff.

2. Bike Trails. An initial program for a bike trails system was prepared by JAPB in May 1973 to be implemented by a \$45,000 appropriation by City Council. To date not all of these funds have been expended. The recommendations of this study were used for the Short Range Development Plan.

However, more extensive bike trail systems have also been studied and submitted to the State for consideration for possible funding from \$2,000,000 received by the State from the Federal Highway Trust Funds for bike trails. Proposals will also be considered for bike trails on all new or reconstructed State roads. It is anticipated that, following review by the State, information on scheduling, by year and estimated construction costs, will be available. Hopefully, such data will be available in time to include an expanded bike trails system in next year's Short Range Plan and COP program.

3. Railroads. No major changes have been proposed in existing railroad facilities at this time. However, as discussed in the Subarea 6 plan description, it is recommended that a detailed study be made of ways to reduce and consolidate unnecessary trackage and grade crossings particularly in Subarea 6 where tracks are disrupting inner-city neighborhoods. This same recommendation was included in JAPB's Cargo Movement and Terminal Facilities Study of June 1972.

In the evaluation of proposed land uses in outlying areas, the Plan has taken into consideration the proposal of Seaboard Coast Line (SCL) to relocate and consolidate its main marshalling yards to a new site, already purchased, west of I-295. Other new features evaluated include the new AMTRAK passenger station at Edgewood Avenue and Route 1 and the consolidation of Seaboard Coast Line yards along I-10 east of Baldwin.

In the downtown area, proposals by SCL to remove trackage in the vicinity of the old Union Station are reflected in land use plans for Subarea 6. This adjoins other major SCL development near their office headquarters.

4. Air Transportation. No major revisions to the existing network of airports in the City is proposed in the Short Range Plan. However, the COP program reflects proposals for relocation of runways or new runways at Jacksonville International Airport and Craig Airport.

The Transportation Plan maps include recommendations for new helipads for public and private use. A helipad is under construction at Craig airfield for use by the Sheriff's Department. City Council has authorized proposed use by Jacksonville Helicopter Services, Inc., of two helipads: one to be located at the rooftop of the shopping mall at the Hilton Hotel and the other to be located on the parking lot at Offshore Power Systems offices on Arlington Expressway.

C. Community Facilities and Utilities Plan

1. Introduction. Evaluation of Jacksonville's community facilities and utilities is the key element relating the Short Range Development Plan to the Capital Outlay Program. In preparation for the evaluation, land use survey data on existing community facilities was color mapped on 400 and 2,000 scale base maps and checked against the 1972 Community Facilities Report. All proposed community facilities and utilities in the 1973 COP were mapped for each subarea.

2. CAC Input. The subarea Citizen Advisory Committees were heavily involved in the evaluation of community facilities and utilities. The members' awareness of their subarea's needs was invaluable.

Additional and improved recreational facilities rated top priority with most of CACs. For all of the subareas, proposals have been made for various new neighborhood and community parks and expansion or improvements to existing parks. Other recreation recommendations included supervision at existing parks; joint acquisition of recreation lands, along with school property acquisition, and improved maintenance of existing parks. The design and scheduling of existing COP proposals were frequently challenged.

Further development of the community school concept was strongly favored by the CAC members, who felt that community schools would optimize facilities and services for the neighborhoods and communities. The community schools would accommodate health clinics, libraries, and recreational facilities, as well as school functions and other public services. The committees also felt that the community schools would strengthen neighborhoods.

General planning standards for community facilities were applied to all of the neighborhoods to evaluate needed facilities. These standards, derived from a specialized study by the staff working with Departmental representatives, became the Criteria for Capital Improvements which are enumerated in the Appendix, Part E.

3. Community Facility Recommendations. Additional City departmental and agency recommendations for needed facilities for the 1974 COP were submitted. These recommendations were correlated with the 1973 COP and with the proposals from the Short Range Plan. The above inputs were evaluated and are the basis for the Community Facilities and Utility proposals of the Short Range Plan and 1974 COP. The proposals are shown on the Capital Improvements Plan maps contained in the Map File. A summary of recommendations for new, relocated, or expanded schools, parks, libraries, fire stations, health clinics, landfills, and special facilities is shown on Table 8.

The school age population projections for 1980 indicate a gain of 2,468 persons, and few new school facilities will be needed. Some new facilities will be needed in areas expected to experience significant growth, particularly with regard to school age population.

In the past, new schools and sites were developed for the COP on the basis of a State survey, the survey team consisting of members of the School Board and the State Board of Education. In the future, however, a representative from the Area Planning Board will also be included among the members of the survey team.

Neighborhood and community parks have the greatest number of deficiencies in terms of community facilities. The Short Range Plan has tentatively identified the need for a number of new parks or park expansions. Twenty-four (24) new or expanded parks have been proposed for the 1974 COP and have received highest priority because 1) the area needs are acute, 2) most of the proposed facilities would be located on properties presently owned by the City, and 3) distribution of these parks would be equitable throughout the City. Since the staff is presently conducting a parks and recreation study and preparing a Recreation Master Plan, park needs cited in the Short Range Development Plan will be reviewed for compliance with the Recreation Master Plan and included in future COPs.

Four (4) additional branch libraries are proposed by 1980. A successful prototype design for the libraries is the library built recently near Regency Square.

To serve most of Jacksonville's urbanized area effectively, the location of 6 existing fire stations, as well as the construction of 10 new stations, is proposed.

Locations for health clinics have primarily been made by the Health Department. However, a few additional sites were proposed by the subarea planners in areas meeting established criteria. Three (3) new clinics and three expanded or relocated clinics are proposed by 1980 to serve the community effectively.

Review of landfill sites indicated the need for additional sites by 1980. Further research should be conducted by JAPB and Public Works Department to determine specific acreage needs and site locations.

4. Utilities and Drainage. As previously mentioned, COP proposals for all utility services have been developed based on long range functional plans. The Water Quality Management Plan identifies programs for improving sewerage systems. Water and sewerage needs have also been elaborated in the Comprehensive Plan for Water and Sewerage Systems, prepared for the Jacksonville Area Planning Board.

Several drainage system plans have been completed, or are near completion, and are coordinated in reference to the "1990 Comprehensive Plan--General Drainage Study" of JAPB in 1971. The Public Works Department has done special drainage studies of Julington Creek and Pottsburg Creek. Studies by Public Works of the Sandalwood area and Pablo Creek should also be completed in the near future. Drainage improvements have been evaluated for each subarea in reference to the above studies and the Short Range Development Plan.

TABLE 8

SUMMARY OF PROPOSED COMMUNITY FACILITIES

1974-1979

	SUBAREAS												Total						
	#1			#2			#3			#4				#5			#6		
	New	Relocation	Expansion	New	Relocation	Expansion	New	Relocation	Expansion	New	Relocation	Expansion		New	Relocation	Expansion	New	Relocation	Expansion
Health Clinics			1	1									2	1	1				6
Fire Stations	3			1	2		3	1		1			1	1		1	2		16
Libraries	1					2		1											4
Land Fill Sites	1			1									1						3
Neighborhood Parks*				2					2				2			3			9
Community Parks*	1		1	2		1		3		1	1		1	1			2		14
Metropolitan Parks*																	1		1
Elementary Schools	2			2		1		2		2									9
Junior High Schools	1			1		1		1											4
Senior High Schools	1																		1
Vocational Schools								1											1
Special Facilities			3		1							3		1	5				13

*Only park proposals in the COP with Priority 1A are included pending completion of the Recreation Master Plan.

IV. IMPLEMENTATION

A. Capital Outlay Program

The relationship of the five-year Short Range Development Plan (Short Range Plan) to the capital improvement programming process is such that a sufficient degree of coordination should be present to enable proper cyclical balance between the development of the plan and its implementation through the adoption of the Five-Year Capital Improvement Budget.

According to Chapter 128.204 of the Ordinance Code for City of Jacksonville entitled: Proposed Capital Improvement Plan, the Planning Board shall receive all of the estimates presented to it, coordinate the proposed timing, scope, and funding of related projects and compile the resultant Five-Year Capital Improvement Budget and subsequently the Ten-Year Capital Improvement Program for the City and its independent agencies and review shall be made as to whether the proposed plan is consistent with the current and projected needs as outlined in the Short Range Plan. Procedurally, the Short Range Plan is developed within a similar time frame as the Capital Improvements Program. The Plan develops in conjunction with input obtained from citizens groups (CACs) and professional opinions of various representatives of the City's departments and independent agencies (Technical Coordinating Committee). The Capital Improvement Program, in the coordinative effort with the short range planning process, is also developed with citizen involvement from CACs and input from departments and agencies of the City of Jacksonville represented by the Technical Coordinating Committee. Both the Capital Improvement Program and the Short Range Plan are interdependent in that they provide vital information as to the needs and recommended improvements in various communities of the City.

Capital improvement projects, which are submitted to the Planning Board by departments and independent agencies of the City, are reviewed during the planning process in accordance with locational standards developed by the Planning Board in conjunction with City departments. The projects are reviewed in order to determine the actual need and feasibility of the proposed projects and their overall conformity to the Short Range Plan. Projects that are developed by the Planning Board as a result of the short range planning process are also screened according to the same locational criteria used to evaluate projects submitted from departments and agencies of the City.

Once the Capital Improvement Plan and the Short Range Plan have been finalized, they are first taken to the Planning

Board for review and adoption. Here the Planning Board has the prerogative of placing its priorities on various Capital Improvement projects. After this task is complete, the Short Range Plan proceeds immediately to the Mayor for his review and "prioritization." At this stage the Mayor makes his recommendations on the need for various projects and assigns priorities according to the same priority rating system used throughout the entire process.

The next stage of the process concerns presentation by the Mayor of the Capital Improvement Budget to City Council for its review, prioritization, and adoption. According to Chapter 72-578, Article 15, Laws of Florida, the City Council shall schedule and hold public hearings on the proposed budgets submitted to it. (Not including the Capital Improvement Program.) Furthermore, after the conclusion of public hearings, the Council shall adopt and approve the budgets submitted to it, with such changes as the Council may deem appropriate. Proposed budgets may be altered by the Council on a line-by-line or a total basis, and Council may increase or decrease at will an appropriation requested by any independent agency of the City. It is essential for the success of the Short Range Plan that adoption of the Capital Improvements Budget by City Council be contingent upon adequate appropriations to implement the program's first year. In this way, community needs, appearing in the recommendations of the Short Range Plan, are assured of being realized as they are scheduled.

It is the intent of the Planning Board eventually to automate the Capital Programming/Short Range Planning process so that all data will eventually be on-line. As the need for better and more accurate information increases, so does the amount of data required to satisfy that need. When data eventually becomes so voluminous that it is cumbersome and awkward to use, then it is time to resort to more sophisticated and precise methods of data storage and retrieval. Therefore, it is strongly recommended that the Planning Board eventually design an information system that will provide ready access to crucial data on planning and capital improvement programming and that the Planning Board coordinate this effort with other agencies and departments of the City of Jacksonville.

B. Other Action Programs

The detailed planning studies for each subarea, undertaken as a part of the Short Range Development Plan, were useful in identifying problems or problem areas requiring further study. These studies are referred to as "Other Action Programs" and are a significant element in the

implementation of the planning objectives of the Short Range Plan. The programs recommended were beyond the scope of planning work to be undertaken for the Short Range Plan. Some programs could possibly be included in next year's work activities for the Short Range Development Plan, if functional studies are expanded in certain areas.

The additional, suggested studies or action programs were derived in part from the recommendations of the CACs whose members were concerned especially with such problems as preservation of sensitive natural areas or initiation of action to halt deterioration in neighborhood areas. The Subarea Plan Descriptions in Part II contain detailed discussions of the proposed action programs.

The five recommended Other Action Programs are summarized as follows:

1. Neighborhood and Renewal Area Programs: Within the following locations, detailed land use planning and renewal feasibility studies and action programs are recommended:

- Subarea 2 - Arlington West area
- Subarea 2 - Atlantic Boulevard Estate area
- Subarea 3 - Larsen area
- Subarea 4 - Old Speedway and adjoining area
- Subarea 4 - Sweetwater area
- Subarea 4 - Jacksonville Heights, north of 103rd Street
- Subarea 5 - Royal Terrace
- Subarea 5 - McCoys Creek area
- Subarea 5 - Area South of Edward Waters College
- Subarea 5 - Riverside area
- Subarea 5 - Marietta area
- Subarea 6 - Along alignment of fixed guideway system in Hogan Creek area

2. Impact Studies: The following areas are subject to impact from proposed highway or transit facilities and would benefit by further land use and environmental analysis and planning:

- Subarea 1 - Imeson Park-Blount Island area (North)
- Subarea 2 - Dames Point Freeway area
- Subarea 2 - St. Johns Bluff Road area
- Subarea 3 - Transit station area at Atlantic Boulevard and Florida East Coast Railroad (FEC)
- Subarea 4 - Zoning along proposed 4 lane street widenings
- Subarea 5 - All transit station areas
- Beaver Street widening at Marietta
- Subarea 6 - All transit station areas

3. Flood Plain and Sensitive Natural Areas: Studies are needed pertaining to legislation, ordinances or funding procedures necessary to protect or control flood plains and sensitive natural areas. In Subarea 3, a detailed study of preservation, drainage and land use aspects of the Pottsburg Creek Swamp and Tiger Hole Swamp area is recommended.

4. Recreation: The following special recreation or park studies are recommended to establish feasibility, improved facilities, and scope of project:

Subarea 1 - Evaluation of alternative site layouts and methods of providing equipment for existing parks

Subarea 3 - St. Augustine Road Park area study

Subarea 4 - Metropolitan Recreation Facility study for area south of Timuquana at Roosevelt Boulevard

Subarea 6 - Advance design for all proposed park sites

5. Transportation:

Subarea 1 - Additional bikeway studies
Subareas

1-6 - Railroad track consolidation and grade crossing elimination study, particularly in Subarea 6

Subarea 6 - Need for additional transit station at 20th Street Expressway

C. Other Implementation Measures

1. Zoning Ordinance

In conjunction with proposed new uses in the Short Range Development Plan, recommendations on proposed zoning for all such uses have been made. This work will be useful in the evaluation of future zoning and PUD applications.

The Planning Board may also proceed with the preparation and adoption of Standards and Performance Criteria for PUDs as provided for under Ordinance 72-73-230 (covering PUDs) of the Zoning Code. Performance standards for industrial districts are also recommended for addition to the zoning ordinance.

Of particular importance is the need to establish flood plain zoning along many creeks and rivers in the City. Flood plain zoning would protect stream valleys from building encroachment and would also provide a tool to

protect some large fresh water marsh areas, such as Pottsburg Creek Swamp and Tiger Hole Swamp, located along creek valleys.

2. Official Map Ordinance

An ordinance establishing an Official Map could be adopted to help implement capital Improvement plans. Under the ordinance, land required for capital improvements would be protected from encroachment until purchased by the City. However, purchase by the City must be accomplished within a reasonable number of years.

3. Controls for Recharge Areas

More specific standards are needed which can be used to evaluate PUDs and DRIs located in recharge areas. An evaluation should be made of appropriate specific standards for subareas relating to such factors as: percent of potential drainage runoff to be retained on site, rate of surface runoff to be permitted, percent of land coverage by buildings to be permitted, and paving standards for parking areas.

D. Plan Adoption Process

The scheduling of work on the Short Range Development Plan has been coordinated with scheduling for preparation of the Capital Outlay Program, including the Five-Year Capital Improvement Program. Following review of the COP by the Technical Coordinating Committee and the earlier CAC reviews, both the COP and the Short Range Development Plan will be presented simultaneously for review by JAPB. Following adoption by JAPB, the two documents will be forwarded for review to the Mayor and then sent to City Council for review and adoption.

PART II.

SUBAREA PLAN DESCRIPTIONS

I. SUBAREA 1

A. Introduction

1. Physical Description. Subarea 1 is located in the extreme north portion of Jacksonville and extends northward from the St. Johns and Trout Rivers to the Nassau County boundary. Subarea 1 has the largest land area of any subarea of the City, with 148,130 acres. According to 1972 estimates, there were only about 17,467 acres of developed land in Subarea 1. This constitutes about 12 percent of the total land in the Subarea.

The dominant geographic features of Subarea 1 are the creek and river systems, and the presence of the Intracoastal Waterway and its concomitant marsh system. Large conservation areas, as designated by the Comprehensive Plan, exist along the St. Johns and Trout Rivers, which border the Subarea on the south. Areas adjoining Broward River and Dunns Creek, which bisect the developed portion of the eastern half of the Subarea, are also conservation areas.

The other half of the eastern sector has been designated as a preservation zone due to the presence of the Intracoastal Waterway and its accompanying saltwater and fresh water marsh system. This marsh system's topography ranges from 0 to 10 foot elevation above mean sea level, and it is highly flood-prone. The rest of the Subarea exists at a 10 to 30 foot elevation, except for four ridge areas with 30 to 40 foot elevations. The vast majority of the land has a slope of less than 1 percent, and, as a result, flood-prone areas occur throughout the Subarea.

Only one small possible recharge area to the Florida Aquifer is located in Subarea 1, and it lies within the Imeson Industrial Park.

2. Population. Subarea 1 had a population of 27,079 in 1970. Although this was the smallest population for any subarea at that time, it represented a 228 percent increase over the 1950 population for the same area. The greatest part of this increase came between 1950 and 1960, when the Subarea had a 137 percent increase. By 1972 the population increased to 28,548, and, by 1980, the Subarea is expected to have a population of 42,000, or an increase of 47 percent over the 1972 population (the largest growth rate percentage for any Subarea of the City). The major portion of this growth from 1972-1980 is expected to take place in the area generally bounded by Lem Turner Road, Leonid Road and Dunn Avenue, and U. S. Highway 17. This area will experience a 200 percent total growth rate for the 8 year period, and will house 29 percent of the Subarea population by 1980.

3. Housing. Subarea 1 contains the least number of dwelling units of any subarea with a 1970 total of 7913 units. These year-round dwelling units increased by 751 in a two year period for a 1972 total of 8664. The stable Highlands area absorbed most of this growth and has become the predominantly residential area. However, this area has reached a saturation point and development is beginning to occur north of Dunn Avenue and Leonid Road.

In this area, bounded by the above streets on the south and Lem Turner and U. S. 17 on the west and east, 343 acres have received site plan approval for residential development. While the Highlands area is predominantly single-family (1 to 5 dwelling units per acre), these new developments are coming in at densities of 5 to 10 and 10 to 15 dwelling units per acre.

The large majority of existing dwelling units are of a single-family nature with 7,163 units in the 1 to 5 units per acre range in 1972. This compares to 609 units, at 5 to 10, and 16, at 10 to 15. This single family development is characterized by scattered low density mixing of homes and trailers in the Oceanway area, rural-farm homes in the north-east and spotty locations of trailers and mobile home parks, with only two actual subdivisions existing in the Subarea.

The vast amounts of undeveloped land have facilitated the growth of scattered apartment and mobile home developments. Land use assignments for 1980 have been made on an in-filling basis from existing areas outward. The completion of the western loop of I-295 is expected to result in higher density development around the interchanges. A land use assignment totaling 2,756 dwelling units was made for the area north of Dunn Avenue and bordered on the east and west by I-95 and Lem Turner, respectively.

The area west of Lem Turner is expected to gain 827 units while the area south of the eastern loop of I-295 will experience a 700 dwelling unit increase by 1980. The total dwelling unit figure for 1980 will be 13,205 units, an increase of 5,292 from 1970. New economic activity in the eastern portion of the Subarea is not expected to alter significantly the development trends in the western sector in the 1974-1979 planning period.

4. Employment Centers. The rise in economic activity is reflected by the rise of two major employment centers in the western sector of the Subarea. While St. Regis Paper Company and Anheuser-Busch employ a significant number of people at present, it is the growth of the Imeson Industrial Park and the Westinghouse-Tenneco's development of a facility for manufacturing

floating nuclear Power Plants on Blount Island, which will become the major employment centers. Within the Imeson Park, the Sears Mail Order Catalog Center already employs 1,200 people. An expansion, to be completed by 1985 is expected to double its employment capacity. By 1980, Offshore Power Systems expects to employ 8,000 persons in administrative and manufacturing positions, with a 1984 goal of 13,800 employees. With the existing port facilities on Blount Island and the industrial growth occurring along Heckscher Drive and Eastport Road, this section from I-95 east through Blount Island will become the major industrial employment area in the City.

Another employment center is the Jacksonville International Airport. Besides the 800 employees directly within the terminal facilities, an estimated 1,200 employees are involved in accompanying services such as car rentals, hotel-motel operations, and restaurants in the vicinity.

Subarea 1 has only one major retail commercial employment center, the Highlands Shopping Center, just east of I-95 on Dunn Avenue. This facility is also undergoing expansion and will contain full-line department stores after completion.

B. Transportation

1. Highways. The existing highway network in Subarea 1 consists primarily of local streets, which provide access to property abutting the public right-of-way; collector streets designed primarily to redirect traffic off of local streets in order to reduce traffic volumes, and arterials whose main function is the movement of all types of vehicles from one section of the Subarea to another. The only complete freeway-expressway currently existing in Subarea 1 is I-95 which accommodates all of the north and southbound high-speed vehicles in the Jacksonville-Duval County area.

There is currently no east-west arterial-collector or expressway to link the eastern and western portions of the Subarea. The main arterials currently existing in the area are Dunn Avenue extending from U. S. 17 to New Kings Road, Heckscher Drive, Lem Turner Road, Yellow Bluff Road, and Broward Road.

The proposed highway network was developed as a result of needs stimulated by existing deficiencies in the system and projected needs resulting from projected population increases. As a result, the Jacksonville Urban Area Transportation Plan was devised to accommodate the transportation demands through 1990. An Urban Mass Transit Study was also developed to offer an alternative method of supplying the needed transportation through public means.

The major proposals for the transportation network for Subarea 1, recommended by both of these studies, were the extension of I-295 in the west and the construction of the Dames Point Freeway in the east in order to complete the northern portion of the proposed beltway surrounding Jacksonville. Completion of this by 1980 will suffice to accommodate both existing population and the new population that is generated from the industrial and commercial growth of Westinghouse-Tenneco, the Imeson Industrial Park, and other developing uses.

Other proposals for the transportation network in Subarea 1 have been made under the State Primary and Secondary Road Program and under the City's Streets and Highways Program.

The State Primary Road Program proposes the widening of Lem Turner Road to four-lane divided from the Trout River Bridge to I-295, with the purchase of a four-lane right-of-way proposed from I-295 to the Nassau County Line; the widening of U. S. 17 (Main Street) to four-lane divided, from the terminus of the present four-lane section (SR-9A) to the Nassau County Line; the purchase of six-lane right-of-way for Heckscher Drive from Main Street to Browns Creek - Blount Island, the construction of two-lane urban Busch Drive; and the construction of four-lane divided Dames Point Freeway (Southside Boulevard Extension) from Ft. Caroline Road to Main Street (at the eastern terminus of I-295).

The State Secondary Road Program proposes purchasing a four-lane right-of-way for the section of Heckscher Drive at bridge approaches and for the section of Lem Turner Road from the Trout River Bridge to I-295 (deemed necessary because of the growth around the North Campus of F.J.C.). It also proposes the widening of New Berlin Road to two-lane rural, the widening of Dunn Avenue to four-lane urban from I-95 to I-295, the widening of Faye Road to 24 feet from Eastport Road to Davis Road and from Pleasant Oaks Lane to New Berlin Road, and the widening of Pecan Park Road - Duval Road to four-lane on the section from I-295 to Airport Road. The proposed construction of New Starrett Road was deleted from the program because it was felt that the completion of this road would stimulate growth in the nearby environmentally sensitive areas.

The City proposes the construction of four-lane Imeson Boulevard from Main Street to Busch Drive and the widening of Cole Road from Main Street to Desota Avenue.

The above improvements will satisfy the immediate demands and solve the immediate traffic problems in the area.

2. Mass Transit. The Urban Mass Transit Study for Subarea 1 recommends express and feeder bus systems. Fixed guideway

systems were not proposed due to the fact that there were not enough trips to the downtown area from Subarea 1 to justify construction of such a system. It is believed that mass transit in Subarea 1 will create only a minimal impact upon the mode of transportation currently being used, the automobile. Since only feeder buses and express buses will be utilized in Subarea 1, the anticipated result is a limited reduction in the number of automobiles currently traveling highways and streets affected by mass transit.

The proposed express bus system will serve Subarea 1 by transporting persons in both the Southeast via the proposed Dames Point Freeway and the Southwest, via I-95, to Blount Island. The Feeder bus system will serve the Jacksonville International Airport, Starrett Road, and Dunn Avenue, all by way of Lem Turner Road.

3. Bike Trails. There are presently no bike trails in Subarea 1. Any future trails will be considered in the planning of all reconstruction and new constructions of both State and local streets and highways in the area. Also, curb cuts or rolling curbs will be recommended in the construction of all new sidewalks. Future bike routes should serve schools, recreation areas, scenic natural areas, and commercial shopping areas. A bike trail study is needed for Subarea 1 and is proposed as an "Other Action Program."

4. Rail System. Subarea 1 is serviced primarily by the Seaboard Coast Line Railroad. Tracks extend from north to south along U. S. 17; east from U. S. 17 to Blount Island along Eastport Road; and south from Eastport Road crossing the Broward River parallel the periphery of Imeson Industrial Park and other industrial facilities. Rail traffic generated by the Seaboard Coast Line is primarily freight-oriented. Atlantic Coastline, which parallels New Kings Road in the western quadrant of the area, is the only passenger train in the entire City since it is the system which sponsors AMTRAK.

5. Airports. The Jacksonville International Airport is located in the northwestern quadrant of the area. JIA is operated by the Jacksonville Port Authority and is served by five major airlines and a third-level carrier offering intrastate services. Through-service is provided between Jacksonville and most major cities in the eastern United States. JIA has two runways, 8,000 feet and 7,800 feet long and can accommodate the largest existing aircraft (the Boeing 747).

All air cargo movement in and out of Jacksonville is also handled at JIA. The five major air carriers have air cargo facilities at JIA, as well as Overseas National Airways, a supplemental carrier. To accommodate air cargo traffic, there are 24 truck docks and two commercial aircraft parking spaces at JIA.

Virtually all of the cargo moved in and out of Jacksonville is handled on passenger flights. Inbound shipments total 7,700 tons annually, while outbound shipments reach only 3,000 tons.

The Aviation Division of the Jacksonville Port Authority (JPA) has proposed several improvements at the JIA over the next five years. JPA proposes the acquisition of land needed for the extension of the two existing runways and for the construction of one additional runway. They also propose improvements to the terminal and the terminal area, expansion of their maintenance facilities, improvements to their fire protection facilities, expansion of their water and sewer plant, and the addition of federal inspection facilities needed for international flights. Finally, they propose a parallel instrument runway, upon which construction will begin within the next five years.

C. Land Use

1. Residential. Residential development has maintained only a small percentage of the developed land in Subarea 1, comprising only 17 percent of the total developed land in 1972. This percentage represents a total residential area of 2935 acres as compared to the total developed area of 17,447 acres. The predominant residential density at that time, as it has been throughout the history of Subarea 1, was single family, low density residential. This dominance of low density residential (1 to 5 dwelling units per acre) is a trend which shows itself again in the site plan approvals for the last few years. More than one half of the site approvals during the period from 1970 to 1973 were for subdivision development (Appendix Table X-20).

Currently, the only identifiable residential neighborhoods are Highlands and Sherwood west of I-95, and Oceanway and San Mateo east of U. S. 17. The remainder of the residential development in Subarea 1 is scattered and dispersed along collector and arterial highways throughout the area.

2. Commercial. The existing commercial acreage in Subarea 1, estimated for 1972 at 218 acres, occurs, for the most part, as strip commercial along U. S. 17, Dunn Avenue and Lem Turner Road. The only major exception is the Highlands Shopping Center with a present size of 97,125 square feet with expansion underway eventually to include 62 stores.

Commercial land use assignments for 1980 recognize a trend toward large commercial centers and proposes a regional commercial development on the eastern side of U. S. 17 directly below the I-295 interchange. This proposal accounts for the majority of the 1980 commercial assignment of 340 acres. Other

proposals were made for the Broward Road and I-95 area and the U. S. 17 - Heckscher Drive area.

3. Industrial. As of 1972, Subarea 1 had a total of 2287.3 acres of industrial land. Projections indicate that Subarea 1 will experience by 1980 an increase of 245 light industrial acres and 1,914 heavy industrial acres. The largest concentrations of industrial growth are projected to occur in the southeast quadrant of the area in the proximity of Blount Island and Imeson Industrial Park. Areas paralleling the river are recommended for dock space and warehousing. The more inland areas, extending northward from the river, should take advantage of their relative proximity to the river and develop as waterfront-related type industries. Much of the light industrial development may assume a more inland nature since it may be totally serviced by highway or rail.

4. Open Space and Preservation. The environmentally sensitive nature of Subarea 1 has led to a substantial acreage assignment for open space and preservation. Within the 1980 Assignment Line, 779 acres have been proposed for preservation in the creek and marsh area of the Trout River south of Copper Road and again at I-95 and the river. Low areas along the Broward River at U. S. 17 were proposed for preservation, along with the Drummond Creek area. All these areas have an elevation of 0-10 feet above mean sea level.

In addition, the Study Plan has assigned 4,076 acres of the Browns Creek Marsh system to preservation. Flood-prone areas along Dunns Creek and branches of the Broward River bordered by I-95, U. S. 17 and I-295 were recommended for preservation. A green belt type open space was proposed directly above the proposed segment of I-295 from Lem Turner to Cedar Creek to buffer residential assignments to the south and light industrial proposals north to the airport.

The most important preservation area in the Subarea lies outside both the Assignment Line and the Study Area Boundary and comprises the far eastern quarter of the Subarea. Two major proposals recommend acquisition by the State (under the Environmentally Endangered Lands Program) of certain environmentally sensitive systems located in this Subarea. One major proposal is the Northeast Saltwater Marshes (Intracoastal Waterway) and Nassau River Proposal. The other proposal is for acquisition of Big Talbot Island and Long Island. It is hoped that the uniqueness of these areas will lead to State acquisition and protection from undesirable development in these sensitive areas.

All of the above areas possess characteristics which qualify them as preservation areas as defined by the criteria for Environmentally Sensitive Areas located in the Appendix, Part D.

D. Community Facilities

1. Parks and Recreation. Currently there is adequate acreage in park and recreation use to accommodate the population base of Subarea 1. However, the facilities and equipment for these existing areas are definitely lacking. Much better use could be made of existing areas by development of more imaginative concepts and equipment to accommodate the total recreation needs of the community. Projections for 1980, however, will create a need for more park and recreation areas to satisfy demands stimulated by additional development, and to meet the criteria for park and recreation needs as listed in the Appendix, Part E.

The Capital Outlay Program recommends that a community recreation center be located in Subarea 1 in the vicinity of Ray Greene Park. Also, the COP and the Short Range Plan recommend that a softball complex be placed in the Northside in the next five years. The Short Range Plan goes further in this recommendation to suggest that this complex be located in the vicinity of Highlands Junior High School in order to meet the demand there and to increase the facilities available to the school.

There are presently three metropolitan special facilities in Subarea 1, and an additional facility is to be provided in the near future. Kingsley Plantation (14 ac.) and Little Talbot Island State Park (2500 ac.) are both State-operated facilities and are located in the eastern portion of the Subarea. The Jacksonville Zoological Park is located between Heckscher Drive and the Trout River, just to the east of Main Street. This facility, which is operated by the Jacksonville Zoological Society, has recently undergone a 20 acre expansion (over the original 47.5 acres), and is scheduled for another 25 acre expansion when the land becomes available. A public golf course, to be built by the City, is proposed for the Northside, at a site near the Jacksonville International Airport; however, a time table has not been set for its construction.

2. Schools. There are currently seven elementary schools, one 7th grade center, one junior high school, and one junior college in Subarea 1. The expected school age population for Subarea 1 in 1980 is 10,125. This represents an increase of 25 percent over the 1970 population. The largest increase will come in the elementary school age population. These projections indicate the need for two new elementary schools, one new junior high school, and a new senior high school.

The School Board had recommended 16 additional classrooms, 10 of which will be relocatable in the interim, to meet the projected needs due to increased enrollment. They also proposed

a junior high school to be located in the Oceanway area. The Short Range Plan, however, recommends the construction of the four new schools. Two elementary schools are proposed - one in the vicinity of the intersection of Harts Road and Cedar Creek, and a second in the vicinity of the intersection of Lem Turner Road and Echo Road. The junior high school, as proposed by the School Board, is recommended in the vicinity of Oceanway Community School, and the high school is proposed in the vicinity of Highlands Community School.

3. Libraries. There are presently no libraries located on the Subarea 1. Proposals justify the construction of a branch library to be located in the vicinity of the Highlands Shopping Center. This project, which is recommended by the Short Range Plan and is presently a part of the Capital Outlay Program will serve the ever growing needs in the Northside.

4. Health Clinics. There are presently two health satellite clinics located in Subarea 1, one in Dinsmore and one in Oceanway. These clinics are primarily aimed at immunization, public health nursing, and family planning. According to the criteria utilized to determine the need for future health related facilities, these facilities are adequate to accommodate both present and anticipated population in the area.

The Oceanway Clinic will be expanded before the end of this fiscal year. With this expansion, Oceanway will become an Ambulatory Health Care Center. Such centers employ the use of closed circuit television to allow physicians at University Hospital to see patients (with stabilized chronic illnesses) at outreach clinics which are conducted by nurses. This proposed expansion will bring accessibility to medical services for those with limited transportation.

5. Fire Stations. Subarea 1 presently has six fire stations, four of which serve the general population and two of which serve specific facilities. The two specially-located facilities are at the Jacksonville International Airport and at the Naval Depot on Heckscher Drive. The others are located on Florida Avenue, East Main Street (Dinsmore), Ross Boulevard (Garden City), and Heckscher Drive (Fort George Island).

The COP recommends that additional stations be located on Blount Island and in the vicinity of the intersection of Dunn Avenue and Main Street. The Short Range Plan offers a third site, in the vicinity of the intersection of Eastport Road and Heckscher Drive. If all three stations are built, Subarea 1 will have adequate fire protection.

6. Solid Waste. Garbage pickup in Subarea 1 is presently handled by a private firm under a franchise with the City. The existing landfill site is the Imeson Airport Landfill.

According to the Water Quality Management Plan for Duval County, Florida, published in September of 1973, the use of this landfill site is bringing adverse water quality problems to Turner's Pond and several small tributaries in the immediate vicinity of the dump. The COP calls for the purchase and preparation of another site in the Northside (on Black Hammock Island) in fiscal year of 1974-75. The use of a newer and ecologically safer site is recommended by the Short Range Plan.

7. Water and Sewer. In the past Subarea 1 was served by private water and sewer facilities. A program is planned for the connection of these private facilities to the regional public sewage treatment plant (North of the St. Regis Paper Plant) and to the district water tower (located near the Busch Plant). The trend toward scattered development in Subarea 1 presents problems to these proposed regional systems. Also, this Subarea is unique in that its major service need, both now and in the immediate future, is to serve industry and commerce. Industry is the predominant user.

The major COP sewage proposal is the expansion of the existing Northside treatment plant to double its present capacity. Also, included is the proposed connection of the Biscayne Village, Turtle Creek, and Eastport Road systems to the regional system. The major COP water proposal concerns the construction of transmission lines and pump stations so that service to the major developed areas will become a reality. Also mentioned in the COP is maintenance service to both the Oceanway and Highlands systems.

E. CAC Recommendations

The Subarea 1 Citizens Advisory Committee made several recommendations in the course of the preparation of the Short Range Development Plan. Recommendations of the CAC are listed below:

1. The CAC proposed a new high school to accommodate current and additional population growth.
2. The CAC mentioned the need for the improvement of the Jacksonville Zoo.
3. The CAC indicated a need for a new library in the vicinity of the Highlands community.
4. The CAC expressed a strong desire that I-295 be completed to I-95.
5. The CAC wanted Dunn Avenue four-laned from I-95 to Pine Estates Road, and this be given the highest

priority in the State Secondary Road Program.

F. Other Action Programs

Projects of concern to the overall planning of the Subarea, that could not be studied adequately within the time permitted, were taken into consideration and were designated as "other action programs". These projects were briefly evaluated in terms of their need and were suggested for future study by the Planning Board.

1. Neighborhood and Renewal Area Programs. The only low or moderate income housing in the Subarea are Federally-subsidized 235 and 236 housing projects. There should be studies made of other types of housing potentially useful in the area, and consideration should be given to various types of renewal and rehabilitation projects that could be undertaken.

2. Impact Studies. An impact study of the area north of Blount Island and of Imeson Industrial Park is needed to establish, more precisely, the level of development that the area can support if increased demand for housing in the area occurs. The trend Zoning Study in the Appendix (Part C) reflects the need for such a study.

This study should also determine the impact of the above development on the environmentally sensitive areas of Subarea 1, as well as the influence of the environmentally sensitive areas on the location of future development.

3. Recreation - Special Studies. Currently there are no bike trails in the Subarea and none are projected. A study should be conducted to determine the best routes with reference to service of schools, commercial areas, scenic areas, and recreation areas.

An alternative "Other Action Program", that would be of future benefit for the area, entails the study of existing recreation facilities in light of alternative methods of providing equipment and park layout.

II. SUBAREA 2

A. Introduction

1. Physical Description. Located in the eastern part of the County, Subarea 2 is bounded by the St. Johns River on the north, Intracoastal Waterway on the east, Beach Boulevard on the south and Miller's Creek and St. Johns River on the west.

The Subarea has a gross area of 49,810.7 acres or 77.8 square miles. Approximately 7302.3 acres or 11.4 square miles is under water, leaving a land area of 42,508.4 acres; i.e., 66.4 square miles. In 1972, about 13,511 acres, forming 31.8 percent of the land area, was developed.

Elevations in the Subarea vary from more than 60 feet above the Mean Sea Level (MSL) to less than 5 feet above the MSL. Generally, the land slopes from west to east. The slope, however, is very gentle with most of the area having a slope of less than 1 percent. The eastern part of the Subarea, being flat and low, is flood-prone. A fairly large area adjacent to the Intracoastal Waterway consists of salt water marshes and wetlands.

Two areas have been identified as recharge areas for the Floridan Aquifer by the USGS. One running along Southside Boulevard turning westerly north of Lone Star Road, and the other between McCormick Road and Ft. Caroline Road. Although relatively small in size, because of their close proximity to the Atlantic Ocean, these recharge areas are considered critical to prevent salt water intrusion into the aquifer.

2. Population

In 1950, the Subarea had a population of 11,968 persons which increased to 49,422 persons by 1960. In 1970, the Subarea had a population of 77,153 persons. Between 1950-70, while the population of the County grew 74.0 percent, the Subarea experienced a population increase of 544.7 percent.

The Subarea has a fairly balanced population composition. According to the 1970 census, the population was 48.8 percent female and 51.2 percent male. About 77.5 percent of the population in the Subarea was in the 15-65 years age group. Older people of 65 years and over comprised only 4.5 percent of the total population. More than 75 percent of the residents are high school graduates, the median school years completed for the entire population being 12.8 years. There were only 1,162 families with income below the poverty level. More than 80 percent of the people in the area were employed in professional, technical, manager-administrator, clerical

and kindred worker categories.

In 1972, the Subarea had an estimated population of 88,915 persons, an increase of 7.6 percent per annum since 1970. Most of the population is presently located in the western part of the Subarea. Future projections for the Subarea indicate a population of 115,875 persons in 1980, and 161,057 persons by 1990.

3. Housing

In 1970, the Subarea had 24,973 residential units (excluding transient housing) composed of 20,367 or 81.6 percent single family homes, 211 duplexes, and 4,395 or 17.7 percent multi-family dwelling units (DUs). Of these 24,973, 17,473 units or 70 percent were owner occupied and 6,037 units or 24.2 percent were renter occupied. About 87.9 percent of the DUs were built after 1950, with a little more than half of these (53 percent) built since 1960. Only 705 DUs (2.8 percent) were built before 1940. About 320 DUs, forming 1.3 percent of all the DUs in the Subarea, lacked some or all plumbing facilities.

While most of the DUs built until the early 60s were single family homes, the trend since then has changed towards more and more multi-family rental apartments. During 1970-73, site plans containing 11,621 residential units were approved in the Subarea. Of these, 10,478, or 90.2 percent, are multi-family units, 961 (8.3 percent) single family subdivision lots and 182 (1.6 percent) are mobile home lots. This trend is still continuing although lately some multi-family homeowner-type complexes (condominiums) have been built.

There is no public housing or subsidized housing-for-the-elderly in this Subarea. There are, however, 1,480 subsidized DUs, composed of 273 single family homes built with federal 235 housing subsidization, 1,007 multi-family units built with program category 236 and another 200 multi-family units built with 221 (d) (3) subsidization.

It is estimated that the Subarea had 28,941 housing units in 1972. Another 1,764 units were added up to the middle of 1973. Future projections for the growth of this Subarea indicate a total of 39,340 DUs by 1980.

4. Employment Centers

Most of the employment in the Subarea is located in the form of strip commercial along major highways such as Arlington Expressway, University Boulevard, Atlantic Boulevard, Beach Boulevard and Arlington Road. There are, however, two major and a few minor employment centers in

the Subarea. These are briefly described below:

Boulevard Center Office Park. Located on Beach Boulevard, the park occupies about 60.0 acres of land, has 700,000 square feet of office space and approximately 4,300 persons are employed at this location.

Regency Square. Located at the intersection of Atlantic Boulevard and Arlington Expressway, this development until recently, was largely composed of major retail commercial activity. Recently, however, some office buildings have been built in the area. The shopping center, has a floor area of 720,000 square feet and currently occupies about 60 acres of land. Future plans include expansion of the mall to 1,250,000 square feet and adding office buildings to cover a total area of about 120 acres.

The Fields Plaza and The Regency Plaza, across the road from the shopping mall, have another 300,000 square feet of retail shopping space.

Minor employment centers in the Subarea include: (1) Jacksonville University, located on University Boulevard North with a faculty and staff totaling about 1,400 persons and a student enrollment of approximately 3,000 F.T.E., and (2) Florida Junior College, Southside Campus located on Beach Boulevard. The Southside Campus is a relatively new facility which was opened in 1971.

New employment centers currently under development are Century 21 Office Park on Atlantic Boulevard and Corporate Square Office Park on Southside Boulevard.

B. Transportation

Existing highway network - Major streets and highways in the Subarea are listed below by functional classification.

<u>Name of Highway</u>	<u>Functional Classification</u>
Commodore Point Freeway	Freeway
Arlington Expressway	Expressway
Southside Boulevard	Expressway
Beach Boulevard	Principal Arterial
Atlantic Boulevard	Principal Arterial
University Boulevard	Minor Arterial
St. Johns Bluff Road	Minor Arterial
Merrill Road	Minor Arterial
Ft. Caroline	Major Collector
Rogero Road	Major Collector
Arlington Road	Major Collector
Lone Star Road	Major Collector

<u>Name of Highway</u>	<u>Functional Classification</u>
Cesery Boulevard	Major Collector
Townsend Boulevard	Major Collector

Atlantic Boulevard and Beach Boulevard traverse the area all the way from west to east and, in fact, are the only highways connecting the Beach communities with the rest of the County. The other two major east-west highways; i.e., Arlington Expressway and Commodore Point Freeway, serve mainly the urbanized part of the Subarea, west of Southside Boulevard.

University Boulevard, Arlington Road-Rogero Road, Southside Boulevard and St. Johns Bluff Road form the north-south components of the major grid network.

Most of the components of the major highway network in the urbanized part of the Subarea are presently overloaded, causing traffic congestion, time delays and accidents, particularly during peak traffic hours and at intersection of major highways. The intersection of Arlington Expressway, Atlantic Boulevard and Southside Boulevard (Arlington triangle) and the intersection between University Boulevard and Atlantic Boulevard are two of the worst intersections in the City.

Another factor, related to traffic, is that this Subarea is cut off by water from the rest of the County on three sides. Access to the areas on the west, north and east is, therefore, via bridges only.

Two bridges over the St. Johns River on the west, namely Mathews Bridge and Isaiah D. Hart Bridge, are located in the Subarea. Both of these are toll bridges. Access to three other bridges, on the same side, is provided via Atlantic Boulevard and Beach Boulevard. There is no bridge connecting the Subarea directly with the Northside.

Except the Isaiah D. Hart Bridge, all the other bridges are currently carrying more traffic than their design capacity.

1. Proposed Highway Network

The Jacksonville Urban Area Transportation Study (JUATS), completed in 1972, recommended a 1990 highway system for the urban area. A modification of this proposal for the proposed public transportation system has been used for the Short Range Plan. The plan for Subarea 2 is shown in the Transportation Plan Map in the Map File.

Based on the above plan and the short range needs of the area, the following recommendations are made for major highway improvements through 1980:

Dames Point Freeway: This route is an extension of Southside Boulevard northward, as a freeway, from the Arlington Triangle with a bridge over the St. Johns River, connecting the subarea directly with the Northside. Necessary improvements to Arlington Triangle are included in this project.

Ft. Caroline Freeway: This is a new facility proposed in the vicinity of Ft. Caroline Road, with a bridge over St. Johns River and connecting with the 20th Street Expressway in the Urban Core. In the first phase, the freeway will terminate at Monument Road. (Completion of both of the above projects may extend beyond 1980). Both of these projects are recommended as high priority programs to relieve the traffic congestion on the existing bridges and provide direct access to the developing employment centers on the Northside.

Other recommendations in order of priority are as follows:

Grade separation between University Boulevard and Atlantic Boulevard; provision of off-ramps on Commodore Point Freeway at Beach Boulevard; University Boulevard and Atlantic Boulevard; widening of Merrill Road to four (4) lanes; widening of Mill Creek Road to four (4) lanes; widening of Regency Square Boulevard to four (4) lanes; widening of Lone Star Road to four (4) lanes and construction of the segment of Lone Star Road between Mill Creek Road and Lee Road.

Improvements are also recommended on Cesery Boulevard, Glynlea Road, Carmichael Road, and University Boulevard.

2. Public Transportation

With eight ordinary bus routes and three express bus routes, the Subarea is presently well served by the existing public transportation system. It is estimated that approximately 5,100 trips per day are made by bus in this area.

A long range urban mass transit system study for the City, completed this year, has recommended a public transportation system through 1990. The study has also recommended an interim system through 1980. Major

recommendations of the system for this Subarea are as follows:

- a. A medium capacity, fixed guideway route along Beach Boulevard with stations at Boulevard Center, University Boulevard, Parental Home Road and Southside Boulevard. At this point, the route turns south in Subarea 3.
- b. A fixed guideway transit route branching off from the above at University Boulevard where it turns north with stations at Atlantic Boulevard and at Arlington Expressway (vicinity of Town and Country Shopping Center). At this point, it turns east along the expressway, having stations at Arlington Road, Regency Square and St. Johns Bluff Road.

(Both of the above routes connect with the CBD through Subarea 3.)
- c. An express bus route, starting at St. Johns Bluff Road, along Atlantic Boulevard, turning south at Third Street to Beach Boulevard where it turns west terminating at Southside Boulevard.
- d. An express bus route, starting at Regency Square and going northerly along the proposed Dames Point Freeway.

The express bus routes will have stops at suitable locations along the route. The study also recommends a network of feeder buses, running along major streets in the subarea and connecting with the proposed express bus stops and fixed guideway system stations.

3. Bikeway System

The demand for bikeway facilities has been increasing recently, particularly for short distance travel such as casual convenience shopping, recreation and trips to school. The "Bike System Plan" for Jacksonville (JAPB, 1973) recommends two bike routes in the Subarea as described below:

- a. Arlington West bike route uses existing sidewalks along University Boulevard, Rogero Road, Merrill Road and Ft. Caroline Road. Approximately 20 miles long, this route serves many schools, parks, colleges, other institutional buildings and several neighborhood, community and convenience shopping facilities.

- b. Arlington East bike route, for the most part, runs along existing 2-lane roads in relatively undeveloped parts of the Subarea, and includes a combination of two sub-routes. One of these sub-routes follows Forest Boulevard and Monument Road to Ft. Caroline National Park. The other sub-route is an easterly extension of Arlington West bike route. Starting at the intersection of Merrill Road and Ft. Caroline Road, it runs along Ft. Caroline Road, Mt. Pleasant Road and Girvin Road, terminating at Atlantic Boulevard. This route is approximately 20.3 miles long.

4. Airports

Craig Airfield is the only airport in the Subarea. Owned and operated by the Jacksonville Port Authority (JPA), the airport is used for general aviation purpose only. The airport has two 4,000 feet long runways. A helicopter pad has been added this year for use by the Sheriff's Department.

The airfield has good accessibility by road. There is, however, significant residential development in the immediate vicinity of the airfield, on the northwest, north and southwest sides, lying in the flight paths of the two runways. Expansion of facilities at this airfield, to increase capacity or capability for executive jet aircraft, therefore, will be in direct conflict with the existing land uses around the facility.

It is, therefore, recommended that no improvements at this site be made which will increase its capacity or capability for bigger or faster aircraft. Furthermore, it is proposed that the main runway should be relocated further south-east to minimize the impact on residential neighborhoods in the area.

A private helicopter landing site has been approved at the "OAKS" Office Park on Arlington Expressway.

C. Land Use

In 1972, approximately 13,511 acres of land, forming 31.8 percent of the total land area was developed (this includes isolated homes and other developments in the rural parts of the Subarea). Residential use, formed 55.5 percent, commercial areas 5.3 percent, industrial uses 0.4 percent and all other uses such as streets and highways, airports, utilities, community facilities, etc., occupying 5,241.6 acres of land, formed 38.8 percent of the total developed acreage.

The total area zoned for various purposes in the Subarea in 1972 amounted to 23,420 acres. This was comprised of 19,342 acres for residential, 1,909 acres for commercial, 141 acres for industrial and 2,028 acres for other types of uses.

1. Residential

In 1972, approximately 7,497.9 acres of land in the Subarea was developed for this purpose. Ninety-two point five percent of the existing residential acreage and 71.0 percent of all land zoned for this purpose was at a density of less than five DUs per acre. Recent trends, however, indicate more development and rezoning for multi-family construction. Between 1970-73 about 1,207 acres of land was zoned for residential development. Of this, only 26 acres is for 0-5 density. The remaining 1,181 acres being for higher density. Similarly, the site plans approved since 1970 contain 11,621 units. More than 90 percent of these (10,478 units) are multi-family units. Only 961 units, comprising 8.3 percent, are single family subdivision lots. Remaining 182 units are mobile home lots.

In the Short Range Development Plan, 2,736.7 acres of additional land is assigned for residential development through 1980. This is composed of 1051.4 acres for low density (less than five DUs per acre) and 1685.3 acres for medium and high density development. An additional 6,060.8 acres is assigned for residential use in the Study Area Plan.

2. Commercial Development

Approximately 720 acres of land was in commercial use in the Subarea in 1972. Most of this activity is in the form of strip commercial located along major highways in the area. Major clustered developments include Boulevard Center Office Park, Regency Square Shopping Center, Town and Country Shopping Center and Arlington Plaza Shopping Center. In addition, there are a few small neighborhood shopping centers.

The Plan provides for 174.5 acres of additional land for commercial use within the urbanized area. Major areas include an office park on Southside Boulevard and a community shopping center and office complex along Atlantic Boulevard. Both of these account for more than half of the additional acreage. The rest of the land is provided for expansion of activity around existing commercial development. In addition, approximately 252.5

acres of land is proposed for commercial development outside the 1980 urbanized area.

3. Industrial Development

For the size and population, there is very little industry located in the Subarea. In 1972, the Subarea had only 52.0 acres of land in use in this category. The only heavy industry in the Subarea is a small ship manufacturing facility located on the Intracoastal Waterway at Atlantic Boulevard. The rest is composed of small light industrial establishments like warehouses, auto repair, printing, etc.

The Plan recommends no new heavy industry in the Subarea. No additional land for industrial use is assigned within the 1980 urbanized area. In the Study Area Plan, however, about 202.4 additional acres, located on Atlantic Boulevard, south of Craig Airfield, is recommended for light industrial uses.

4. Open Space and Preservation

The Plan recommends an area of approximately 46.3 acres, located on Lone Star Road for preservation. Locally known as Tree Hill, the area abounds in natural beauty and is excellent as a nature study site.

Another 50.4 acres, located north of Ft. Caroline Road between Cowhead Creek and Jones Creek on Mill Cove, which is primarily marshland along Intracoastal Waterway are also recommended for preservation in the Study Area Plan.

Other low lying land along most of the creeks and Mill Cove is recommended to be maintained as open space.

D. Community Facilities

1. Parks and Recreation. The largest public park in the Subarea is the 15 acre Bruce Park located on Arlington Road at Rogero Road. As the only major recreation facility in the urbanized area, the park is intensively used in spite of its poor location, inadequate size and lack of parking facilities.

Sunny Acres playground, a ten acre recreation area located on McCormick Road, is a special recreation facility for the exclusive use of retarded and handicapped children. Most of the other public recreation facilities form a part of, or are located adjacent to,

public school sites. Although there are several navigable rivers, creeks, canals and lakes within or adjacent to the Subarea, there is only one public boat-landing facility (on St. Johns River at the end of Arlington Road).

According to standards for provision of recreation facilities (shown in the Appendix, Part E), the Subarea should have about 445 acres for neighborhood and community parks, and another 445 acres for metropolitan parks and special recreation areas. Presently, Subarea 1 has 173 acres of public recreational facilities. The Subarea, therefore, is already deficient by more than 700 acres of public recreation facilities. With a projected increase in population, the Subarea would need another 135 acres for neighborhood and community parks alone.

Availability of suitable sites within the urbanized area for recreation purposes is, however, limited. The Plan recommends the following projects for early implementation.

Arlington Sports Plaza: Located south of Ft. Caroline Road, the 10-acre site is an old sanitary landfill facility, being converted into a public park. It is recommended that the completion of improvements here should be expedited.

Pottsburg Creek Park: This is a new community park recommended on a presently vacant piece of property located between Holiday Road and Pottsburg Creek. Approximately 40.0 acres in the area, the site has a sloping terrain and part of the land is in the flood-prone area. Surrounded by urban development and close to a principal arterial highway, the site is well suited for this purpose. Its location along a navigable water course makes it possible to incorporate water related recreation facilities in the park.

Memorial Park: About 11.75 acres in area, this site is located on Lone Star Road. Presently lying vacant, the property is dedicated to the State (of Florida) for use as a cemetery. It is located next to "Tree Hill" and is in an area which is badly deficient in public open space and recreation facilities.

Ft. Caroline Park: This is a 14-acre vacant tract of land located on Quitina Drive adjacent to Ft. Caroline Elementary and Ft. Caroline Junior High schools. With good accessibility, the site is proposed for a community park to serve the residential development around this area.

The above facilities are shown on the COP map. Six other parks recommended in the 1980 urbanized area are listed below:

University Park Cavanaugh Drive	6.0 acres
Arlington Heights Park Commerce Street	6.0 acres
Oakwood Park Jasper Avenue	11.0 acres
Oak Haven Park Valencia Street	8.0 acres
Glendale Park Pottsburg Drive	5.0 acres
Glynlea Playground Altama Road	11.2 acres

One of the proposals is expansion of an existing playfield--Glynlea Playground. All others are new facilities. In addition, a 46.3 acre site, "Tree Hill," located on Lone Star Road is recommended for use as a nature study preserve and a passive recreation area.

An additional 199.2 acres of land is proposed for recreational purposes in the Study Area Plan. This includes 138 acres for a metropolitan park located on Atlantic Boulevard, east of Southside Boulevard.

Most of the new facilities' locations are recommended at waterfront sites for inclusion of water-related recreation in the development.

2. Schools and Colleges. Presently, there are 13 elementary, 3 junior high and 2 senior high public schools in the Subarea occupying 310 acres of land.

Facilities for higher education include Florida Junior College, Southside Campus, on Beach Boulevard, Jacksonville University on University Boulevard North,

and Jones College located on Arlington Expressway. The two last mentioned colleges are private institutions.

In 1970, the public school system in the Subarea had a capacity of 8,745 students in elementary schools, 3,809 students in junior high and 4,065 students in senior high school. To increase this capacity, two new elementary schools and one additional junior high school are recommended through 1980. The proposed location of these facilities is shown on the COP map.

In addition, expansion and improvement to a number of existing schools in the area are proposed to meet the demand till 1980.

No additional senior high school nor any new facilities for higher education are recommended. These needs will be satisfied by expansion of facilities at existing institutions.

3. Libraries. Presently, there is one public branch library located on Regency Square Boulevard. Occupying approximately one acre of land, the building was completed in 1972. It is felt that this facility will serve the Subarea adequately and therefore, no additional library is recommended until 1980.

4. Health Facilities. The Subarea presently has two public health clinics. One of these is located on Arlington Road and the other on Jasper Avenue in the Oakwood Villa area. Private health facilities include Hope Haven Children's Hospital on Atlantic Boulevard, Southside Rest Home for the Aged on Atlantic Boulevard, and the Trowbridge Nursing Home on Jasper Avenue. There is no public or private general hospital in the Subarea.

Both the existing public health clinics have inadequate facilities. Apart from expansion of facilities at these locations, it is recommended that a new public health clinic should be provided in the Southside Estates area in the vicinity of Ivey Road. A mobile unit is proposed on St. Johns Bluff Road in the vicinity of Jolynn Road.

5. Fire Protection. There are, at present, five fire stations located in the Subarea, as listed below:

<u>Fire Station #</u>	<u>Location</u>
19	Arlington Road
20	Beach Boulevard at University Boulevard

28	Southside Boulevard
29	St. Johns Bluff Road
27	Ft. Caroline Road

These stations adequately serve most of the existing developed area, except the new developments around Regency Square. A new fire station is, therefore, proposed to provide fire protection to the high value developments in that area.

Stations #19, #20, and #29 are located in leased property. Moreover, the land area for Station #19 is inadequate. It is proposed that this station be relocated in the same general area. The property at the other two stations should either be acquired or the facilities relocated nearby in publicly-owned buildings.

6. Solid Waste

The sanitary landfill site south of Ft. Caroline Road has been completely filled. The Sanitation Division of the Department of Public Works has selected another site located between Girvin Road and Greenfield Creek, south of Singleton Road, for this purpose to serve the needs of this area until 1980. Meanwhile, it is recommended that steps should be taken to set up the southside central incinerator plant.

7. Water and Sewage

Most of the existing development in the Subarea is presently served by private water and sewer systems. Generally, the sewage disposal is by septic tanks or package treatment units. Because of flat topography and high sub-soil water table, the area is not suitable for septic tanks. The treatment provided by the existing package plants is inadequate, with the result that the effluent is below the acceptable water quality standards.

The Water and Sewer Plan-1990, proposes a regional sewage treatment plant to serve the needs of this area through 1990. A 40-acre piece of land located on Mill Cove Road, south of Ft. Caroline Road, has been selected for this purpose, with another 115 acres tract around it to act as a buffer zone.

It is recommended that the regional sewage disposal system for this area, including the treatment plant and the trunk sewer lines, be completed as scheduled by 1976-77. New septic tanks should only be permitted in outlying rural areas or on vacant lots in developed

subdivisions, presently served by individual septic tanks having no adverse environmental impact. New package treatment units should be required to meet all the federal, state, and local regulations relating to the type of treatment and the quantity of effluent discharge.

The water supply system, particularly in the area north of Arlington Expressway, does not have adequate pressure. It is recommended that a new pumping station be installed in the vicinity of Bruce Park. All the pumping stations, i.e., Oak Ridge, Holly Oaks, Arlington Heights, and Grove Park, should be inter-connected to ensure adequate pressure throughout the system.

E. Citizens Advisory Committee

The Citizens Advisory Committee (CAC) for Subarea 2 was formed by including representatives from various civic associations, the Greater Arlington Civic Council, and the Mayor's Advisory Committee for Arlington area. In addition, representatives are also included from various area-wide organizations active in the Subarea, as well as home owners, large land owners, realtors, businessmen, environmentalists, journalists, etc.

The Committee has been meeting regularly once a month. The members have also met informally with the staff to discuss various aspects of the program.

By far the strongest concern of the committee members was the rapid rate of growth and development in the area without any consideration for the character of the existing development or for the availability and provision of adequate community facilities and services. Incompatible and uncoordinated development, it was felt, was creating social, physical and environmental problems in the Subarea.

Another major problem in the Subarea, expressed by the Committee, was the lack of recreation facilities for all ages. The few parks which exist, it was stated, are too small, inadequately equipped and are very poorly maintained. The Committee made many suggestions for improving conditions at the existing facilities, helped identify, evaluate, and select sites for location of new parks, and participated in the determination of priorities for the various projects proposed in this category for the ten year COP.

Traffic was another major concern of the CAC members. The Committee strongly urged early construction of the two new freeways proposed by the JUATS, and made several

other proposals for improvements to the highway system in the Subarea. While recommending early implementation of the public transportation system proposed in the "Jacksonville Urban Area Mass Transportation Study," the members made suggestions to modify one route alignment and three station-locations on the fixed guideway system for better service to the community.

The Committee also recommended implementation of the two bike routes proposed for this Subarea in the "Bike System Plan" and suggested that all future major street improvements should be designed to include bike-trails and sidewalks.

F. Other Action Programs

1. Neighborhood Improvements. Two areas are recommended for special study and program implementation. These are described below:

Arlington West. This area is bounded by University Boulevard North on the west, Macy Avenue on the north, Rogero Road on the east and the existing development along Arlington Expressway on the south.

Residential, commercial, light industrial and institutional uses are mixed in an haphazard manner on this site which has a large amount of vacant land scattered in different size parcels. The uses range from open storage of junk automobiles and unsightly vacant lots to some fine buildings. The structural condition of buildings varies from old and dilapidated wood-frame buildings to almost new brick and glass-enclosed structures in excellent condition. Most of the streets are narrow and in poor condition.

It is recommended that a neighborhood plan for this area be prepared including appropriate implementation recommendations.

Atlantic Boulevard Estates. This area is bounded by Jones Creek on the west, Monument Road and Jolynn Road on the north, St. Johns Bluff Road and Brookview Drive North on the east and Atlantic Boulevard on the south.

The site has a mixture of single family homes and mobile homes with a poorly defined street layout and a substantial amount of vacant open land. All the streets are narrow, without curb or gutter and many are unpaved. Drainage in the area is poor.

A renewal program study along the lines of Neighborhood Improvement Mechanism (NIM) is proposed for this area.

2. Highway Impact Studies

Dames Point Freeway. This is a new freeway proposed in the area. The freeway will have a great impact on land values, land uses and existing street system. It is recommended that the design of this freeway be undertaken as a joint development project by a team of highway engineers, land planners, urban designers, land economists, landscape architects, etc. Working closely with the property owners along the route, the team should develop a detailed site plan showing recommended land uses, density of development and street circulation system along the freeway and at interchanges.

St. Johns Bluff Road. This is a recently improved major arterial street in an area which is mostly undeveloped at present. With the nearby location of Florida Junior College and University of North Florida, the area is likely to attract development. A detailed land development study is recommended for the area along this route.

III. SUBAREA 3

A. Introduction

1. Physical Description. Subarea 3 is generally bounded by Beach Boulevard, the Intracoastal Waterway, the St. Johns River, and Landon Avenue. Its gross area is 108,272.1 acres of which 9675.7 acres are water. Approximately 17 percent of the land area is developed, primarily in the westerly section.

The Subarea has a number of significant features that have influenced past development and will affect future development. The area itself is generally flat with the major exception to this being a high plateau generally located from Southside Boulevard eastward and southward from Beach Boulevard. The general flatness, combined with the runoff from the highland, results in periodic flooding of creek basins in the Subarea. The flatness of the land also produces a problem of standing water as evidenced by the large number of swamps and marshes located in the Subarea. These areas and the flood-prone areas are predominant in the eastern portion of the Subarea and will limit and define development there.

Aquifer recharge is another important factor to be considered when planning for development in the Subarea. The Floridan Aquifer, or deep aquifer, and the shallow aquifer are both found along the western section of the highlands around Southside Boulevard. Recharge areas are important to both aquifers because they are areas where surface water, enters the system to replenish the water supply. Approximately 3,500 acres have been identified in Subarea 3 as areas available for recharge. Development here could affect the recharge characteristics of this acreage.

2. Population. From 1950 to 1970, the population of Subarea 3 increased by 137.8 percent. Two-thirds of this growth occurred from 1950 to 1960. By 1970, Subarea 3 had a population of 66,851. This figure increased by 10.7 percent by 1972. It is estimated that the Subarea will have a 1980 population of 105,684, or a 43 percent increase from 1972. Only Subarea 1 is expected to experience more growth (47.1 percent) in this time period.

3. Housing. Subarea 3 had 22,701 dwelling units in 1970. The increase to 1972 was 2,168 or 9.6 percent. The greatest increase occurred primarily in the area generally bounded by Beach Boulevard, Southside Boulevard, I-295, San Jose Boulevard, and University Boulevard. The projected 1980 dwelling

unit count for this Subarea is 36,372 or an increase of 46.3 percent from 1972. Major increases are projected in the major growth area mentioned above. Dwelling units will continue to be primarily single family through 1980. In 1970, single family housing accounted for approximately 85 percent of the Subarea's dwelling units. By 1980, this figure is expected to decrease to about 70 percent.

Subarea 3 has a variety of housing types. Expensive, single family homes on large lots are found along the River. Older multi-family dwellings characterize much of the area north of the San Marco shopping center, while newer apartment complexes are concentrated along University Boulevard, Barnes Road, Toledo Road, Baymeadows Road, and Southside Boulevard. Mobile homes are located primarily along Phillips Highway, Bowden Road, and Beach Boulevard. Three public housing or rent-supplement housing projects, with a combined total of 774 units, are located in the Subarea. Housing conditions are generally good, with substandard units primarily located in areas of heavy traffic and in areas of incompatible land uses along major transportation arteries.

4. Employment Centers. There are a number of employment centers or concentrations located throughout the Subarea. One specific center is the newly opened University of North Florida located in the far eastern section of the Study Area. Commercial employment opportunities are found in ten major shopping centers (one regional, six community, and three neighborhood) and in the strip commercial areas along Atlantic, Beach, Emerson, University, and Phillips. The strip commercial areas are predominantly service-oriented with some relatively new, small professional office complexes. Industrial employment opportunities are found in two industrial parks and along Phillips Highway, south of University.

B. Transportation

1. Highways. Subarea 3 is served by four freeways and expressways. I-295 runs west-east and links the southwestern and southeastern portions of City. It connects at its eastern terminus with I-95 which runs northwest-southeast. Southside Boulevard connects with I-95 and forms the north-south link in the expressway system. J. Turner Butler Expressway, opened from Belfort to St. Johns Bluff Road, runs west-east.

These freeways and expressways are augmented by a number of arterial collectors. Those arterial collectors that run generally northwest-southeast are San Marco,

San Jose, St. Augustine, Hendricks, Phillips Highway, Spring Park Road, Hogan, Powers, and Old Kings Road. Those that run generally southwest-northeast are Emerson, University, Belfort, Parental Home Road, and Spring Glen. Those that run generally west-east are Sunbeam, Baymeadows, Bowden and Hartley.

The Subarea is also served by nine public bus routes. FEC railroad trackage parallels Phillips Highway from the County line north.

The State and the City have planned a number of improvements to the existing road network. Among those proposed by the State are a railroad grade separation at University Boulevard and the FEC tracks, an interchange at I-95 and Belfort, the widening of Belfort to four-lane urban from Phillips to I-95 and the widening of Spring Park Road to four-lane urban from Bowden to University. JTA has proposed the extension of J. Turner Butler east from St. Johns Bluff Road and the extension of Belfort from Powers to Phillips. Other City proposals include the widening of Parental Home Road to two-lane urban from Beach to Bowden, Bowden to four-lane urban from Phillips to Parental Home Road, Baymeadows to four-lane rural from Phillips to Southside Boulevard, and portions of Spring Park and Spring Glen Roads to four and two lanes respectively with curb and gutter. In addition, the City has proposed the extension of Dupont from St. Augustine to Powers and the construction of Huffman from Beach to J. Turner Butler.

These proposals, along with the 46 projects recommended for improvements to major intersections in the Subarea, offer solutions to the major transportation problems of Subarea 3.

2. Mass Transit. The portion of the city-wide mass transit system proposed for Subarea 3 concentrates the fixed guideway service of the system in the northern section of the Subarea. The fixed guideway corridor begins with the station located generally near the intersection of the FEC track and Atlantic Boulevard. Using the railroad right-of-way, it travels southeast and then eastward to the Phillips Mall station. The corridor generally follows an easterly alignment to Southside Boulevard and Beach Boulevard. Additional stations are proposed just east of University and Beach, at the intersection of Beach and Parental Home Road, at Southside and Beach Boulevards, and at the terminus of the corridor. Two express bus routes will connect the fixed guideway system with the Beaches and one express route will enter the system from the southwest via San Jose, Baymeadows, and Southside. A feeder bus system, using mainly arterial collectors, will serve generally the area west of Southside

Boulevard and north of I-295 with links to the mass transit system as well as extended bus service. The feeder bus system will also serve the University of North Florida. Although the mass transit system will not be operational by 1980, an extended bus system, as outlined by the mass transit study, will be in service.

3. Bike Trails. Subarea 3 is served by two bike routes that are currently being implemented by the City. One runs north-south from Lebaron and I-95 to San Jose and Baymeadows. A second route runs west-east from River Oaks Road and Hendricks to Anders and Sky Crest and provides for bike traffic from San Marco to Windy Hills. The routes use existing streets and sidewalks as much as possible with minimal construction designated where this is not feasible. Recommendations for signing and curb cuts are included. The routes serve schools, playgrounds, and commercial shopping areas. In order to minimize cost and maximize service, bike trails will be considered in the planning for all new construction and reconstruction of roadways. In addition, curb cuts or rolling curbs are recommended in the construction of all new sidewalks, except at those hazardous intersections where the biker should not be allowed to ride through but should be made to dismount and walk across.

C. Land Use

1. Residential. Residential development, including apartments, subdivisions, and mobile homes, has dominated new development in Subarea 3 since 1970. This use covers 7917.9 acres, or 47 percent of all developed land in the Subarea.

During the period from 1970-1973, the predominant new residential type in the Subarea has been apartments. Of the 11,080 residential units and lots approved, apartments account for 85.1 percent, subdivisions-13.8 percent, and mobile home lots-1.1 percent (Table X-20, Part C.)

The above trends were considered when the land use assignments were made to accommodate the projected population increase of 31,704 by 1980. Very few residential land use assignments were made in the older core area (San Marco, South Jacksonville), because this area has a stable population.

A number of residential assignments were made in two related areas because of the availability of undeveloped land, existing services and commercial development, and because of their accessibility by the existing thoroughfare

network. One is the area bounded by Beach Boulevard, University, St. Augustine Road, and Emerson. The other is bounded by Beach, Parental Home Road, Salisbury Road, I-95, and University. The two areas have maintained stable populations through 1970 and 1972, but will experience some growth as they fill in through 1980. After 1980 the area's populations will again become stable with the exception of the increasing densities which will occur around fixed guideway stations as that system develops.

The area bounded by University, I-95, Baymeadows, San Jose, and St. Augustine is projected for the greatest numerical increase to 1980. Three factors justify these projected increases. One is the accessibility of the area by existing arterial collectors. The second factor is the current land-use pattern of high density residential in two sectors. The third is the availability of sizable areas of undeveloped land. The area is expected to be developed by 1980 and the population will stabilize thereafter.

Major growth has occurred, and will continue to occur, in the area generally bounded by Beach Boulevard, the Intracoastal Waterway, the County line, the St. Johns River, Baymeadows, I-95, and Parental Home Road. Undeveloped land of high scenic quality is still abundant here for new larger developments. This area is served fairly well by the existing transportation network, but the development which does occur will itself ultimately require additional roadways to accommodate future populations. Also, because of the undeveloped character of the area, the provision of services such as water and sewer will continue to be a problem and could ultimately retard the rate of growth of this area.

2. Commercial. There have been three major trends in commercial development in Subarea 3. One is the expansion of existing strip commercial areas along major thoroughfares including Phillips Highway, Beach Boulevard, Emerson, and University. Another trend is the increasing number of professional offices located primarily in areas of expanding strip commercial. The third is the large number of proposals for regional shopping centers. Although standards used in this report indicate a need for only one additional regional shopping center for Subarea 3 by 1980, six areas have been proposed by developers. These are located at the intersection of J. Turner Butler and Southside, south of Baymeadows between Phillips and I-95, south of Belfort between Phillips and I-95, on Beach Boulevard north of the University of North Florida, in the vicinity of Sunbeam and San Jose, and at the intersection of I-295 and St. Augustine Road.

New commercial land use assignments were based primarily on an assessment of existing commercial areas, the existing road network, and the population trends. Commercial development is projected for extension along Phillips Highway between Emerson and University and on sections of University Boulevard primarily because of the dominance of established commercial land uses in this area and because of the land's frontage on major arterial collectors. A major new commercial assignment was made in the vicinity of Sunbeam Road and San Jose Boulevard because of the need to serve an existing and growing population and because of the accessibility of the property via a number of arterial collectors.

3. Industrial. Industrial development, covering 1134.2 acres or 6.7 percent of the total developed area, has taken place mainly between I-95 and the FEC railroad, south of University. There has been some industrial development north of University between the railroad tracks and St. Augustine Road. Heavy industrial development has occurred primarily in the corridor between Phillips and the FEC railroad.

New industrial land use assignments reflect the need to meet the industrial acreage requirements of the Subarea, as well as part of the requirement of Subarea 2. Accessibility via major thoroughfares and/or railroad was a prime factor in industrial location decisions. Because of industry's potentially deleterious impact on other adjacent land uses, the necessity to concentrate and buffer industrial uses was also a locational factor.

New land use assignments for light industry were made in undeveloped areas around the industrial park on Powers Road and in the area generally bounded by Bowdendale Avenue, I-95, Lenoir Avenue, and Phillips Highway. Another area of potential development is located west of the FEC tracks and east of Powers to the north of Toledo Road. Heavy industry is proposed in the undeveloped areas between Phillips Highway and the FEC tracks, south of University and north of the proposed Belfort extension.

4. Open Space and Preservation. There are two major assignments in the open space and preservation category. The first is a proposal for the preservation of both the Tiger Hole Swamp and the Pottsburg Creek Swamp. This area is also proposed as an other action program later in the subarea plan. The second major area is the Goodby's Lake area. This area is classified as a river flood plain by the Coastal Coordinating Council and as a flood-prone area on the U. S. Geological Survey Quadrangle Series. These

factors make it an improbable area for development. The area proposed for preservation is all at an elevation of 5 feet or below.

D. Community Facilities

The City of Jacksonville's Capital Outlay Program for 1974-79 has proposed a number of new community facilities for Subarea 3. Additional community facility proposals have also been made as part of the Short Range Development Plan. These additional recommendations follow the criteria developed for the Plan. Both types of recommendations are listed below by category.

1. Parks and Recreation. Subarea 3 is served by more than 70 public recreation areas. These facilities, although significant in number, fail to satisfy the recreational needs of the Subarea. Accordingly, both the COP and the Short Range Plan have made recommendations to meet these needs.

The COP recommends the construction of two community centers (sites to be determined), a swimming pool (in the vicinity of Burnett Park), tennis courts at Drew Field, and the lighting of Victoria Park. The Short Range Plan recommends that the two proposed community centers be located in the vicinity of Pine Forest Elementary School and Burnett Park. It also proposed a neighborhood recreation facility in the vicinity of Welsch Boulevard and Dupro Drive. Additional recommendations for neighborhood recreation areas have been shown on the Short Range Plan map.

The Short Range Plan makes three other major recreation recommendations. One is for the development of a passive, primarily undeveloped park on the City property just west of Victoria Park on Barnes Road. There are no passive parks in the Subarea. The proposed park could also double as an ecological study lab serving primarily the two adjacent public schools. The second recommendation is for additional development of the existing recreation facility at the South San Jose Elementary School Playground. The area it would serve is one of high density and increased development. Residential densities in Subarea 3 will be the highest here. Additional recreational development on a community scale will be necessary to meet these demands. The third recommendation is for the acquisition and development of a metropolitan park on St. Augustine Road, generally south of Maude Lane and north of Rose Creek. This facility would fulfill a demand for a large urban park for the Southside.

2. Schools. Subarea 3 is served by 18 public schools. To serve a projected 1980 school-age population of 21,351, the School Board has made recommendations for two major projects for the Subarea. First, they recommend an interim vocational education center to be located at Southside Junior High School. Their second major project is a new junior high school to be located generally south of the present DuPont Junior High School. Additional School Board recommendations are made regarding the improvement and the expansion of existing facilities.

The Short Range Plan proposes an additional elementary school for the Subarea. It is recommended that this facility be located adjacent to the proposed junior high school and that they both be located generally in the area bounded by San Jose Boulevard, St. Augustine Road, and I-95. This is a definite growth area, and a need will soon arise for these two facilities.

3. Libraries. At present there are no public libraries located in Subarea 3. The COP has recommended two branch libraries for this area. The Short Range Plan proposes that these libraries be built, but at locations other than those proposed by the COP. The Short Range Plan recommends that Southeast Site I Branch Library be located in the vicinity of the intersection of University Boulevard and San Jose Boulevard. The Southeast Site II Branch Library is proposed in the vicinity of the intersection of J. Turner Butler and Southside Boulevard. The plan also recommends that Site I be given the highest priority.

4. Fire Protection. Subarea 3 is served by six fire stations, four in the Subarea itself and two in Subarea 2. The COP recommends the building of two new fire stations in Subarea 3 by 1980 and the relocation of two others. It proposes the relocation of the Marrow Street Station (#21) to a site in the vicinity of the intersection of Phillips Highway and Putnam Road. The second relocation will transfer the station at Huffingham Lane to an area south of Beach Boulevard near University. A new engine company is being built on Western Way Circle near the intersection of Baymeadows Road and I-95. The second new station is proposed in the Bayard area. Once the stations have been relocated and built the Subarea will be almost completely covered by fire protection.

5. Sanitation. The COP recommends that a major sanitary landfill be located in Subarea 3. This is to be a 100 acre site and its location will be determined later.

The Subarea is served by both the City and private garbage collection companies. The City serves the Old City of Jacksonville while the remainder of the Subarea is served by private companies under contract to the City. The exceptions to this are commercial establishments that generate over six cans of garbage a week and apartments with eight units or more. These must contract with a private company for collection.

6. Water and Sewer. Major water and sewer projects planned for Subarea 3 by 1980 include the acquisition of two private utility systems and the upgrading of the water system for the San Souci-Southside Estates area. A sewer treatment plant, outfall, pump stations, and transmission lines are planned for the San Jose-Mandarin area. In addition, water lines will be run on Belote Place from Atlantic Boulevard to Marco Place, Dunsford Road from St. Augustine to Hendricks Avenue, and on Carmichael and St. Nicholas Avenue from Beach Boulevard to Spring Glen.

E. CAC Recommendations

The Subarea 3 Citizen's Advisory Committee made several recommendations in the course of preparation of the Short Range Development Plan. Its members were primarily concerned with the impact of premature and inappropriate development on environmentally sensitive areas. Their recommendations are listed below.

- 1) The drainage in the Pine Forest-Larsen area should be improved.
- 2) One of community recreation centers listed in the COP should be placed at the Pine Forest Elementary School, and that more lights be placed on existing facilities there.
- 3) They proposed that the City property adjacent to Victoria Park be used as an outdoor eco-lab and passive park for use by neighboring schools, and that it be named after the late Curtis Lovelace, a local conservationist.
- 4) They were opposed to service roads on J. Turner Butler (to discourage non-contiguous growth and to protect the ecosystem from UNF down to the marshes).
- 5) They recommended the preservation of Pottsburg Creek Swamp, Tiger Hole Swamp, the Pablo Creek Drainage Area, and the contiguous highlands of the swamps for public use and good.

- 6) They were against the eastern extension of Baymeadows Road, because it would open up that area to premature development of environmentally sensitive areas and would serve as a transportation artery through the Subarea for people living in St. Johns County.

F. Other Action Programs

Other action programs are special studies and programs which are needed but not included in the scope of this study. There are four action programs recommended for Subarea 3.

1. The first program concerns the study of the Larsen Area, and the preparation of a land use plan for that area which would maintain the viability of both residential and industrial land uses. This area is bounded on the north by Emerson, on the east by the FEC railroad tracks, on the west by the Augustine Road, and on the south generally by Clydo Road.
2. The second program concerns the development of a plan for St. Augustine Road Park. The site presently contains two borrow pits in an old landfill site. A plan for this area should be developed whereby the park could serve both metropolitan and community recreation needs.
3. The third program would assess the impact of a mass transit station proposed in the vicinity of Atlantic Boulevard and the FEC railroad tracks. The proposed station would dramatically change land use patterns and potentials in the area. A study should be done so that these potentials can be anticipated and maximized.
4. The fourth other action program for Subarea 3 proposes a study of the Pottsburg Creek and Tiger Hole Swamps. This study would examine their use as both a scenic natural ecosystem for the enjoyment of the citizens of Jacksonville and as natural parts of the drainage system in both the Julington Creek and Pottsburg Creek Basins. The area is a mature ecosystem known as a flood plain hardwood community. The changing of the natural drainage system through canalization would result in two problems. The increased surface runoff would lower the water table and could reduce the amount of area available for recharge in the identified recharge area adjacent to the swamps. Secondly, the increased rate and volume of runoff could cause flooding problems downstream in areas already developed. Because of these potential problems, a thorough study of the area should be completed before development proceeds.

IV. SUBAREA 4

A. Introduction

1. Physical Description. Subarea 4 is in the extreme southwest portion of the County. It is bounded by the St. Johns River on the east, Clay County on the south and Baker and Nassau Counties on the west. From west to east the northern boundary runs along Otis Road to the Seaboard Coast Line Railroad, then south on McGirts Creek to Normandy Boulevard continuing on Kingsbury Avenue to Edgewood Avenue.

Currently, only about 28 percent of Subarea 4's 124,942 land acres is developed. The majority of the 85,216 acres of undeveloped land is west of McGirts Creek extending to the Baker County line and south to the Clay County line. These vacant lands are primarily composed of dense forests, large fresh-water swamps and extensive flood plain areas. The developed area is primarily in the northeast section of the Subarea, at the mouth of the Ortega and Cedar Rivers.

2. Population. In the period between 1950 and 1970 the population of Subarea 4 increased by 150 percent. This increase has continued as the estimated population for 1972 was 99,980, 5.4 percent over the 1970 census count of 94,824.

The population in Subarea 4 is predominately white with a fairly balanced distribution of low, medium and high income families. Military personnel and their dependents account for approximately one-third of the population.

By 1980 this subarea is projected to have a population of 123,850. This is a 30.6 percent increase over the 1970 population.

3. Housing. Except for the two large military installations and the Jacksonville Port Authority's Herlong Field, the development in this Subarea is primarily residential. Single family dwelling units have been, and are still, the norm, currently comprising 80 percent of the total housing market. In new structures, mobile homes are fulfilling a great deal of the need rather than conventional construction.

Presently there are 332 government subsidized and public housing units in this Subarea. These units are in three projects located on Gregory Drive, Ortega Farms Boulevard and in Baldwin. Two new projects are proposed on Ricker Road at 103rd Street and on Wiley Road at Lane Avenue.

The oldest and highest valued housing is located along the St. Johns and Ortega Rivers, while the majority of the

multi-family units are along the Cedar River and San Juan Avenue. The rest of the housing down to Timuquana Road and between Roosevelt Boulevard and I-295 is conventional single family with mobile homes becoming more and more prevalent as you proceed into the outlying areas. Housing conditions are generally stable with the exception of Jacksonville Heights, Sweetwater, the old speedway area, transitional areas along new arterials and transient mobile home developments that will continue to move to the periphery as development moves out.

The projected population increase from 94,824 to 123,850 from 1972 to 1980 will require that an additional 8,445 dwelling units be added to the 1972 inventory of 31,935.

4. Employment Centers. The major employment centers in the area are the two Naval Air Stations. Naval Air Station Jacksonville employs over 21,000 persons and is the center of the vast naval complex in Northeast Florida, including the Naval Station at Mayport, Naval Air Station at Cecil Field and Whitehouse Field. NAS Cecil is the U. S. Atlantic Fleet's only light attack aircraft base and employs another 7,000.

B. Transportation

1. Highways. The major existing east-west arterial-collectors in the developed portion of the Subarea are Normandy Boulevard, which serves as the subarea boundary from McGirts Creek to Cassat Avenue, San Juan Avenue, Wilson Boulevard, 103rd-Timuquana and Collins Road. The major north-south arterial-collectors are Roosevelt Boulevard, Blanding Boulevard, Cassat Avenue, Jammes Road, Lane Avenue, Ricker Road and Old Middleburg Road. The only expressway, with the exception of I-10 in the extreme western portion of the Subarea, is a portion of the I-295 loop that runs south from Normandy Boulevard between Ricker Road and Lane Avenue, turns east, south of Collins Road, and crosses the St. Johns River.

The existing arterial-collector system will function as is through 1980 aided by two COP projects: The widening to four lanes of Fouraker Road and Park Street, from Cassat Avenue to Blanding. Included in the State road program is the widening of Lane Avenue and the widening and straightening of 103rd Street-Timuquana Road. All of these streets are now functioning over capacity and need the proposed improvements. There is also a need for another east-west arterial between Timuquana Road and Collins Road. The Jacksonville Urban Area Transportation Study extends Morse Avenue from the N.A.S. Jacksonville entrance to Shindler Drive. The segment joining Shindler Drive and Ricker Road is in this five-year Capital Outlay Program. We recommend that the section from N.A.S.

to Blanding Boulevard also be completed by 1980. After 1980 Morse Avenue improvements should be continued from Blanding Boulevard to I-295 with egress-access ramps at I-295. This would fulfill the need for another east-west arterial in this area as well as provide better traffic flow to and from the Naval Air Station.

2. Mass Transit. The Urban Mass Transit Study proposes a fixed guideway transit system entering the Subarea at the north boundary along Roosevelt. The line veers over to Blanding Boulevard at Shirley Avenue and continues down Blanding to Collins Road. Phase I of the rapid transit system terminates at Wilson Boulevard, with stations on Roosevelt Boulevard at Edgewood Avenue and on Blanding Boulevard at Shirley Avenue and Wilson Boulevard. These stations will have parking facilities as well as feeder bus service to most major residential and employment centers. Although the rapid transit system will not be operating by 1980, an interim mass transit system utilizing buses will be implemented by this time.

3. Bike Trails. The recent surge in use of bicycles for utilitarian transportation has been held to a minimum in Jacksonville by the lack of safe bikeways to travel on. The proposed bike trails for Subarea 4 make a loop through the developed area. Beginning at Timuquana Road, the trail goes up Ortega Boulevard and over the Old Ortega Bridge. The northern trail goes up St. Johns Avenue to Subarea 5, while the southern trail follows Lake Shore Boulevard, jogs up to Hyde Grove Avenue, then south on Lane Avenue to 103rd Street which, traveling east, takes you back to Timuquana Road. In addition to these bike trails, it is recommended that, in the construction and major improvement of arterial-collectors, provisions be made to facilitate bike movement.

4. Airports. N.A.S. Jacksonville has Patrol plane and extensive Navy/Marine Air Reserve jet operations. N.A.S. Cecil Field is one of the Navy's two master jet airfields on the east coast and as such is expected to acquire an even larger base loading than at present.

Herlong Field is a general aviation airport owned by the Jacksonville Port Authority. Operations at Herlong are low and are not expected to increase. Any increase would hinder Navy Operations and constitute a safety hazard for aircraft at the three aforementioned fields, as well as Whitehouse Field.

C. Land Use

1. Residential. Current zoning trends in the area show that development is continuing to be of a residential nature with

supportive commercial along arterials. Mobile homes are becoming more prevalent. In the past three years, 44.5 percent of all mobile homes approved in mobile home parks and subdivisions were in Subarea 4.

The Plan protects existing stable development by proposing the same or compatible types of land use to pockets of vacant areas encompassed by such development. Based on transportation convenience and community facilities, the most logical areas for new residential development are in the vicinity of Lane and Lenox, I-295 and Wilson and south of Timuquana. Much of the new residential construction on the outer edges of existing development will continue to be low density. Medium to high density multi-family residential is recommended on arterial streets in residential areas. This is an economically feasible use and acts as a buffer between the arterial and the low density neighborhoods.

2. Commercial. If well used, the existing commercial areas are capable of serving the needs of a greater population than now exist in the area. The strip commercial trend has already established itself along Blanding Boulevard, Cassat Avenue, Normandy Boulevard and San Juan Avenue with vacant areas interspersed throughout. This is a natural occurrence along major arterials but it is incompatible with residential land use and it defeats the purpose of the tax dollar spent on the road.

Strip commercial along arterial collectors decreases the capacity of the road by slowing traffic and by generating more traffic. It ultimately destroys the roads capability of serving as an arterial, thus creating the need for a new road. For these reasons, existing arterials such as Lenox Avenue, Lane Avenue, Wilson Boulevard, Timuquana Road and the proposed Morse Avenue, should be protected from commercial intrusion. The necessary commercial establishments should be in nodes and located at major intersections.

3. Industrial. With the exception of the Naval installations, Subarea 4 is nearly void of industry. The only area proposed for industrial development is 168 acres along the Seaboard Coast Line Railroad from I-295 and Roosevelt to 5200 feet north of the intersection.

4. Open Space and Preservation. The area south of Timuquana Road, between Roosevelt Boulevard and the Ortega River, down to the Naval Air Station property, is designated as preservation due to its direct alignment with the approach to the NAS Jacksonville runway. A portion of this property along the Ortega River is classified as flood plain.

Jacksonville's location on the St. Johns River is by far the City's most striking feature. The potential of the River's beauty has been decreased to a minimum by inappropriate land use along some portions and lack of public access to the water front. In Subarea 4 there is also a need to protect the undevelopable flood plains of the Ortega and Cedar Rivers. It is proposed that lands not yet developed be preserved in a status of open space and passive recreation.

D. Community Facilities

1. Recreation. The criteria that was used to evaluate the adequacy of existing facilities and to determine the needs of the 1980 projected population are shown in the Appendix. The greatest deficiency in Subarea 4 is in neighborhood and community recreation. This fact is evident in reviewing the criteria. The Citizens Advisory Committee was also adamant about improving recreation in the Subarea. Specific park designs will be given more attention in The Recreation Master Plan, to be completed before 1975.

The current inventory of the Recreation Department's facilities show forty-two parks in this Subarea. This includes the undeveloped Pope Duval Park, two small boat landings, fifteen passive areas and twenty-four active parks and playgrounds. Due to unavailability of land in two areas of critical neighborhood playground need, the Short-Range Plan proposes that the recreation department lease playground area from the School Board at the Morse Avenue Elementary School and Stonewall Jackson Elementary School.

In addition to an expansion of Westwood Playground, new neighborhood playgrounds are proposed in the vicinity of Higgs Road and Shindler Drive and in the vicinity of Catoma Street and 101st Street. The 101st-Catoma location is in the midst of a rapidly growing residential area that is currently not being served by any recreational facilities. The other two aforementioned areas, although outside of the 1980 assignment line, are already populated. It is hoped that the site in the Shindler Drive and Higgs Road area can be acquired in conjunction with the School Boards property for an elementary school in the area. The other neighborhood type facilities proposed by this Plan are located south of Timuquana Road and east of Blanding Boulevard, west of Fouraker Road between Herlong Road and Wilson Boulevard, east of Lane Avenue between San Juan Avenue and Wilson Boulevard, west of Cassat Avenue between Park Street and Normandy and an expansion of the Ortega Hills Playground.

According to the criteria, community parks and playgrounds should be between nine and twenty-five acres, serve all ages of the community and, ideally, no more than 25,000 people.

The only facilities in Subarea 4, with a group served of this magnitude, are Boone Park, 103rd Street Sports Complex, and the swimming pool at N. B. Forrest High School. As well as being inadequate in size, they offer extremely limited activities. Although not a public park, Ed White Community School facilities do fulfill some of the demands of the area. Although not designed as such, Lindsay Field is also functioning as a community playground. The CAC feels that it should continue this function, aided by some improvement in park development, including lighting.

The location of the other community parks in the Capital Outlay Program are proposed adjacent to the existing 103rd Street Sports complex and Criswell Field. Although not in the COP for this five-years, the Plan proposes a community type park adjacent to the Ortega River on a portion of the site acquired for the sewage treatment plant.

2. Schools. The school age population in Subarea 4 is not going to experience an increase directly proportionate to the entire population increase. Although outside of the 1980 assignment line, the new elementary school proposed in the vicinity of Shindler Drive and Hipps Road will relieve the pressure that this area is exerting on the schools within the growth line. Currently the children in the area are bussed to several different schools.

The need for one other elementary school is foreseen by 1980. Its location is recommended in the vicinity of 101st Street and Catoma Street adjacent to the proposed neighborhood playground.

With a current inventory of three, one additional junior high school will be needed by 1980. It should relieve overcrowding of John Gorrie Junior High and Jefferson Davis Junior High. The location of this new school is recommended south of 103rd Street between I-295 and Jammes Road. The actual site will be determined by the School Board. The two existing senior high schools should continue to serve the Subarea adequately through 1980.

3. Libraries. Although a few neighborhoods in the Subarea can be served by the Willowbranch and Murray Hill Libraries, the lack of another facility is causing crowded conditions at the Murray Hill Library in particular. There is ample population to support a branch library. Due to the American Library Association's criteria requiring a commercial location, a site in the vicinity of 103rd Street and I-295 is recommended.

4. Fire Stations. The fire stations in the Subarea are strategically located and provide good fire protection except for the area south of 103rd Street, between I-295 and Roosevelt. With Morse Avenue proposed as an east-west arterial, linking I-295 with Roosevelt Boulevard, the intersection of Blanding Boulevard and Morse Avenue would be the best location for a new station to provide maximum coverage.

5. Sanitation. There is a sanitary landfill proposed for the Westside by the COP. The site has not yet been determined but it will be either in Subarea 4 or 5.

Garbage service is provided by the City Sanitation Department for the portion of the Subarea east of Roosevelt Boulevard down to Verona Avenue. The remaining area is contracted out to private companies.

6. Water and Sewer. According to the Water Quality Management Plan, forty percent of the dwelling units in the southwest are on septic tanks. In Subarea 4, the area on septic tanks is concentrated between Roosevelt Boulevard and the Cedar River in the north and Roosevelt Boulevard and Blanding Boulevard in the south. Due to the presence of a high ground-water table in the area north of the Ortega and Cedar River fork, improperly treated septic tank effluent reaches the shallow aquifer. The residents in these areas are required to hook up to the public trunk line, when it is provided in their area, or can petition the City to put in a trunk line, if 60 percent of the residents involved want it.

The major improvements in this five-year COP is the upgrading of the recently-acquired Cedar Hills Utility Company and the construction of the Southwest Regional Sewage Treatment Plant. The new plant will be located south of 118th Street between Catoma Street and Ortega Farms Boulevard. New water lines are scheduled to be put down at Lane Avenue, Wilson Boulevard, Seaboard Avenue, 118th Street, and Ortega Farms Boulevard.

E. Citizens Advisory Committee Recommendations

1. The CAC supports the Community School concept. They recommend that new community facilities be located on or adjacent to school sites, in an effort to make the school the center of community activities.

2. The CAC recommends that safety walks be included in the initial construction plans of all new elementary schools, to protect children walking to and from school. The most frequently occurring safety hazards are open drainage ditches and busy streets with no sidewalks.

3. The CAC recommends that a system be established wherein the School Board and the Department of Parks and Recreation could jointly acquire property; allowing school facilities to double as neighborhood playgrounds on weekends and after school hours.

4. The CAC was adamant about improving the recreation in the Subarea. Their priorities are as follows:

FIRST: Acquisition of desirable sites for future recreational development

SECOND: Improvement and maintenance of existing facilities

THIRD: Development of new facilities

F. Other Action Programs

In working on this plan and with the Citizens Advisory committee, a great many needs became evident that were not within the scope of the Plan, but do warrant study.

1. Renewal Programs. Poor quality original construction and improper maintenance have resulted in several pockets of blighted housing. The area most drastically in need of renewal is the old speedway and a small adjoining residential section bounded by Delmar Avenue, Mull Street, Royce Street and Lenox Avenue. The speedway is currently vacant and the surrounding structures are either dilapidated or in need of major repair. This renewal action could possibly take place through private interest. It is recommended that it be of a residential nature, with further study required to determine needs in the immediate area and ways to encourage renewal.

The Sweetwater area, slightly east of the I-295 and Wilson Boulevard intersection, also includes poor housing conditions. This may correct itself as the recently-completed I-295 stimulates development. This transition should be watched, and an effort made to maintain the residential character, except possibly at the immediate intersection where commercial may be more appropriate.

The Jacksonville Heights area, north of 103rd Street, has developed in an unplanned mix of conventional structures and mobile homes. This was partially caused by the selling off of extremely small individual lots. Since 33.1 percent of all residential construction approved in the Subarea from 1970-1973 were mobile homes, this area could be considered in conjunction with a feasibility study for a mobile home district in the Subarea.

2. Impact Study. Due to poor experience with past strip commercial development along arterials after widening, we recommend that detailed studies of appropriate land uses and zoning recommendations be made at the time of such improvements.

3. Recreation Study. The area southwest of the Roosevelt Boulevard and Timuquana Road intersection, that is designated preservation, has promising possibilities as a Metropolitan Special Facility. Because of its direct alignment with the air traffic pattern of Naval Air Station Jacksonville, the Navy is quite anxious to discourage dense development and concentrated population in the area. The Navy owns the property immediately south and is presently developing it recreationally for NAS Jacksonville.

A natural setting with minimal development would be most suitable for this property, and could include nature trails, facilities for boating, picnicking, biking and possibly a bike trail connecting Timuquana Road with the Naval Air Station. The Short Range Plan recommends further study of available federal aid for this area as a Metropolitan Recreational Facility.

V. SUBAREA 5

A. Introduction

1. Physical Description. A great diversity of activities and neighborhoods is found in this planning Subarea of the City. Subarea 5 extends roughly from the Urban Core westward to Nassau County, and is bounded on the north by the Trout River and on the south by Subarea 4. Adjoining the Urban Core are many older neighborhoods, some fairly stable, others deteriorating and suffering from multiple physical and social problems. South of the Trout River and in the Marietta area are newer neighborhoods less than ten years old. Industrial concentrations are found throughout the area.

In the western sector of the Subarea are found large tracts of undeveloped land with some scattered swamps. This area supports forestry, farming, and dairying activities. Approximately 55,000 acres or about 72 percent of the land in this district is undeveloped.

2. Population. From 1950 to 1960 the Subarea experienced a period of rapid growth with a population increase of over 41 percent. Heaviest growth occurred south of the Ribault River, and in neighborhoods just north of Normandy Boulevard, the next decade growth slowed to about a 14 percent population increase.

With the deterioration and loss of housing units in the central city, many Black families have moved into suburban areas of Subarea 5. In 1970, of the total population about 37 percent or 53,808 were non-white--an increase of 23,460 persons over the 1960 census count. Employment patterns of residents in Subarea 5 are similar to Jacksonville as a whole, although a slightly higher proportion of residents are employed in manufacturing and transportation industries.

Presently, it is estimated that 148,079 persons reside in the Subarea, and by 1980 it is projected that 17,630 persons will be absorbed into the communities of Subarea 5.

3. Housing. Housing conditions vary throughout the area. It was estimated that in 1972, 49,195 dwelling units were located in the Subarea, or about 29 percent of the City's housing supply. Many of these housing units are in older sectors of the City where extensive deterioration is evident. These include areas of Mixon Town, Lackawanna, College Gardens, College Park, Grand Park, Lake Forest Hills, and Picketville.

Newer housing developments are found north of Soutel, and in the Marietta area. Since 1970 there has been a sharp increase in construction of mobile home parks. Most of these are located in the Marietta area. Lots in mobile home parks accounted for about 57 percent of all housing, proposed in developments for this Subarea, from 1970 through 1973.

By 1980 it is estimated that about 6,058 new dwelling units will be added to the Subarea. It is anticipated that most of this construction will be in mobile home parks and Planned Unit Developments.

A large number of low-cost homes were built in this area during the 60's and 70's. By 1972 one-half of all the federally-subsidized 235 housing units in the City were located here. Of all subsidized housing in Jacksonville, about one-third is located in Subarea 5.

4. Major Employment Centers. Scattered across this section of Jacksonville are employment centers, due in large part to the crisscrossing railway network, good access via I-10, I-95, I-295, and the St. Johns River.

Heavy industrial centers are located on the St. Johns River in Panama Park. A mixed area of light and heavy industrial uses are located near the Urban Core, south of Beaver and west of I-95. A long strip of industrial uses parallels the Seaboard Coast Line Railroad along Old Kings Road. One large company, Glidden-Durkee Chemicals, is surrounded by residential areas in North Shore. An extremely large area of scattered industrial uses, primarily truck-oriented warehousing, is located west of Cassat to the proposed route of I-295, south to I-10, and north to 20th Street. This area has seen much recent growth and it is expected to continue.

Two regional shopping centers are located here: Gateway Mall Shopping Center (Norwood and 44th Street) and the Normandy Mall (Normandy and Lenox). Five community shopping centers, along with sizable strip commercial developments on Lem Turner Road, Norwood, Main Street, Beaver, and Edgewood provide employment for many area residents.

B. Transportation

1. Highways. Four major expressways pass through the Subarea. East-west travel is aided by I-10 and the 20th Street Expressway. Running north-south is I-95 and a portion of I-295. Major arterials which basically aid north-south travel are Main, Lem Turner, U. S. 17, New Kings Road, and Edgewood. Other major arterials which run generally in an east-west

direction are Tallulah, Soutel, Edgewood, Commonwealth, Beaver, Normandy, College, and Post.

Expanded industrial development and warehousing activities have increased traffic loads in the Lane Avenue-Beaver area. Congestion of I-10 during rush hours, as it approaches downtown, coupled with increased development along Beaver, have placed greater loads on Beaver. The recent housing growth in the Marietta area is placing increased traffic on local arterials in that area. Residential developments north of the Ribault River have increased the importance of New Kings Road, Moncrief, and Soutel in traffic movement.

The Jacksonville Urban Area Transportation Study (JUATS) recommendations are shown on the Transportation Plan map. Completion of I-295 will increase development pressures along its route. Interchanges will be located at Commonwealth, Pritchard, and New Kings. It is recommended that Soutel be widened from U. S. 1 to Old Kings and then extended to I-295. Widening of Beaver past Edgewood and improvements to Lane, Ellis, and Commonwealth will relieve congestion presently in the southwestern portion of the Subarea due to increased residential and industrial development.

McDuff is a major arterial and is extremely congested. It is recommended that this be given high priority. The portion from Post to I-10 should be widened initially, that followed by improvements to the section from I-10 to Fifth Street. The widening of Moncrief north of Edgewood will help relieve present congestion and increased traffic flows from projected new housing developments.

In Panama Park, roads are not adequate to service industrial uses along Evergreen. Plans to extend Tallulah from Main to Evergreen, as contained in the JUATS plan, are needed. A previous proposal to enlarge Lawton is not felt to be justified as it would split and greatly disrupt the character of the existing neighborhood.

2. Mass Transit. More emphasis will be given to mass transit due to the energy shortage. Two lines are proposed in the Urban Mass Transit (UMTA) plan to operate within Subarea 5. The southwest corridor line would run down Post, then turn south along Roosevelt. Stops would be at King and College, and in the Edgewood-Roosevelt area. This line would continue south, and should help to relieve traffic presently passing through Riverside. The northwest corridor line would extend into the Subarea, with stations at the Norwood Plaza area, Moncrief and Edgewood, and Moncrief Road at SCL tracks. Feeder buses would be utilized throughout the system to link up residential and employment centers with the main fixed

guideway system. In a time when total dependence on the automobile is being questioned, several alternative systems are needed.

3. Bike Trails. A bike system is one of these alternative systems. Presently, three preliminary systems are proposed in Subarea 5 as shown on the Transportation Plan map. These will use existing streets with some curb cuts, paving and signing required, and will be constructed by the Department of Public Works. The routes proposed are in the vicinity of the Ribault River, Woodstock Park and Riverside.

4. Rail Systems. Railroads have been important in determining land uses on the west side. The City is the convergence of all main line railroads in Florida, including Seaboard Coast Line, Florida East Coast Railway, and Southern Railway. These lines and switching yards are scattered across Subarea 5, and have influenced location of a large number of industrial firms in this area. The network of rail lines created neighborhood boundaries, acted in many cases as barriers to nearby community facilities, and slowed traffic movement.

The new passenger station for AMTRAK is located in this sector, near the intersection of U. S. 1 and Edgewood. Seaboard Coast Line plans to move its marshalling yards from their present location south of Kings Road to a large tract of land west of I-295. The area is bounded roughly by Garden Street on the north and Commonwealth on the south, and is just west of Picketville Road. Exact timing of this move is not known, but it will be phased over many years. This will encourage industrial uses in the immediate vicinity.

5. Airports. On the west side, airports will influence some development. Noise levels from aircraft using Whitehouse Field will hinder residential development in certain areas. The flight path for Herlong Field, which lies outside the Subarea, does place restrictions on building heights just north of the field on Normandy Boulevard. This restriction is not seen as seriously influencing future development.

C. Land Use

1. Residential. In 1972, nearly 90 percent of all residential sections in the Subarea were at relatively low densities--five or less dwelling units per acre. About 10,300 acres contained residential developments.

Several trends appear evident in this sector of the City. Many of the negative trends could be corrected if government and the private sectors cooperate in finding solutions.

Neighborhood deterioration is evident in several sectors of the Subarea. These areas include Mixon Town, College Gardens, College Park, Lackawanna, Lake Forest Hills, Picketville, and the eastern section of Panama Park. No urban renewal projects are presently scheduled in this section of the City, although conditions in some areas require this type of action. In many of these neighborhoods, not only is private property poorly maintained, but public services such as street cleaning, drainage, and park maintenance are inadequate.

Neighborhood pride can be seen in the development of the Riverside-Avondale Preservation Group. Sensing a decline in the quality of the area, and wishing to maintain and enhance the area's character, this group has become active in numerous ways. Committees have been formed to deal with such items as traffic problems, commerce, natural environment, historic preservation, zoning and community social functions. Hopefully, this trend of local pride and involvement can be established in other residential neighborhoods within the City.

Assignments for different types of land uses in Subarea 5 for 1980 were based on the assumption that the City would continue to grow and that 17,630 persons would be added to the population of this area of Jacksonville.

The Short Range Development Plan map includes two different types of new development anticipated by 1980. One is developments which at this time have been approved by the Planning Board and are expected to be developed by 1980. The other includes areas felt to be desirable for development, easily served by local facilities and services, and compatible with adjoining land uses. These two categories of developments will account for the anticipated 17,630 population increase.

Development already planned and approved for construction are estimated to have a resident population of 9,430 persons. These are concentrated in the Marietta area, and in a development near the intersection of Old Kings Road and Garden Street.

Housing costs are rising, and this is most evident in the price of new single-family homes. This has resulted in increased construction of mobile home parks and apartment buildings. At the same time, the quality of amenities provided by these developments has improved. A large number of mobile home parks have been constructed in the Marietta area.

It was felt that growth will occur in basically three areas: South of the I-295 and I-10 interchange; on the north side, south of the Trout River--the Osceola Forest-Riverview

area; and in the Moncrief-Edgewood Avenue area where higher densities are encouraged in anticipation of future mass transit.

Density of Development was generally proposed at low levels. For the 6,058 dwelling units estimated to be constructed by 1980, the densities proposed are as follows: 0-5 dwelling units per acre-3,417; 5-10 dwelling units-833; 10-15 dwelling units-907; and 15 or greater dwelling units per acre-901.

2. Commercial. The area contains about 980 acres of commercial land, presently. Gateway and Normandy Malls and the sizable strip commercial areas along major arterials serve the Subarea. No new regional shopping centers are projected for the area. Some commercial areas have shown signs of deterioration: such as the Sherwood Forest Shopping Center and some areas along Lem Turner. It is felt that new commercial growth will be scattered across the area with some concentration in the Marietta area.

3. Industrial. Existing industrial uses are found primarily along the St. Johns River in Panama Park, parallel to Beaver, and large areas west of Edgewood. In 1972, it was estimated that about 1,100 acres of industrial use were in the Subarea. There is a trend towards warehousing activities west of Edgewood and north of Beaver. Because of the many rail lines crossing the area, there is a tendency for industrial encroachment into older or sparsely-populated neighborhoods. Land use assignments for new industrial development were made in areas of contiguous industrial development. These were made in Panama Park and in the area near Edgewood and 12th Street.

It is proposed that no industrial development be allowed from the intersection of Friedman Road and Lane Avenue, north to Barney Road; and from I-295 to the railroad track east of Old Kings Road. The Grand Park neighborhood north of the 20th Street Expressway is suffering from industrial intrusion. No industrial uses should be permitted west of Canal Street.

4. Open Space and Preservation. Along with proposals for development, areas were also designated where it is felt that development should not occur. These areas are proposed for preservation and open space purposes. The marshes along the Trout and Ribault rivers; and along Nine Mile and Moncrief creeks, should be protected. Flood plains along natural drainage-ways should also be restricted from development. Areas such as these are valuable natural resources, provide for flood protection and are unsuitable for development.

D. Community Facilities

1. Parks and Recreation. The proposals presented are preliminary. A Master Plan for the City's park and recreation needs will be published shortly by the JAPB, and will contain more detailed proposals. According to the standards, the area is deficient in park acreage by several hundred acres.

Presently, 68 neighborhood and community facilities are located in the Subarea. An additional 50 small street parks are scattered throughout the older sections. Many of the facilities are limited in their service area by the railroad tracks, heavily travelled streets, and creeks that cut across the area.

Two small parks are proposed to help meet local neighborhood needs and to upgrade the areas. These neighborhoods are bounded by major traffic corridors and are infringed upon by industrial development. Sites are located in Marietta near Cahoon and McCargo, and in Picketville near Rio Grande and Wacissa.

A large community park of about 30 acres is proposed on the Trout River just east of Lem Turner. The heavily-wooded site has the potential for both active and passive uses, and would also act to meet neighborhood park needs. Another proposal with community impact is construction of a pool in the Hammond Playground Complex at Melson and 12th Streets.

2. Schools. The quality of education is extremely important to residents in Subarea 5. Many feel that the community school concept should be enlarged, and that this local use of the facility helps in both parental and children's attitudes toward the educational process and the school plant.

Within Subarea 5 are 30 elementary schools, six junior high schools, five high schools, and one exceptional child center. Several of these schools lack sufficient acreage. Efforts should be made to acquire adjoining properties if and when they become available. Elementary schools with large deficiencies are Lackawanna (8.3 acres); Culver (7.8); Central Riverside (7); Ruth N. Upson (9.8); Annie R. Morgan (6.6); Norwood (5.6); Payne (5.8); R. V. Daniels (10.9); Whitehouse (7.7); and West Jacksonville (7.8). Secondary schools which require additional acreages are Robert E. Lee Senior (15); Raines Senior (13); and Eugene Butler Junior (9.6). The School Survey states that John Gorrie Junior should be replaced due to its age and lack of space. Presently, there is no vacant acreage for relocation in the area that the school serves. If a site becomes available, it is recommended that the school be replaced.

Although the school age population in Subarea 5 is expected to decline by 1980 due to lowering of the birth rate, population shifts to areas of new development indicate the need for two new elementary schools by 1980. Neighborhoods within the Subarea have wide variations in the number of school-age children per household. The Riverside area, for example, has only about 0.3 school children for each household; while the newer areas of Normandy and Magnolia Gardens have 1.2 and 1.6 school-age children per household, according to the 1970 census.

A new elementary school is proposed for the Marietta area in 1975, near Lenox and Hammond. Thomas Jefferson is presently overcrowded and new housing is being constructed in this area. Another elementary school may be needed in the Moncrief-Old Kings Road area around 1979, as proposed residential development occurs. Both of these areas are projected for rapid growth and are characterized by large households. The School Survey in 1975 should re-evaluate the need for a new junior high school in the Riverview area, as adjacent schools do not appear to be over-capacity.

3. Libraries. Facilities are fairly accessible to residents. Three branch libraries: Murray Hill, Willowbranch and Westbrook are located within the Subarea. Residents are also served by branches on Myrtle Avenue and Pearl Street in adjoining subareas. The proposed Regional Center at I-295 and 103rd Street will serve residents in the southwestern sector of the district.

4. Health Facilities. Programs operated by the Public Health Department in the Subarea are needed due to the high concentrations of low-income families with small children. Presently, seven permanent clinics operate in the area, with six mobile stations. Three permanent structures will be built to replace two mobile clinics and one inadequate structure in Marietta, College Gardens, and Magnolia Gardens.

5. Fire Protection. The combined efforts of volunteer and professional fire station personnel appear to be doing a good job of protection. It is felt that the continued training of volunteers is crucial, and that an area-wide training school should be a top priority. Presently, eight fire stations are located in the Subarea. Station #7 in Grand Park will extend coverage. It is recommended that the relocation of Fire Station #5 be to the vicinity of Ellis and Highway. This is preferable over Cassat and I-10 due to the commercial and industrial growth along Lane. Another station is recommended in the Gilchrist-U. S. Highway 1 area. Some residential areas south of Trout River Boulevard are over three and one-half miles from the nearest station, and future development is anticipated in this area.

6. Sewers. Many parts of Subarea 5 were developed without sewer lines. Serious health problems now exist in these areas where dense residential development and high water tables are found. Improperly treated effluent from septic tanks enters the shallow aquifer from which it seeps into streams and residential drainage ditches. Chronic septic tank problems are found in Lake Forest, Riverview, and West Jacksonville.

Presently, trunk line interceptors are being installed in Riverside to prevent raw sewage effluent from entering the St. Johns River. Small pumping stations will be located at the ends of several streets leading to the River. These will be used to force the effluent uphill to the trunk line running along St. Johns Avenue.

Two Phase II projects of the City's Sewage Master Plan which affect Subarea 5 are scheduled to begin in 1974 or 1975. The City is awaiting receipt of federal grants before commencing construction. One of these projects will provide a trunk line into the Normandy-Heritage Hills area. The other will permit the Ribault Manor, Ribault Heights, and Floradale area to be linked to the Buckman Street regional treatment plant. Under the City's regional sewage treatment system, trunk lines from Subarea 5 will carry effluent out of the area to be treated in Subareas 4 and 6.

The Riverview area is scheduled in Phase III for construction of a trunk line to link the area with the Buckman Street treatment plant. Construction is scheduled between 1975-78. Three pumping stations will be needed in the vicinities of Lem Turner and Ribault Avenue, Lem Turner and Ribault River, and North Carbondale Drive. In construction and design of all pumping stations, the neighborhood character should be protected and adequate safeguards included to assure proper operation.

7. Water. The City plans to strengthen existing Water systems, and to loop or connect existing systems where possible. Pumping stations are presently located in Normandy and Norwood.

Along with extension of water lines in developing areas, improvements to the existing system are scheduled for parts of College Gardens and Woodstock Park beginning in 1974. Design studies, to improve water systems along Commonwealth, Lane, 12th Street, and Pickettville Road in the industrial area west of Edgewood have been completed and construction, should begin shortly. This will be needed to support the growth projected for the area.

8. Solid Waste. The City-owned sanitary landfill near Pickettville Road and Old Kings Road is rapidly filling in. New sites are needed for the Westside, but the exact locations have not been determined. A privately-owned landfill is located near Hammond and Crystal Springs Road. In accordance with the 1990 Solid Waste Plan for Jacksonville, an addition to the Central Incinerator at Margaret and McCoys Boulevard is proposed for 1975. By 1975 a central transfer station is proposed for the Westside, at Margaret and McCoys.

The sections of Subarea 5, which were included in the old City boundaries, are serviced by the City for trash and garbage collection. Other areas are serviced by private firms under contract to the City. While garbage collection is generally satisfactory, many residents have complained that collection of large items is often slow. This is evident in the Lincoln Villas area where several piles of trash at roadside have gone uncollected. The removal of trash on a regular basis should be required of private contractors.

E. Major CAC Recommendations

The CAC agreed with land use proposals when reviewed with them. Due to the diverse elements in the Subarea, meetings with members of smaller geographic boundaries might have produced more specific proposals. Although new parks were desired, members felt that even more importance should be placed on the maintenance of existing facilities and the provision of recreation directors, to organize and supervise activities at local parks. Many felt that one of the key elements to neighborhood improvement was the Community School, and that its programs should be expanded. Members were also concerned about the level and quality of services provided residents. They also desired to see that older neighborhoods were protected from industrial intrusion. Better police-community relations were desired, and more training of officers in race relations was felt to be needed.

F. Other Action Programs

Several other actions are needed in Subarea 5. This study has indicated some areas that need more intensive examination. They are as follows:

1. Renewal Areas. Areas in need of extensive renewal treatment are Lake Forest Hills, Mixon Town, and College Gardens. Efforts should be made to obtain federal and local sources of funding for renewal activities in these areas.

2. Special Neighborhood Studies. Panama Park has great potential, although some residential areas are deteriorating.

This housing deterioration, combined with poor traffic circulation and mixed land uses, suggest that a detailed neighborhood analysis is needed.

Riverside and Avondale residents are becoming organized. The JAPB staff should cooperate fully with this group, and help develop plans and strategies for neighborhood improvement. A first step should be to examine the present zoning and its possible revision.

Marietta is experiencing rapid growth. Many of its residents do not want to lose their "old" rural character. Extensive work should be done with local community groups to ensure the proper development of the area.

3. Impact of Transportation. Studies should be made of areas near the I-295 interchanges to determine best possible growth policies.

Close coordination with Florida Department of Transportation personnel, on a proposal to widen Beaver past Marietta, should be maintained.

Mass transit station areas should be examined to determine possible changes in zoning and redevelopment potentials.

VI. SUBAREA 6

A. Introduction

1. Physical Description. Most of Subarea 6 is urbanized and developed and includes approximately half of the area in Jacksonville's old city limits. There are small pockets of vacant land throughout the core area of Jacksonville. But many of these have occurred due to demolition of sub-standard structures in recent years.

Centrally located within Jacksonville, the Subarea is bounded by: the St. Johns River on the east and south; Long Branch Creek, Golfair Boulevard, Winona Drive, and Moncrief Creek on the north; Spires Street, I-95, Myrtle Street, and Margaret Street on the west; and Bee Street and Landon Street on the south in the San Marco area of Southside. One of the most significant geographic features of the Subarea is the St. Johns River, which has given the City of Jacksonville a sound economic base. River-related industries and commercial activities along the eastern and southern boundaries of the Subarea have been an economic focal point of the Subarea and City. The depth and condition of the river channel in the vicinity of the Subarea have influenced for many years the development of Jacksonville.

2. Population. Since the 1950's, the population has been declining. The Core experienced an 8.6 percent decline in population from 1950 to 1960 and a 27 percent decline in population from 1960 to 1970.

The declining population within the Core has occurred because of adverse environmental conditions in the area, demolition of substandard housing, HUD renewal programs, commercial, office and industrial development, and increased crime. Many residential areas, following past trends, have lost between 500 to 1,000 people from 1970 to 1973.

Low and moderate income White families and Black families constitute the major populace of the Subarea. Analysis of past censuses indicate a gradual migration of Subarea 6 families westward and northward into Subarea 5.

Since indicators showed a considerable reduction in dwelling units and population from 1970 to 1973, a block by block evaluation of the land use and structural conditions was required. To project 1980 dwelling units and population, a population per dwelling unit factor was developed from 1970 census information for each census tract. The 1970 census population was divided by the difference between total 1970 existing dwelling units and known 1970 vacant dwelling units

to yield the factor. The vacancy rate for dwelling units in 1970 was 12.5 percent. Assuming that since 1970 many vacant and condemned units had been removed, due to either redevelopment or enforcement of Jacksonville's Housing and Demolition Code, a blanket 10 percent vacancy factor was used for 1973 and 1980 to derive population projections.

Using the aforementioned population projection method, the approximate 1973 population was 65,472 and the 1980 projected population is 62,760. Therefore, from 1970 to 1973, the Core experienced another population decline of 15.6 percent. By 1980, an additional 3.5 percent decline will have occurred. Present residential development and redevelopment, neighborhood improvement programs, and anticipated, but unannounced, residential developments account for the rather small decline in population from 1973 to 1980. Two other factors which may influence a reduction in the population decline in the Core are expected to be the continued consciousness and existence of energy shortages and economic inflation. Beginning sometime in the early 1980's, depending upon future developments, the Core should experience a trend of increased population.

3. Housing. Like the population, the number of dwelling units in Subarea 6 has been declining, essentially in the same census tracts in which the population has been greatly declining. Antiquated and substandard housing, general decline of neighborhood conditions, and encroachment of various types of commercial or industrial developments have influenced the decline in the number of dwelling units existing in the Core.

In residential acreage the minimum density in the Subarea is five units per acre with the average being 11.5 units per acre. Large homes divided into small apartments which are located on small, plotted lots contribute mainly to the high density factor. These small lots impair redevelopment as single family lots and provide little open space.

Many public housing projects exist in the Core, managed by Jacksonville's HUD. Some, such as Blodgett Homes, are to undergo improvements, including removal of some buildings to reduce the density and provide additional open space.

From 1970 to 1973, the core area had an 18.6 percent decline in dwelling units. Based upon the previously-mentioned special dwelling unit and population projection method, an additional 2.2 percent decline will have occurred by 1980. The dwelling unit count for 1973 was 24,702 and the projected count for 1980 is 24,049 dwelling units.

4. Major Employment Centers. The core area is one of the most significant and diversified employment centers of Jacksonville. The banking and insurance facilities in the Central Business District, Riverside area and northern San Marco area provide thousands of jobs. The riverfront shipyards, industrial facilities along the river and elsewhere within the Core, and general retail sales stores greatly contribute to the Subarea's significance as an employment center. In addition, thousands of jobs in the Core are provided by various city, state, and federal governmental agencies and by hospital and medical related facilities.

B. Transportation

1. Highways. Haines Street Expressway, 20th Street Expressway, I-95, Arlington Expressway extension, and Commodore Point Expressway all serve the Core as limited-access highways. Main Street, Pearl Street, Liberty Street, Eighth Street, Riverside Avenue, Park Street, Kings Road, Golfair Boulevard, Moncrief Road, Myrtle Avenue, Talleyrand Avenue, Beaver Street, State Street, Union Street and most of the east-west streets constitute the major arterials.

Main Street Bridge, Acosta Bridge, Mathews Bridge, Hart Bridge, and Fuller Warren Bridge span the St. Johns River and connect the Core to the southside of Jacksonville. Main Street Bridge and Acosta Bridge are the only two bridges which are toll-free, open to pedestrians and bicyclists, and not part of an expressway.

Every bridge during peak traffic hours experiences traffic congestion. In addition, traffic congestion also occurs during peak hours on I-95, Arlington Expressway, and Commodore Point Expressway. The combination of congested bridges and congested expressways greatly restricts traffic circulation in the Central Business District and in the business section of Riverside.

Major improvements, to Main Street from State Street to Main Street Bridge and to the ramp on the northern side of Main Street Bridge, are slated for construction in late 1974. Upon completion, Main Street will become one-way south and Ocean Street will become one-way north.

To alleviate traffic congestion further in the CBD and in Riverside, construction of Riverfront Drive (extension of Coast Line Drive) should begin in 1975 and be completed to Fuller Warren Bridge by 1978. Further study should also be made of Acosta Bridge to replace it, improve its

intersection with Riverside Avenue, and perhaps extend its approach westward to I-95. The need for these bridge and highway improvements will become more apparent when intensive land use developments such as Independent Life Tower, the proposed Riverside Center, the St. Johns Place, and isolated sites along Riverside Avenue become operative and then overburden the existing transportation network.

Many of the street and highway improvement projects, proposed in the 1973 COP, were reinforced by the Short Range Plan. Since Talleyrand Avenue and Wigmore Street are two of the Subarea's most important roads, serving the Subarea's largest industrial area, their two road improvement projects should be constructed by 1980 and not phased back year after year. Twenty-first Street should be improved by 1977 and Liberty Street should be improved by 1979. All four of these street improvements were highly recommended by the CAC.

2. Mass Transit. Nearly every bus route in Jacksonville serves the Subarea. Existing routes seemingly serve the Core adequately, and additional routes such as the "Flyer Specials" and the "Spirit Specials" are continuing to improve the service of the system and attracting new passengers daily. Due to new routes and increased rider-ships, the new mass transit facility proposed should be constructed by 1979 or 1980.

The UMTA study proposes a comprehensive mass transit system utilizing express buses, feeder buses, and a fixed guideway. If the fixed guideway system is constructed in the mid-80's, major redevelopment should occur in the vicinity of the stations and along the system's corridor. The system should encourage development of high density housing, office complexes, and specialized commercial centers. Proposed locations for the fixed guideway stations in Subarea 6 include four stations in the Riverside area, one station on each side of Main Street Bridge in the CBD, and stations near Gulf Life Tower, Hemming Park, the new downtown Florida Junior College campus, and University Hospital. An additional station should be considered along the system's alignment near 20th Street Expressway to serve the high density residential area proposed near this location.

3. Bike Trails. As a supplemental transportation mode and recreational demand, bikeway systems have gained interest. Two major routes, as proposed in JAPB's Bikeway Study, would serve Springfield, Riverside, and San Marco areas. These two routes connect to the Central Business District and to parks, schools, and points of interest. The Springfield

route includes Winona Drive, Golfair Boulevard, Boulevard Street, along Hogan's Creek, and Liberty Street. In the third phase of the program a proposed route would connect the San Marco area, the CBD, and Riverside area via Riverside Avenue, Acosta Bridge, Main Street Bridge, Gulf Life Drive, and Hendricks Avenue.

4. Rail Systems. The existence of railroads throughout the Subarea has encouraged industrial growth and encroachment into once-predominant residential areas. Further consolidation of trackage and elimination of many grade crossings are needed.

C. Land Use Plan

In recent years, many sections of Subarea 6 have been undergoing significant redevelopment and urban renewal. Significant development and redevelopment has occurred in the Central Business District, in the Riverside area, along Hogan's Creek, in the industrial area between Haines Street Expressway and the eastern boundary of the Core, along the St. Johns River, and along I-95.

Land use assignments for 1980 were primarily based upon the following:

- 1) the general structural condition of dwelling units and structures.
- 2) developments in various stages of planning or construction.
- 3) the projected fixed guideway system, express bus routes, and the feeder bus routes.
- 4) relocation of the SCL railroad yards and eventual de-emphasis of the rail-related facilities adjacent to the yards.
- 5) recommendations from the CAC.

Present land use conversion trends and the potential impact of the mass transit system were major influences for proposed land use assignments. Analysis and consequent assignments of land uses for 1980 produced many observations and findings. With particular regard to residential assignments, the methodology was modified only for Subarea 6.

Rezoning within the Subarea 6 has been minimal. Isolated sites have been rezoned with few not conforming to the proposed Short Range Plan. Most rezoning cases in the last couple of years have involved small areas which have

expanded existing zoning districts. Many sites have recently been zoned GU to accommodate new park sites, expanded school facilities, expanded health facilities, the new downtown Florida Junior College campus, and the new City Police Administration facility.

1. Residential. A decrease in dwelling units and population has occurred due to out-migration from deteriorating neighborhoods; general expansions of commercial centers, office complexes, and governmental facilities; and other factors. Housing code enforcement has led to condemnation and removal of many dwelling units. Development and redevelopment activities have influenced removal of not only structures condemned or in disrepair, but also housing which was standard. The new Post Office facility at King Street and I-95 is an example. For its construction over two hundred (200) dwelling units were demolished.

Housing densities were found to be unique when compared to the other subareas. Land use inventory indicated no low density housing, with the medium density ranges of 5 to 10 and 10 to 15 being predominant. The immediate residential areas adjacent to the Central Business District are 10 to 15, and the outer residential areas within the Core are predominantly 5 to 10 dwelling units per acre.

Essentially, as indicated by the Short Range Development Plan map, proposed densities remained similar to existing densities. Due to development pressures, some residential areas did and will, to some extent, continue to experience a reduction in neighborhood size. Industrial and commercial growth has influenced the reduction of residential area along the River and within the CBD.

A significant residential area with supportive medical facilities, commercial activities, and neighborhood amenities is being developed near the CBD. Called the Cathedral Center, it is guided by a ten-year master plan and is developing as a geriatric center for Jacksonville and for northeastern Florida. Development plans for the twenty-four block area, bounded by Ocean Street, Union Street, Hogan Creek, and Duval Street, include housing towers for elderly, a health and rehabilitation center, parks and open space, center-related commercial activities, and housing for a variety of age income groups. By August, 1974, three housing towers for the elderly will be completed providing 701 dwelling units. The Cathedral Health and Rehabilitation Center, located at 333 East Ashley Street, is a 128-bed health facility which contains a nursing home unit, extended care, and rehabilitation services. Future development of Cathedral Center will include expansion of the

Cathedral Health and Rehabilitation Center and construction of perhaps several hundred housing units for various age and income groups.

Continued inflation of land acquisition costs and construction costs, coupled with today's high interest rates and limited money for loans will greatly influence future residential redevelopment. Within the next five to ten years, residential redevelopment will begin to occur, with various developers, therefore, assembling small parcels with which to construct medium to high density residential complexes. If the fixed guideway system becomes a reality within the next ten years, the area surrounding Hogan Creek from State Street to Eighth Street will experience this type of development first.

2. Mixed Office and Residential. Due to significant characteristics within Subarea 6, a mixed office and medium density residential land use was developed and assigned to many areas. Certain areas and census tracts contained either existing or projected intense office and residential characteristics which did not conform to either street commercial or residential land uses. This land use concentration includes the area bounded by I-95, the Central Business District, Eighth Street, and Margaret Street; areas east of the central business district; and the areas surrounding I-95 in the northern San Marco area. The proposed fixed guideway system and current development, either existing or proposed, reinforced this land use assignment. In addition, this mixed land use assignment would allow a more flexible method of renewal for areas currently in disrepair or declining condition.

3. Commercial. Commercial use comprises about 7.0 percent of the Subarea's total land and is one of the most significant land uses. Jacksonville's Central Business District is the major commercial land use and contains many high rise office buildings and retail stores.

Linear commercial development also is predominant along most arterials and expressways. Main Street, Pearl Street, Beaver Street, Park Street, San Marco Boulevard, Hendricks Avenue, Moncrief Road, Florida Avenue, Phoenix Avenue, and 20th Street Expressway contain the major linear commercial developments.

The CBD and the major commercial area in Riverside are experiencing major construction of office buildings and parking structures. Construction presently underway includes the Independent Life Tower, the Atlantic National Bank Tower and two or three parking structures in the CBD.

Seaboard Coast Line Railroad has announced plans to construct a megastructure, which will include the present SCL building, a 500-room hotel, a commercial retail sales area, office buildings, and supportive parking facilities. Another significant commercial growth area is developing in the Gulf Life Tower area and will expand the CBD across the River into Southside.

Due to the impetus of the Downtown Development Authority and the broad interest and attention being given to the downtown area, the commercial land use area in the core area should expand to nearly 10 percent of the Subarea by 1980. However, as the commercial activity in the CBD continues to grow, continued attention should be given to resolving transportation problems created by this intense land use. Development of this nature further substantiates the need for eventually constructing a fixed guideway system.

4. Industrial. Light and heavy industrial land uses comprised nearly 12.5 percent of the total land in 1972. The most significant industrial growth will be occurring in the eastern section of the Subarea along the St. Johns River. Much of this industrial expansion will be occurring in existing residential areas which are either partially or completely surrounded by existing industrial development or bordered by railroads. If the fixed guideway system and its impact become a reality in the next five to ten years, most of the industrial area in the vicinity of I-95 north of the San Marco area will be replaced by more intense land uses due to economic influences. The existing SCL railroad yards and supportive facilities have recently been relocated to the western area of Jacksonville. Thus, the old SCL hump yard area will also be influenced greatly by the proposed fixed guideway system and will experience redevelopment to more intense land uses. By 1980, industrial development should comprise nearly 20 percent of the Subarea's total land.

5. Open Space and Preservation. As recognized by the Comprehensive Plan for Jacksonville, open space and recreational facilities are dire needs for the Core. The area's high population density, low-income population, high crime rate, and generally poor environmental conditions greatly accentuate these needs. Even though the area has in 1974, 287.7 acres of open space, a deficiency of open space exists. By 1980, the Core will have a park acreage deficiency of 80.8 acres. In addition, a 3.2 acre area near the Southside Electric Generating Plant has been proposed for preservation to adjoin a proposed preservation area in Subarea 3.

D. Community Facilities

To evaluate effectively the COP needs for Subarea 6, existing community facilities were reviewed for deficiencies. Various criteria, information gained from development of the Short Range Development Plan and CAC recommendations influenced community facility proposals. Items listed in the 1973 COP were also reviewed for conformance with the Short Range Plan. Most proposals in the 1973 COP were recognized as warranted and, in a few instances, either the priority or the year of initial expenditure were recommended to be changed.

1. Parks and Recreation. Parks and recreational facilities constituted the major deficiencies in community facilities. Even though, as mentioned, the Core has 207 acres of open space, a major portion of the acreage is ineffective for public use because the park sites are:

- a) inaccessible to the public due to boundaries created by commercial or industrial development, major arterials or expressways, and railroads
- b) poorly maintained
- c) poorly designed
- d) inadequate to meet the demands

Many parks, such as Kooker Park and Confederate Park Playgrounds, exemplify the above factors which essentially render ineffective the serviceability of these parks.

Most of the existing parks are located along arterials and on the periphery of residential neighborhoods. These locations diminish the serviceability of the parks. Since the neighborhoods are divided by commercial and industrial development, railroads, arterials and expressways, the service radii for neighborhood parks are below the normal standard of 3/4 mile.

A recreation standards review for Subarea 6 indicates a need for three community parks and three neighborhood parks. Two of the community parks and two of the neighborhood parks would also serve as the playground facilities for adjoining schools. Only two of the parks (community) have been included in the COP as the most pertinent and most needed.

The 23 acre Brentwood Park on Golfair Boulevard should be upgraded to a community park and also serve as a

neighborhood park. Brentwood Park may also serve the community park needs for part of Subarea 5 which adjoins the park to the north. Since the acreage already exists and underdevelopment has previously been recognized, this facility has received a high priority for initial implementation.

A new community park, strongly endorsed by the CAC, is proposed to serve the high density population of Springfield. Bounded by Liberty Street, Hubbard Street, Fifth Street, and Sixth Street, this active park would also serve as a neighborhood park and as supplemental playground facilities for Mattie V. Rutherford Elementary School. Presently, the school uses a small portion of the park site for playground activities. This park also has received a high priority because of its central location within the neighborhood, its location along the proposed bike trail, the neighborhood demand for active recreation, the strong CAC support for this facility, and the multi-purpose function as a school facility, neighborhood park, and community park.

The Gator Bowl Complex, a metropolitan park and special facility, has been the subject of considerable controversy. Present site improvements include the Gator Bowl stadium, the Coliseum, and Wolfson Ball Park. Twenty-eight acres of riverfront property were recently acquired by the City for proposed but indefinite facility expansion and development.

The 1973 COP itemizes development of tennis courts and a 50 meter swimming pool. However, the site location of these proposed facilities, designated by the Gator Bowl Area Study, has not been acquired, and there appear to be no immediate future plans for the acquisition of the necessary property.

Subarea 6 CAC is very opposed to the Gator Bowl Complex receiving a higher priority than neighborhood or community parks. They feel very strongly that the core area needs additional park facilities in the neighborhoods first.

2. Fire Stations. Relocation of two fire stations has been recommended by Public Safety. Both fire stations #1 (located at existing site on Adams and Ocean Streets) and # 6 (proposed for Jesse Street and Haines Street Expressway) should be relocated within the time period proposed by the 1974 COP and not delayed further. Also, programmed for construction in 1976 is the Fire Division Administration offices in the CBD. Existing facilities are inadequate.

3. Other Community Facilities. Evaluation of other existing community facilities through the Short Range Development Plan indicated that existing facilities were sufficient and

that the neighborhoods, with the exception of parks, were adequately served by community facilities. Many school sites were identified as having insufficient required open space, and this situation will be addressed to in more detail in the Recreation Master Plan.

4. Water and Sewer. All of the core area is serviced by the City water system and nearly all of the Subarea is serviced by the City's sanitary sewer system. A few pocket areas still exist which use septic tanks. These areas at present cannot tie into the sanitary sewer system because of topographic problems, inadequate interceptor lines, or engineering problems. However, within the overall sewer improvement program, presently underway in the core area, most of these pocket areas will become serviced when old lines are improved and rebuilt.

Subarea 6 is currently receiving a considerable amount of sewer improvements through a major bond program. This program primarily involves the upgrading of trunk lines and the improving of the Buckman Street Sewage Treatment Plant. The main intent of this bond program is to meet EPA requirements for controlling many existing sewer outfalls into the St. Johns River by processing all sewage at the Buckman Treatment Plant. Most of the system improvements are occurring in the Springfield area, the San Marco area, the Riverside area, and along the river throughout the Core, with completion anticipated in 1975 or 1976 depending upon available revenues.

Many large drainage programs have recently been completed and others have been proposed in the 1974 COP. Most important and cited by the CAC as direly needed is the Haines Street Phase I Drainage Program proposed for construction in 1974-75. The Phase II Drainage Program for the Haines Street area should be constructed during 1975-76 to complete the system.

E. CAC Recommendations

Membership in the Subarea 6 CAC represented nearly every neighborhood in the Core. Nearly every member was totally familiar with all sections of the Core, especially since many public social service agencies were represented on the committee. Representatives from these social service agencies indicated many areas of interest and needs that citizens have expressed to their agencies.

With regard to the COP presented to the CAC: The CAC's major priorities and interests were for additional, more serviceable neighborhood or community parks and improvements to drainage and sanitary sewer systems. Recognizing that not one neighborhood or community park was proposed

in the 1973 COP and that the COP proposed major improvements to the Gator Bowl Complex, the CAC was very adamant about adjusting the priorities and recommended development of the community and neighborhood parks before further development of the Gator Bowl Complex. In regard to sewer and drainage problems, the CAC seemed satisfied with program proposals in the 1973 COP and that the COP proposed major improvements the next couple of years. A representative from the Public Works Department discussed issues, problems, and proposed programs with the committee members and assured them that the major sewer and drainage deficiencies would be resolved within the next few years if budget monies were available. He also noted that the core area, due to the age factor of the systems, would continually have to receive upgrading and improvements to the sewer and drainage systems.

Many committee members did recognize the importance of the Gator Bowl Complex. However, they expressed dissatisfaction with unofficial plans to allow development of a hotel facility on a portion of the recently-purchased 28 acres along the River. Apparently, this proposal would incur questionable and expensive commitments necessary for the acquisition of additional property between the existing sports facilities and the recently-acquired site. The additional acquisition is apparently seen as necessary in order to make the hotel site more desirable for development. The CAC feels, however, that the Gator Bowl Complex should be developed exclusively for recreational purposes.

F. Other Action Programs.

Development of the Short Range Plan for Subarea 6 indicated the need for other action programs or studies beyond the scope of this study. These programs would include studies of the following:

- 1) areas for urban renewal--both private and public
- 2) an additional mass transit station
- 3) park locations and designs
- 4) railroad alignments and grade crossings

1. Neighborhood and Renewal Area Programs. Areas near Hogan Creek and the proposed fixed guideway system alignment should be considered for more detailed land use and design proposals complementary to the proposed mass transit system. The new downtown Florida Junior College will also have a strong impact upon development in this area.

2. Impact Studies. Along the mass transit (fixed guideway) line, further studies should be made to consider a mass transit station at 20th Street Expressway, since this area has a high residential density and since the proposed guideway would run along Brentwood Park. Proposed locations for the stations near Five Points in Riverside, Independent Life Tower, the proposed Riverside Center Complex, and the proposed St. Johns Place should be studied in more detail so that forthcoming residential and commercial construction will complement the alignment of the fixed guideway system and the location of the stations.

3. Recreation. Respecting the sentiments of the CAC, initial park proposals and designs should be developed. Both of the proposed community parks should be given high priorities and developed when funds become readily available.

4. Transportation. Subarea 6 is impacted severely by numerous railroad alignments and grade crossings. Either a city-wide or subarea study is needed on potential track relocation and consolidation and grade crossing elimination.

APPENDIX

- Part A. POPULATION PROJECTION METHODOLOGY
AND TABLES
- Part B. LAND USE ASSIGNMENT CRITERIA AND TABLES
- Part C. ZONING AND SITE PLAN APPROVAL STUDIES
- Part D. CRITERIA FOR MANAGEMENT ZONES RELATING
TO ENVIRONMENTALLY SENSITIVE AREAS
- Part E. CRITERIA FOR CAPITAL IMPROVEMENTS
- Part F. CAPITAL IMPROVEMENTS PLAN MAP PROJECT
DESCRIPTION (Keyed to map reference
number)

TABLE X-1

POPULATION NUMERICAL DISTRIBUTIONS FOR THE
CONSOLIDATED CITY OF JACKSONVILLE

PART A. POPULATION PROJECTION METHODOLOGY
AND TABLES

<u>Subarea</u>	<u>1970¹</u>	<u>1972²</u>	<u>1975²</u>	<u>1980²</u>
1	27,079	28,548	31,100	42,000
2	77,153	88,915	102,557	115,857
3	66,851	73,980	87,591	105,684
4	94,824	99,980	111,019	123,850
5	145,773	148,079	150,335	165,709
6	77,607	70,181	66,551	62,760
7	39,578	39,778	41,073	44,140
Total	528,865	549,461	590,226	660,000

Source: 1) U. S. Department of Commerce, Bureau of Census, 1970 Census of Population and Housing, PHC (1) 95, 1972.
2) JAPB.

Based on the preliminary 1970 census figure, Duval County had .251 percent of the U.S. population. This was an increase of .050013 percent since 1950. Assuming that the County's share would increase by the same amount in the next twenty years, this increase was added to .250923 percent to produce a 1990 ratio of .300936 percent of the nation's population for Duval County. This ratio was then applied to national projections Series "B" and "C" published March 14, 1968 by the U.S. Department of Commerce, Bureau of the Census in "Population Estimates" Series P-25, Number 388, as follows: Series "C" - .300936 percent X 270,770 = 814,800 (rounded to nearest hundred); Series "B" - .300936 percent X 286,501,000 = 862,200 (rounded).

This publication further indicated that women were expected to have three children during their childbearing years. Application of the above value would have the population fertility rate fall between the above two series (2.8 and 3.1 children respectively). The selected value of 850,000 persons for the 1990 projected population of Jacksonville was 11,500 persons above the mid-point of the two series and slightly lower than the fertility rate of three children per woman at the end of childbearing. Proportionate values were used for intermediate periods of time. These values for the City in 1975 and 1980 are 59,200 and 660,000 persons (rounded) respectively.

TABLE X-2
 JACKSONVILLE SMSA AGE DISTRIBUTION
 FOR BOTH SEXES

Both Sexes Age Group	Census 1970 ⁽¹⁾	Projected 1975 ⁽²⁾	Projected 1980 ⁽²⁾	Estimated Net Change			Estimated Percent Change		
				1970-75	1975-80	1970-80	1970-75	1975-80	1970-80
Under 5	45,456	53,617	62,917	+ 8,161	+ 9,300	+17,461	+17.95	+17.35	+ 38.41
5-9	53,214	52,951	52,651	- 263	- 300	- 563	- 0.49	- 0.57	- 1.06
10-14	56,117	51,485	46,221	- 4,632	- 5,264	- 9,896	- 8.25	-10.22	- 17.63
15-19	51,083	53,563	56,381	+ 2,480	+ 2,818	+ 5,298	+ 4.85	+ 5.26	+ 10.37
20-24	51,752	56,145	61,146	+ 4,393	+ 5,001	+ 9,394	+ 8.49	+ 8.91	+ 18.15
25-29	35,865	46,457	58,495	+10,592	+12,038	+22,630	+29.53	+25.91	+ 63.10
30-34	31,150	45,766	62,384	+14,616	+16,618	+31,234	+46.92	+36.31	+100.27
35-39	29,325	37,389	46,561	+ 8,064	+ 9,172	+17,236	+27.50	+24.53	+ 58.78
40-44	32,324	35,030	38,112	+ 2,706	+ 3,082	+ 5,788	+ 8.37	+ 8.80	+ 17.91
45-49	32,566	32,739	32,930	+ 173	+ 191	+ 364	+ 0.53	+ 0.58	+ 1.12
50-54	27,501	30,060	32,963	+ 2,559	+ 2,903	+ 5,462	+ 9.31	+ 9.66	+ 19.86
55-59	23,459	26,852	30,709	+ 3,393	+ 3,857	+ 7,250	+14.46	+14.36	+ 30.91
60-64	19,554	22,045	24,879	+ 2,491	+ 2,834	+ 5,325	+12.74	+12.86	+ 27.23
65-69	15,312	17,454	19,888	+ 2,142	+ 2,434	+ 4,576	+13.99	+13.95	+ 29.89
70-74	10,529	11,689	13,001	+ 1,160	+ 1,312	+ 2,472	+11.02	+11.22	+ 23.48
75 & over	13,658	16,984	20,762	+ 3,326	+ 3,778	+ 7,104	+24.35	+22.24	+ 52.01
Total	528,865	590,226	660,000	+61,361	+69,774	+131,135	+11.60	+11.82	+ 24.80

Source: 1) U.S. Department of Commerce, Bureau of Census
 1970 Census of Population & Housing, PHC(1)-95,1972

2) Jacksonville Area Planning Board

TABLE X-3
1980 AGE GROUPS BY SEX

Sub-Area & Sex	Under 5	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-59	70-74	75 & over	TOTAL
1 M	2274	2034	1788	1785	1666	2168	2301	1517	1290	1137	1057	731	522	392	202	241	21105
F	2158	1885	1748	1635	1648	1757	1904	1530	1336	1129	1378	851	692	455	290	499	20895
B	4432	3919	3536	3420	3314	3925	4205	3047	2626	2266	2435	1582	1214	847	492	740	42000
2 M	5697	4825	4358	4952	3900	5179	6199	4317	3439	2975	2801	2688	2006	1366	717	774	56193
F	5358	4638	4075	5400	6427	5792	5947	4234	2934	2928	2966	2744	1919	1565	1059	1678	59664
B	11055	9463	8433	10352	10327	10971	12146	8551	6373	5903	5767	5432	3925	2931	1776	2452	115857
3 M	4667	4238	3646	3980	3928	4438	5323	3869	3308	2775	2579	2565	1823	1509	804	1165	50617
F	4324	3996	3538	3592	3750	4100	5174	4463	3914	3128	3082	3089	2654	2185	1550	2528	55067
B	8991	8234	7184	7572	7678	8538	10497	8332	7222	5903	5661	5654	4477	3694	2354	3693	105684
4 M	6554	4998	4597	6252	6696	6045	7849	4273	3392	2870	2635	2180	1720	1388	768	986	63203
F	6037	4529	4159	6135	5817	5003	5333	4281	4045	2666	2777	2449	1924	1671	1406	2415	60647
B	12591	9527	8756	12387	12513	11048	13182	8554	7437	5536	5412	4629	3644	3059	2174	3401	123850
5 M	8169	6793	5839	6966	6543	7229	7446	5568	4436	3893	4001	3808	3115	2231	1338	1743	79118
F	7989	6782	5659	6377	7301	8212	6812	6346	4987	4661	4672	4409	3624	2815	1879	4066	86591
B	16158	13575	11498	13343	13844	15441	14258	11914	9423	8554	8673	8217	6739	5046	3217	5809	165709
6 M	2706	2265	2099	2423	2219	1829	1807	1696	1167	1485	1565	1656	1540	1306	842	1134	27739
F	2829	2554	2177	2867	3183	2095	1867	1844	1455	1865	1911	2227	2119	2151	1416	2461	35021
B	5535	4819	4276	5290	5402	3924	3674	3540	2622	3350	3476	3883	3659	3457	2258	3595	62760
7 M	2178	1662	1203	2221	5819	2776	2618	1450	1400	697	674	597	557	370	322	405	24949
F	1977	1452	1335	1796	2249	1872	1804	1173	1009	721	865	715	664	484	408	667	19191
B	4155	3114	2538	4017	8068	4648	4422	2623	2409	1418	1539	1312	1221	854	730	1072	44140
CityM	32245	26815	23530	28579	30771	29664	33543	22690	18432	15832	15312	14225	11283	8562	4993	6448	322924
F	30672	25836	22691	27802	30375	28831	28841	23871	19680	17098	17651	16484	13596	11326	8008	14314	337076
B	62917	52651	46221	56381	61146	58495	62384	46561	38112	32930	32963	30709	24879	19888	13001	20762	660000

Notes: M = males, F = females, B = both sexes.
Source: JAPB

TABLE X-4

JACKSONVILLE

SCHOOL AGE POPULATION

(Maximum Potential by Place of Residence)

Sub-Area	1970 ¹		1980 ²		1970 to 1980 Estimated Change	
	Number	%	Number	%	Number	%
1	4,729	6.16	6,145	7.48	+1,416	+29.94
2	11,980	15.60	14,830	18.05	+2,850	+23.79
3	9,422	12.27	12,834	15.62	+3,412	+36.21
4	13,418	17.47	15,075	18.35	+1,657	+12.35
5	22,145	28.83	20,969	25.52	-1,176	- 5.31
6	10,321	13.44	7,543	9.18	-2,778	-26.92
7	4,798	6.25	4,758	5.79	- 40	- 0.83
<u>Total</u>	76,813	100.00	82,154	99.99	+5,341	+ 6.95

Junior High (7-9)

1	1,932	5.82	2,223	7.31	+ 291	+15.06
2	5,209	15.70	5,559	18.28	+ 350	+ 6.72
3	4,147	12.50	4,629	15.22	+ 482	+11.62
4	5,587	16.84	5,915	19.45	+ 328	+ 5.87
5	9,702	29.24	7,512	24.70	-2,190	-22.57
6	4,642	13.99	2,825	9.29	-1,817	-39.14
7	1,960	5.91	1,751	5.76	- 209	-10.66
<u>Total</u>	33,179	100.00	30,414	100.01	-2,765	- 8.33

TABLE X-4

JACKSONVILLE

SCHOOL AGE POPULATION (cont.)

Senior High (10-12)

Sub-Area	1970 ¹		1980 ²		1970 to 1980 Estimated Change	
	Number	%	Number	%	Number	%
1	1,458	5.02	1,757	6.07	+ 299	+20.51
2	4,395	15.13	5,315	18.36	+ 920	+20.93
3	3,730	12.84	3,888	13.43	+ 158	+ 4.24
4	5,732	19.73	6,359	21.97	+ 627	+10.94
5	7,830	26.95	6,849	23.66	- 981	-12.53
6	4,291	14.77	2,715	9.38	-1,576	-36.73
7	1,618	5.57	2,063	7.13	+ 445	+27.50
<u>Total</u>	29,054	100.01	28,946	100.00	- 108	- 0.37

Total (K-12)

1	8,119	5.84	10,125	7.15	+2,006	+24.71
2	21,584	15.52	25,704	18.16	+4,120	+19.09
3	17,299	12.44	21,351	15.09	+4,052	+23.42
4	24,737	17.79	27,349	19.33	+2,612	+10.56
5	39,677	28.54	35,330	24.97	-4,347	-10.96
6	19,254	13.85	13,083	9.25	-6,171	-32.05
7	8,376	6.02	8,572	6.06	+ 196	+ 2.34
<u>Total</u>	139,046	100.00	141,514	100.01	+2,468	+ 1.77

Source: 1) U.S. Department of Commerce, Bureau of Census, 1970 Census of Population and Housing, PHC(1)-95,1972

2) Jacksonville Area Planning Board

TABLE X-5

JACKSONVILLE
1970 TOTAL SCHOOL ENROLLMENTS COMPARED
TO SCHOOL AGE POPULATION
(by place of residence)

Sub-Area	1970 School Age Group (K-12)	1970 School Enrollments (K-12)*	Enrollments as % of Age Groups
1	8,119	7,758	95.55
2	21,584	20,975	97.18
3	17,299	16,838	97.34
4	24,737	23,833	96.35
5	39,677	39,324	99.11
6	19,254	18,250	94.79
7	8,376	8,307	99.18
Total	139,046	135,285	97.30

Notes: * Includes private and public.
A comparison of enrollments at elementary, junior high and senior high levels are not possible since the Bureau of Census data is K-8 and 9-12 grades as compared to the County's system of K-6, 7-9, and 10-12 grades.

Source: U.S. Department of Commerce, Bureau of Census, 1970 Census of Population and Housing, PHC(1)-95,1972

TABLE X-6

1980 MAXIMUM POTENTIAL
SCHOOL AGE POPULATION

AREA	ELEM*	JHS	SHS	TOTAL
1	6,145	2,223	1,757	10,125
2	14,830	5,559	5,315	25,704
3	12,834	4,629	3,888	21,351
4	15,075	5,915	6,359	27,349
5	20,969	7,512	6,849	35,330
6	7,543	2,825	2,715	13,083
7	4,758	1,751	2,063	8,572
County	82,154	30,414	28,946	141,514
Percent	58.1	21.5	20.5	100.1

*Includes Kindergarten.

Source: Jacksonville Area Planning Board.

PART B. LAND USE ASSIGNMENT CRITERIA
AND TABLES

LAND USE ASSIGNMENT CRITERIA

(1980 BASIC ACRES PER 1,000 PERSONS FROM STANDARDS)

Use	Average Gross Units Per Acre	Average Population Per Unit	Average Population Per Acre	Average Acre Per 1,000 Pop.*
Residential Density (dwelling units per acre)				
0.00 to 5.00	4.0	3.16	12.64	79.0
5.01 to 10.00	8.5	2.88	24.48	41.0
10.01 to 15.00	14.0	2.71	37.94	26.0
15.01 & over	22.0	2.45	53.90	19.0
Commercial	-	-	-	6.0
Industrial	-	-	-	12.0
Parks and Recreation	-	-	-	9.0**
Miscellaneous Uses	-	-	-	30.0

Year	Basic*	Allowance Percentages*					Sub-tot.*	Neighborhood & Comm. Pk.	Total
	Acres	Per/1000 Persons	Set Aside	Local Street	Major Street & Highways	Misc. Uses	Total		Acres
Residential Density Group									
0.00 to 5.00	79.0	15	25	2	38	80	142.0	5.0	147.0
5.01 to 10.00	41.0	10	15	5	73	103	83.0	5.0	88.0
10.01 to 15.00	26.0	10	10	5	115	140	62.0	5.0	67.0
15.01 & over	19.0	10	5	5	158	178	53.0	5.0	58.0
Commercial	6.0	-	-	-	-	-	6.0	-	6.0
Industrial	12.0	-	5	-	-	5	13.0	-	13.0

*Acres and percentages are rounded to nearest acre or percent.

**An additional 5 acres per 1000 persons will be computed on the total populations to determine special and regional park needs. Existing acreages for existing facilities shall be deducted to determine amount to be assigned for Short Range Plan.

***The total assignment value will be applied for all in-fill and raw land assignments except in Sub-area 6.

Source: JAPB Staff.

TABLE X-7
1972 DISTRIBUTION
PERCENTAGES FOR DEVELOPED LAND BY AREA
(IN PERCENT)

CRITERIA TO DETERMINE
DWELLING UNIT ASSIGNMENTS

To obtain assignment number of dwelling units:

- (1) Divide total density group population by following index.

0-5	3.16
5-10	2.88
10-15	2.71
15 & over	2.45

or,

- (2) Multiply total density group acres by following adjusted dwelling unit index.

0-5	2.152
5-10	3.946
10-15	5.506
15 & over	7.037

Calculations may be simplified by making them at census tract level for totals.

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	15.4	51.3	38.9	21.2	42.5	-	29.6
5.01 - 10.00	1.4	0.6	3.3	1.6	4.4	11.5	2.8
10.01 - 15.00	0.1	1.3	0.5	0.1	0.4	19.1	1.5
15.01 & Over	-	2.4	4.3	0.8	0.3	5.0	1.5
Total Resid.**	16.8	55.5	47.0	23.7	47.7	35.6	35.5
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	-	-	-	-
Commercial	1.2	5.3	2.8	2.0	4.5	8.1	3.3
Industrial	13.1	0.4	6.7	0.7	5.1	14.5	5.2
Transportation, Utilities, Protective and Military	34.1	8.6	1.4	56.1	14.2	8.0	27.3
Cultural and Institutional	0.7	5.0	11.9	1.2	5.3	4.0	4.2
Parks and Recreation	18.2	4.2	7.0	3.5	2.2	4.3	6.3
Total Non-Resid.**	67.3	23.7	29.8	63.5	31.3	38.8	46.2
<u>Streets and Highways</u>	15.9	20.9	23.2	12.8	21.0	25.6	18.2
<u>Summary:</u>							
Total Developed**	100.0	100.0	100.0	100.0	100.0	100.0	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-8

1980 PLAN DISTRIBUTION
PERCENTAGES FOR DEVELOPED LAND BY SUBAREA
(IN PERCENT)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	17.3	47.5	38.6	20.6	41.1	-	29.2
5.01 - 10.00	1.8	3.2	3.9	3.5	4.6	16.2	4.2
10.01 - 15.00	0.6	4.7	1.8	1.7	0.7	7.9	2.1
15.01 & Over	-	5.5	5.7	1.0	0.8	3.3	2.3
Total Resid.**	19.8	60.8	50.0	26.7	47.1	27.5	37.7
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	0.1	-	6.6	0.4
Commercial	1.6	5.3	3.3	2.5	4.3	9.5	3.6
Industrial	20.7	0.3	7.5	1.1	5.3	19.6	7.2
Transportation, Utilities, Protective and Military	27.6	6.9	1.2	52.2	17.3	5.9	24.5
Cultural and Institutional	0.6	4.1	10.1	1.2	4.7	4.0	3.7
Parks and Recreation	15.2	4.1	6.9	3.8	2.2	4.9	6.0
Total Non-Resid.**	65.6	20.7	28.9	60.9	33.8	50.4	45.4
<u>Streets and Highways</u>	14.6	18.4	21.1	12.4	19.1	22.1	16.8
<u>Summary:</u>							
Total Developed**	100.0	100.0	100.0	100.0	100.0	100.0	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-9

DISTRIBUTION PERCENTAGES FOR
LAND USE NET CHANGE FROM 1972-1980 BY SUBAREA
(IN PERCENT)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	21.5	31.3	36.1	7.8	27.8	0.1	23.2
5.01 - 10.00	3.1	13.6	7.3	21.4	4.9	45.2	11.4
10.01 - 15.00	2.6	18.3	8.5	16.8	2.1	60.4	5.2
15.01 & Over	-	18.1	13.3	2.8	3.4	6.9	6.0
Total Resid.**	27.2	81.4	65.2	48.9	38.2	22.1	45.8
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	0.9	-	46.8	2.7
Commercial	2.5	5.2	6.3	7.7	2.5	17.7	5.3
<u>Industrial:</u>							
Light	4.7	-	9.1	5.0	0.9	25.8	5.1
Heavy	39.8	-	2.1	-	173.6	24.8	12.5
Transportation, Utilities, Protective and Military	-	-	-	-	33.1	6.6	5.9
Cultural and Institutional	-	0.2	-	0.4	1.1	4.0	0.5
Parks and Recreation	1.9	3.4	5.8	5.4	2.3	8.6	3.9
Total Non-Resid.**	48.9	8.8	23.3	19.4	44.6	121.0	35.9
<u>Streets and Highways</u>	7.8	8.5	8.8	5.1	5.9	0.7	6.9
<u>Summary:</u>							
Total Developed**	84.0	98.6	97.4	73.3	88.7	99.7	88.5
Preservation	16.0	1.4	2.6	26.7	11.3	0.3	11.5
Undeveloped Land**	100.0	100.0	100.0	100.0	100.0	100.0	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-10

 DISTRIBUTION PERCENTAGES
 FOR 1972 LAND USE BY TYPE USE*
 (IN PERCENT)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	8.2	21.3	20.2	22.0	28.2	-	100.0
5.01 - 10.00	7.8	2.4	17.7	17.4	30.7	24.0	100.0
10.01 - 15.00	0.8	10.2	5.6	2.7	5.8	74.9	100.0
15.01 & Over	-	18.7	42.2	16.3	3.8	19.0	100.0
Total Resid.	7.5	19.2	20.3	20.6	26.4	5.9	100.0
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	-	-	-	-
Commercial	6.1	20.2	13.1	18.5	27.4	14.7	100.0
Industrial	39.8	0.9	19.7	4.0	19.2	16.3	100.0
Transportation, Utilities, Protective and Military	19.9	3.9	0.8	63.5	10.3	1.7	100.0
Cultural and Institutional	2.7	14.7	43.4	9.1	24.5	5.6	100.0
Parks and Recreation	46.2	8.4	17.2	17.3	6.8	4.0	100.0
Total Non-Resid.	23.1	6.3	9.9	42.4	13.3	5.0	100.0
<u>Streets and Highways</u>	13.8	14.1	19.6	21.6	22.6	8.3	100.0
<u>Summary:</u>							
Total Developed	15.9	12.3	15.4	30.8	19.7	5.9	100.0
Preservation	-	-	-	-	-	-	-
Undeveloped Land	33.2	7.7	21.7	22.6	14.6	0.3	100.0
Total Land	29.3	8.7	20.2	24.5	15.8	1.5	100.0
Water	17.1	22.2	29.4	17.9	7.3	6.3	100.0
Gross Area	28.5	9.6	20.8	24.0	15.2	1.9	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-11

 DISTRIBUTION PERCENTAGES FOR
 1980 LAND USE PLAN BY TYPE USE*
 (IN PERCENT)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	10.0	21.5	20.7	20.2	27.5	-	100.0
5.01 - 10.00	7.4	10.0	14.6	23.7	21.3	23.0	100.0
10.01 - 15.00	5.2	29.6	13.3	23.0	6.4	22.5	100.0
15.01 & Over	-	32.4	39.4	12.9	6.6	8.7	100.0
Total Resid.	8.9	21.4	20.7	20.3	24.4	4.3	100.0
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	5.8	-	94.2	100.0
Commercial	7.4	19.4	14.4	20.0	23.2	15.5	100.0
Industrial	48.5	0.6	16.2	4.4	14.3	16.1	100.0
Transportation, Utilities, Protective and Military	19.1	3.8	0.7	61.1	13.8	1.4	100.0
Cultural and Institutional	2.6	14.5	42.5	9.2	24.9	6.4	100.0
Parks and Recreation	42.9	9.1	17.9	18.0	7.2	4.8	100.0
Total Non-Resid.	24.5	6.1	10.0	38.4	14.5	6.6	100.0
<u>Streets and Highways</u>	14.7	14.5	19.6	21.1	22.2	7.8	100.0
<u>Summary:</u>							
Total Developed	17.0	13.3	15.7	28.7	19.6	5.9	100.0
Preservation	34.9	2.1	4.1	40.3	18.5	0.1	100.0
Undeveloped Land	33.6	7.2	22.0	22.9	14.4	-	100.0
Total Land	29.3	8.7	20.2	24.5	15.8	1.5	100.0
Water	17.1	22.2	29.4	17.9	7.3	6.3	100.0
Gross Area	28.5	9.6	20.8	24.0	15.2	1.9	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-17

DISTRIBUTION PERCENTAGES FOR LAND
USE NET CHANGE 1972-1980 BY TYPE USE*
(IN PERCENT)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	23.2	23.4	24.9	5.9	22.6	-	100.0
5.01 - 10.00	6.8	20.7	10.2	32.6	8.1	21.6	100.0
10.01 - 15.00	12.5	61.2	26.1	56.2	7.5	-63.6	100.0
15.01 & Over	-	52.3	35.3	8.1	10.7	- 6.3	100.0
Total Resid.	14.8	30.8	22.7	18.5	15.7	- 2.6	100.0
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	-	5.8	-	94.2	100.0
Commercial	12.0	17.0	18.9	25.3	8.7	18.2	100.0
<u>Industrial:</u>							
Light	23.2	-	28.7	17.0	3.3	27.8	100.0
Heavy	79.4	-	2.7	-	7.1	10.8	100.0
Transportation, Utilities, Protective and Military	-	-	-	-	106.1	- 6.1	100.0
Cultural and Institutional	-	5.8	-	12.0	41.2	41.1	100.0
Parks and Recreation	12.6	15.4	24.2	24.4	11.2	12.1	100.0
Total Non-Resid.	34.1	4.2	10.4	9.4	23.5	18.4	100.0
<u>Streets and Highways</u>	28.5	21.3	20.5	12.9	16.3	0.6	100.0
<u>Summary:</u>							
Total Developed	23.7	19.3	17.5	14.4	18.9	6.1	100.0
Preservation	35.0	2.1	3.7	40.4	18.6	0.1	100.0
Undeveloped Land	-25.0	-17.3	-16.0	-17.4	-18.9	- 5.5	-100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-13

PROPOSED ESTIMATED
LAND USE—STUDY AREA PLAN*
(IN ACRES)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	14624.5	10984.9	14373.0	8713.7	11550.1	1.3	60247.5
5.01 - 10.00	2100.5	2038.9	5637.7	3540.6	1469.8	1223.9	16011.4
10.01 - 15.00	272.9	1747.6	1663.1	1389.6	350.9	597.0	6021.1
15.01 & Over	-	1523.9	1625.3	429.2	189.6	249.2	4017.2
Total Resid.	16997.9	16295.3	23299.1	14073.1	13560.4	2071.4	86297.2
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	39.9	248.5	-	495.7	784.1
Commercial	688.8	1146.9	1329.9	1077.0	1157.4	712.7	6112.7
Industrial	11614.3	238.6	2518.2	399.8	4262.2	1473.7	20506.8
Transportation, Utilities, Protective and Military	5941.0	1168.7	234.2	19172.5	4286.5	445.7	31248.6
Cultural and Institutional	123.6	804.4	2035.0	433.3	1178.6	302.0	4876.9
Parks and Recreation	3962.3	888.7	1472.0	1410.9	623.1	368.5	8725.5
Total Non-Resid.	22330.0	4247.3	7629.2	22742.0	11507.8	3798.3	72254.6
<u>Streets and Highways</u>	6180.2	4145.6	6289.2	5154.1	5494.5	1665.3	28928.9
<u>Summary:</u>							
Total Developed	45508.1	24688.2	37217.5	41969.2	30562.7	7535.0	187480.7
Preservation	4855.0	290.4	2358.9	2171.0	823.0	3.2	10501.5
Undeveloped Land	92146.5	17529.8	59020.0	74917.1	45309.8		288923.2
Total Land	142509.6	42508.4	98596.4	119057.3	76695.5	7538.2	486905.4
Water	5620.9	7302.3	9675.7	5884.5	2395.1	2084.3	32962.8
Gross Area	148130.5	49810.7	108272.1	124941.8	79090.6	9622.5	519868.2

*There is no time constraint attached to the Study Area Plan.

**Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

Source: JAPB

TABLE X-14

ESTIMATED LAND USE CHANGE
FROM 1980 TO STUDY AREA PLAN*
(IN ACRES)

Item	1980		Study Area		Net Change	
	**Acres	Distribution %	**Acres	Distribution %	**Acres	%
<u>Residential (Density Range Groups):</u>						
0 - 5.00	37065.3	7.6	60247.5	12.4	+23182.2	+ 62.5
5.01 - 10.00	5323.2	1.1	16011.4	3.3	+10688.2	+200.8
10.01 - 15.00	2658.7	0.5	6021.1	1.2	+ 3362.4	+126.5
15.01 & Over	2867.7	0.6	4017.2	0.8	+ 1149.5	+ 40.1
Total Resid.	47914.9	9.8	86297.2	17.7	+38382.3	+ 80.1
<u>Non-Residential:</u>						
Office and Resid. (RMOI)	526.2	0.1	784.1	0.2	+ 257.9	+ 49.0
Commercial	4598.6	0.9	6112.7	1.3	+ 1514.1	+ 32.9
Industrial	9160.1	1.9	20506.8	4.2	+11346.7	+123.9
Transportation, Utilities, Protective and Military	31060.5	6.4	31248.6	6.4	+ 188.1	+ 0.6
Cultural and Institutional	4734.3	1.0	4876.9	1.0	+ 142.6	+ 3.0
Parks and Recreation	7610.8	1.6	8725.5	1.8	+ 1114.7	+ 14.6
Total Non-Resid.	57690.5	11.8	72254.6	14.8	+14564.1	+ 25.2
<u>Streets and Highways</u>	21363.9	4.4	28928.9	5.9	+ 7565.0	+ 35.4
<u>Summary:</u>						
Total Developed	126969.3	26.1	187480.7	38.5	+60511.4	+ 47.7
Preservation	2232.0	0.5	10501.5	2.2	+ 8269.5	+370.5
Undeveloped Land	357704.1	73.5	288923.2	59.3	-68780.9	- 19.2
Total Land	486905.4	100.0***	486905.4	100.0***	-	-
Water	32962.8	-	32962.8	-	-	-
Gross Area	519868.2	-	519868.2	-	-	-

*There is no time constraint attached to the Study Area Plan.

**Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

***May not add due to rounding

Source: JAPB

TABLE X-15

ESTIMATED NET CHANGE IN
LAND USE FROM 1980 TO STUDY AREA PLAN*
(IN ACRES)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	+10904.2	+2997.4	+ 6695.4	+1226.8	+1358.4	-	+23182.2
5.01 - 10.00	+ 1705.7	+1506.0	+ 4861.3	+2277.9	+ 337.3	-	+10688.2
10.01 - 15.00	+ 133.7	+ 961.7	+ 1308.2	+ 778.9	+ 179.9	-	+ 3362.4
15.01 & Over	-	+ 595.7	+ 495.8	+ 58.0	-	-	+ 1149.5
Total Resid.	+12743.6	+6060.8	+13360.7	+4341.6	+1875.6	-	+38382.3
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	+ 39.9	+ 218.0	-	-	+ 257.9
Commercial	+ 348.0	+ 252.5	+ 668.6	+ 155.0	+ 90.0	-	+ 1514.1
<u>Industrial:</u>							
Light	+ 3135.6	+ 186.6	+ 927.7	-	+2168.8	-	+ 6418.7
Heavy	+ 4032.0	-	+ 108.9	-	+ 787.1	-	+ 4928.0
Transportation, Utilities, Protective and Military	-	-	+ 5.1	+ 183.0	-	-	+ 188.1
Cultural and Institutional	-	117.6	+ 25.0	-	-	-	+ 142.6
Parks and Recreation	+ 696.0	+ 199.2	+ 109.5	+ 38.0	+ 72.0	-	+ 1114.7
Total Non-Resid.	+ 8211.6	+ 755.9	+ 1884.7	+ 594.0	+3117.9	-	+14564.1
<u>Streets and Highways</u>	+ 3030.1	+1043.4	+ 2097.0	+ 649.7	+ 744.8	-	+ 7565.0
<u>Summary:</u>							
Total Developed	+23985.3	+7860.1	+17342.4	+5585.3	+5738.3	-	+60511.4
Preservation	+ 4076.0	+ 244.3	+ 2268.2	+1272.0	+ 409.0	-	+ 8269.5
Undeveloped Land	-28061.3	-8104.4	-19610.6	-6857.3	-6147.3	-	-68780.9

*There is no time constraint attached to the Study Area Plan.

**Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

Source: JAPB

TABLE X-16

STUDY AREA DISTRIBUTION
PERCENTAGES FOR DEVELOPED LAND BY SUBAREA
(IN PERCENT)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	32.1	44.5	38.6	20.8	37.8	-	32.1
5.01 - 10.00	4.6	8.3	15.1	8.4	4.8	16.2	8.5
10.01 - 15.00	0.6	7.1	4.5	3.3	1.1	7.9	3.2
15.01 & Over	-	6.2	4.4	1.0	0.6	3.3	2.1
Total Resid.**	37.4	66.0	62.6	33.5	44.4	27.5	46.0
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	0.1	0.6	-	6.6	0.4
Commercial	1.5	4.6	3.6	2.6	3.8	9.5	3.3
Industrial	25.5	1.0	6.8	1.0	13.9	19.6	10.9
Transportation, Utilities, Protective and Military	13.1	4.7	0.6	45.7	14.0	5.9	16.7
Cultural and Institutional	0.3	3.3	5.5	1.0	3.9	4.0	2.6
Parks and Recreation	8.7	3.6	4.0	3.4	2.0	4.9	4.7
Total Non-Resid.**	49.1	17.2	20.6	54.2	37.7	50.4	38.5
<u>Streets and Highways</u>	13.6	16.8	16.9	12.3	18.0	22.1	15.4
<u>Summary:</u>							
Total Developed**	100.0	100.0	100.0	100.0	100.0	100.0	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-17

DISTRIBUTION PERCENTAGES FOR LAND USE
NET CHANGE FROM 1980 TO STUDY AREA BY SUBAREA
(IN PERCENT)

Item	Subarea						City*
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	38.9	37.0	38.6	17.9	22.1	-	33.7
5.01 - 10.00	6.1	18.6	28.0	33.2	5.5	-	15.5
10.01 - 15.00	0.5	11.9	7.5	11.4	2.9	-	4.9
15.01 & Over	-	7.4	2.9	0.8	-	-	1.7
Total Resid.**	45.4	74.8	77.0	63.3	30.5	-	55.8
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	0.2	3.2	-	-	0.4
Commercial	1.2	3.1	3.4	2.3	1.5	-	2.2
<u>Industrial:</u>							
Light	11.2	2.3	5.3	-	35.3	-	9.3
Heavy	14.4	-	0.6	-	12.8	-	7.2
Transportation, Utilities, Protective and Military	-	-	-	2.7	-	-	0.3
Cultural and Institutional	-	1.5	0.1	-	-	-	0.2
Parks and Recreation	2.5	2.5	0.6	0.6	1.2	-	1.6
Total Non-Resid.**	29.3	9.3	10.9	8.7	50.7	-	21.2
<u>Streets and Highways</u>	10.8	12.9	12.1	9.5	12.1	-	11.0
<u>Summary:</u>							
Total Developed**	85.5	97.0	88.4	81.5	93.3	-	88.0
Preservation	14.5	3.0	11.6	18.5	6.7	-	12.0
Undeveloped Land**	100.0	100.0	100.0	100.0	100.0	-	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-18

STUDY AREA DISTRIBUTION
PERCENTAGES FOR LAND USE BY TYPE USE*
(IN PERCENT)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	24.3	18.2	23.9	14.5	19.2	-	100.0
5.01 - 10.00	13.1	12.7	35.2	22.1	9.2	7.6	100.0
10.01 - 15.00	4.5	29.0	27.6	23.1	5.8	9.9	100.0
15.01 & Over	-	37.9	40.5	10.7	4.7	6.2	100.0
Total Resid.	19.7	18.9	27.0	16.3	15.7	2.4	100.0
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	5.1	31.7	-	63.2	100.0
Commercial	11.3	18.8	21.8	17.6	18.9	11.7	100.0
Industrial	56.6	1.2	12.3	1.9	20.8	7.2	100.0
Transportation, Utilities, Protective and Military	19.0	3.7	0.7	61.4	13.7	1.4	100.0
Cultural and Institutional	2.5	16.5	41.7	8.9	24.2	6.2	100.0
Parks and Recreation	45.4	10.2	16.9	16.2	7.1	4.2	100.0
Total Non-Resid.	30.9	5.9	10.6	31.5	15.9	5.3	100.0
<u>Streets and Highways</u>	21.4	14.3	21.7	17.8	19.0	5.8	100.0
<u>Summary:</u>							
Total Developed	24.3	13.2	19.9	22.4	16.3	4.0	100.0
Preservation	46.2	2.8	22.5	20.7	7.8	-	100.0
Undeveloped Land	31.9	6.1	20.4	25.9	15.7	-	100.0
Total Land	29.3	8.7	20.2	24.5	15.8	1.5	100.0
Water	17.1	22.2	29.4	17.9	7.3	6.3	100.0
Gross Area	28.5	9.6	20.8	24.0	15.2	1.9	100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

TABLE X-19

DISTRIBUTION PERCENTAGES FOR LAND USE
NET CHANGE FROM 1980 TO STUDY AREA BY TYPE USE*
(IN PERCENT)

Item	Subarea						City**
	1	2	3	4	5	6	
<u>Residential (Density Range Groups):</u>							
0 - 5.00	47.0	12.9	28.9	5.3	5.9	-	100.0
5.01 - 10.00	16.0	14.1	45.5	21.3	3.2	-	100.0
10.01 - 15.00	4.0	28.6	38.9	23.2	5.4	-	100.0
15.01 & Over	-	51.8	43.1	5.0	-	-	100.0
Total Resid.	33.2	15.8	34.8	11.3	4.9	-	100.0
<u>Non-Residential:</u>							
Office and Resid. (RMOI)	-	-	15.5	84.5	-	-	100.0
Commercial	23.0	16.7	44.2	10.2	5.9	-	100.0
<u>Industrial:</u>							
Light	48.9	2.9	14.5	-	33.8	-	100.0
Heavy	81.8	-	2.2	-	16.0	-	100.0
Transportation, Utilities, protective and Military	-	-	2.7	97.3	-	-	100.0
Cultural and Institutional	-	82.5	17.5	-	-	-	100.0
Parks and Recreation	62.4	17.9	9.8	3.4	6.5	-	100.0
Total Non-Resid.	56.4	5.2	12.9	4.1	21.4	-	100.0
<u>Streets and Highways</u>	40.1	13.8	27.7	8.6	9.8	-	100.0
<u>Summary:</u>							
Total Developed	39.6	13.0	28.7	9.2	9.5	-	100.0
Preservation	49.3	3.0	27.4	15.4	4.9	-	100.0
Undeveloped Land	-40.8	-11.8	-28.5	-10.0	-8.9	-	-100.0

*Excludes all land area south of St. Johns River and east of Intracoastal Waterway.

**May not add due to rounding

Source: JAPB

CRITERIA FOR EXISTING ZONING

PART C. ZONING AND SITE APPROVAL STUDIES

Zoning District	Gross Units Per Acre	Population Per Unit	Average Population Per Acre	Average Acres Per 1,000 Persons
OR	.67	3.43	2.30	435.0
RS-E	1.0	3.43	3.43	292.0
RS-1	4.03	3.16	12.74	79.0
RS-2	7.26	2.88	10.14	99.0
RTF	10.0 (7.26)	2.88	28.80	35.0
RG-1	20.0 (18.25)	2.45	49.00	20.0
RG-2	30.0 (26.87)	2.45	73.50	14.0
RG-3 m.p.	10.0 (17.42)] 2.79	27.90] 11.29	36.0] 89.0
m.s.d.	7.0 (10.89)] 2.45	19.53]	51.0]
RM	30.0 (25.71)	2.45	73.50	14.0
RMOI	30.0*	2.45*	73.50*	14.0*
	15.0 (13.93) #	2.88 #	43.20 #	23.0 #
CPO	-	-	-	-
CN	-	-	-	-
CHT	7.0 (10.89) **	-	-	-
CG	7.0 (10.89) **	-	-	-
CSC				
CCBD	30.0 (26.87) **	2.45 **	73.50 **	14.0 **
CI	7.0 (10.89) **	-	-	-
CM	7.0 (10.89) **	-	-	-
ACRI	.67	3.43	2.30	435.0
	20.0 (18.25) **	2.45 **	49.0 **	20.0 **
ILW	7.0 (10.89) **	-	-	-
IH	***	-	-	-
IW	7.0 (10.89) **	-	-	-
GU	****	-	-	-

*Any RMOI can develop residential densities up to a maximum of 30 units per gross acre provided: (1) the zoning was approved prior to July 1, 1972. (2) that building permits are issued prior to January 1, 1974.

Any RMOI approved after July 1, 1972 and those not meeting condition (2) that were approved prior to July 1, 1972 shall have to observe the maximum of 15 units per gross acre.

**Permitted use by exception. In most cases it permits a mobile home on a single lot. Exceptions granted only on individual basis.

***Allows for a single mobile home on the same tract to be used in the performance of duties such as caretaker or watchman. Again, control is granted on individual basis.

CRITERIA FOR EXISTING ZONING (continued)

***There can be residential development as long as it is a recognized use of Federal, State or Local Government. Effectively, the residential considerations shall be disregarded for assignment purposes.

#Also used for RG-1L.

TABLE X-20

SUMMARY OF SITE PLAN APPROVALS
JANUARY 1, 1970-DECEMBER 31, 1973

Subarea	Apartment Units	Subdivision Lots	Mobile Home Park Spaces	Total Units, Lots & Spaces
1	1,192	1,338	77	2,607
2	10,478	961	182	11,621
3	9,425	1,531	124	11,080
4*	2,753	1,346	2,029	6,128
5	806	610	1,895	3,311
6	158	-	-	158
7*	298	253	253	551
Total	25,110	5,786	4,560	35,456
Distribution Percent by Type				
1	4.75	23.12	1.69	7.35
2	41.73	16.61	3.99	32.78
3	37.53	26.46	2.72	31.25
4*	10.96	23.26	44.50	17.28
5	3.21	10.54	41.56	9.34
6	.63	-	-	.45
7*	1.19	-	5.55	1.55
Total**	100.00	100.00	100.00	100.00
Distribution Percent by Subarea				
1	45.72	51.32	2.95	100.00**
2	90.16	8.27	1.57	100.00**
3	85.06	13.82	1.12	100.00**
4*	44.92	21.96	33.11	100.00**
5	24.34	18.42	57.23	100.00**
6	100.00	-	-	100.00**
7*	54.08	-	45.92	100.00**
Total	70.82	16.32	12.86	100.00**

*Excludes Beach communities and Baldwin.

**May not add due to rounding.

Source: JAPB.

SELECTED AREA TREND ZONING STUDY

To provide insight into future capital outlay expenditures for growth areas outside of the 1980 assignment line, a comparative analysis has been made of the probable populations, land uses, dwelling unit densities and attendant capital expenditures which can be expected in Subarea 1 with the realization of alternative plans: the Study Area Plan and the Trend Zoning Plan. The area studied in Subarea 1 is located between the 1980 Assignment Line and the Study Area Boundary. The Trend Zoning Plan was prepared especially for this study and is a land use plan reflecting a projection of current zoning trends.

While both plans include the same land area within the Study Area, they yield different dwelling unit densities and population projections. Generally, land use assignments recommended throughout the Study Area are lower in dwelling unit density and population than the land use projections based upon today's zoning trends. As enumerated in the following tables, the two plans will require different capital outlay expenditures to meet the needs for the populations of the two plans.

Conclusion

Based on the above estimated costs, the Trend Zoning Plan would require approximately 130,000,000 more 1973 dollars for capital improvements to serve projected new development than would the Study Area Plan. However, the conclusion may not be drawn that higher densities result in higher per capita capital expenditures. In fact, indications from the analysis were that the opposite is more likely. The \$3,252 per capita cost of capital improvements under the Trend Zoning Plan was slightly less than the \$3,271 per capita cost of the Study Area Plan. Nevertheless, the effects of per capita cost by density differences were negligible when compared to the total differences resulting from the substantially different total populations under the two plans.

TABLE X-21

DATA COMPARISONS--TREND ZONING STUDY
Subarea 1

Item	Study Area Plan	Trend Zoning Plan
<u>Residential Acreage</u>		
0-5	12,609 acres	7331. acres
5-10	1,945 acres	1577. acres
10-15	336 acres	2642. acres
15+	0 acres	2303. acres
Total	14,890 acres	13,676. acres
<u>Dwelling Units</u>		
0-5	27,133	15,774
5-10	7,674	6,555
10-15	1,850	16,500
15+	0	16,206
Total	36,657	55,035
<u>Population</u>		
0-5	82,743	49,842
5-10	22,103	18,878
10-15	5,013	44,715
15+	0	39,705
Total	112,859	153,140
<u>Schools</u>		
A. Elementary (1)	17	24
B. Jr. High (2)	4	5
C. Sr. High (3)	3	4
<u>Neighborhood and Community Parks (4)</u>	112	153
<u>Libraries (5)</u>	2	2
<u>Fire Stations</u>	5	5

TABLE X-22

ESTIMATED COP EXPENDITURE COMPARISON--TREND ZONING STUDY

Item	Study Area Plan	Trend Zoning Plan
<u>Schools</u>		
A. Elementary (6)	\$ 25,500,000	\$ 36,000,000
B. Jr. High (7)	18,000,000	22,500,000
C. Sr. High (8)	18,000,000	24,000,000
<u>Parks (9)</u>	5,600,000	7,650,000
<u>Libraries (10)</u>	3,600,000	3,600,000
<u>Fire Stations (11)</u>	2,250,000	2,250,000
<u>JEA (12)</u>	191,887,400	260,374,800
<u>Sewers (13)</u>	83,688,300	113,557,900
<u>Drainage (14)</u>	4,808,900	6,525,300
<u>Streets (15)</u>	11,088,400	15,046,000
<u>Water (16)</u>	4,751,400	6,447,200
<u>Est. total</u>	<u>\$369,174,400</u>	<u>\$497,951,200</u>
<u>Per Capita Cost</u>	<u>\$ 3,271.11</u>	<u>\$ 3,251.61</u>

Reference Notes:

1. One school per 750 students
2. One school per approximately 1,500 students
3. One school per approximately 2,000 students
4. One neighborhood park or 5 acres per 1,000 people
5. One library per at least 50,000 persons
6. \$1,500,000 estimated cost per elementary school
7. \$4,500,000 estimated cost per junior high school
8. \$6,000,000 estimated cost per senior high school
9. \$50,000 approximate average cost per neighborhood park
10. \$1,800,000 per library
11. \$450,000 per fire station
12. \$1,700.24 per person based on 1973-1983 COP total costs divided by total population
13. \$741.53 per person based on 1973-1983 COP total costs divided by total population
14. \$42.61 per person based on 1973-1983 COP total costs divided by total population
15. \$98.25 per person based on 1973-1983 COP total costs divided by total population
16. \$42.10 per person based on 1973-1983 COP total costs divided by total population

PART D. CRITERIA FOR MANAGEMENT ZONES RELATING
TO ENVIRONMENTALLY SENSITIVE AREAS

INTRODUCTION

Certain environmental conditions or ecosystems necessitate controlled management to abate their total destruction. Environmentally sensitive areas existing in Jacksonville and management zones relative to each area are attached. Individual environmental areas, as well as combinations of environmentally sensitive conditions are categorized into three management zone classifications--Preservation, Intense Conservation, and Moderate Conservation. Category designation is based upon specific environmental characteristics associated with each area and upon the desire to maintain the ecological integrity of each area. Also, attached in the Appendix is a brief definition of each of the selected sensitive areas. More information concerning specific development recommendations; i.e., density limitations or development restrictions for each conservation classification are being explored.

Other environmental conditions induced by man; i.e., CNR zones around airports or artificially influenced flood zones must also be considered in evaluating areas requiring controlled management and development restrictions.

Designated Natural Environmentally
Sensitive Areas

1. Core of a salt water marsh
2. Periphery of a salt water marsh
3. Aquifer recharge area:
 - a. Core area in the east
 - b. Core area in the west
 - c. Periphery area in the east
 - d. Periphery area in the west
 - e. Potential area in the east
 - f. Potential area in the west
4. Core of a freshwater swamp or marsh
5. Periphery of a freshwater swamp or marsh
6. 100 Year flood plain
7. Elevations below 5 feet
8. Hurricane flood prone areas
9. Restricted soils
10. Non-developable soils

Management Zone Classification System
for Environmentally Sensitive Areas

Preservation

Core of a salt water marsh.

Periphery of a salt water marsh together with elevations less than 5 feet, 100 year flood plain, non-developable soils, and hurricane flood zone.

Core of the east recharge area of the Floridan Aquifer associated with core of a freshwater swamp or marsh.

Core of the east recharge area of the Floridan Aquifer in conjunction with periphery of a freshwater swamp or marsh, and non-developable soils.

Intense Conservation

Core of the east recharge area of the Floridan Aquifer.

Core of the east recharge area of the Floridan Aquifer together with any other environmental condition.

Potential easterly recharge area of the Floridan Aquifer.

Potential easterly recharge area of the Floridan Aquifer in conjunction with any other environmental condition.

Core of a freshwater swamp or marsh.

Core of a freshwater swamp or marsh together with any other environmental condition.

Non-developable soils.

Periphery of a salt water swamp or marsh.

Periphery of a salt water swamp or marsh, associated with any other environmental condition.

Periphery of a freshwater swamp or marsh.

Moderate Conservation

Core of the west recharge area of the Floridan Aquifer.

Core of the west recharge area of the Floridan Aquifer in conjunction with any other environmental condition.

Potential westerly recharge area of the Floridan Aquifer.

Potential westerly recharge area of the Floridan Aquifer, associated with any other environmental condition.

100 year flood plain.

Elevations less than 5 feet.

Hurricane flood zone.

Restricted soils.

Proposed Development Restriction Policies Associated
With the Management Zone Classification

Preservation

No development shall be permitted.

Portions will be designated for public acquisition; i.e., Florida State Park System, Environmentally Endangered Lands Program, National Park Service.

Intense Conservation

The developer shall be guided by specific environmental characteristics.

Development will be restricted according to standards to be established for type, density, character of construction, and general impact on existing environmental conditions.

Moderate Conservation

The developer shall be aware of, responsive to, and consider existing environmental characteristics.

Development will be restricted according to standards to be established for type, density, character of construction, and general impact on existing environmental conditions.

SYSTEM DEFINITIONS

Aquifer - a formation or group of formations which contains permeable material sufficiently saturated to yield significant quantities of water to wells and springs.

Aquifer Recharge Area - that region in which downward leakage of water through deposits takes place; the quantity of leakage is controlled by 1) the permeability and thickness of the deposits through which the leakage occurs, 2) the pressure differential between that of the water source and that of the artesian aquifer, and 3) the area through which leakage occurs.

Peripheral Aquifer Recharge Area - area partially within and partially outside aquifer recharge area, bordering area of known core aquifer recharge area, but not definitely definable.

Potential Aquifer Recharge Area - area which is possibly an aquifer recharge area, but further study needed. (JAPB Comprehensive Plan.)

Salt Water Marsh Core - an area characterized by two opposing current systems (fresh water streams and salt water tides), a mixing of fresh and salt water, conditions of submergence and emergence. (Areas delineated on JAPB Comprehensive Plan.)

Freshwater Swamps Core - an area with a high water table, predominantly internal drainage, and extensive stands of water tolerant vegetation. (Areas delineated on JAPB Comprehensive Plan.)

100 Year Flood Plain - that area which would be flooded in terms of a 100 year probability distribution of annual floods. (Delineated on JAPB Comprehensive Plan.)

Hurricane Flood Zone - low lying areas situated near large bodies of water, which are subject to flooding associated with subtropical storms.

Restricted Soils - soils which require modification before building can be accomplished.

Non-developable Soils - soil whose characteristics render them infeasible for building even with extensive modification.

PART E. CRITERIA FOR CAPITAL IMPROVEMENTS

Criteria for Branch Libraries

Group Served

Each branch library should serve no less than 50,000 people for reasons of economy and improved service. The library should be within 10-15 minutes driving time of every user. Sparsely populated areas unserviceable by a branch library may be served by a bookmobile.

Collection

Each branch should have 2-2 1/2 books per capita and at least 100 newspapers and magazines with a 1-5 year back file. It should provide a varied collection of films, records and other non-book materials (which may be on loan from the Headquarters Library).

Physical Facility

The library should be situated on a prominent site of no less than four acres and be of rectangular shape with a street level entrance. The size of the building should equal .6 square feet of floor space per capita with adjacent parking equal to floor space. The facility should be planned with room for expansion.

Location

Libraries should be located on major arterial streets with access to public transportation. The American Library Association suggests libraries be near commercial areas that are well patronized to increase use.

If located within a Community School complex, the branch library should be housed in a separate structure either on or adjacent to the Community School site.

Criteria for Headquarters Library

Headquarters library criteria are less specific than for branches. The kind of facility will depend upon the nature and size of the area to be served. The headquarters library should be centrally located within about one hour's driving time of the citizens using it. The site should have heavy pedestrian traffic and be convenient to public transportation. The building should be easily identifiable and have a street level entrance. Collection needs will vary depending on the branches and bookmobiles it supports, and other libraries for which it may function as the regional service center.*

Fire Station Criteria and Standards

Standards Determined by Land Use

I. Quantity and Spacing of Stations--High Value Districts

- A. No point should be more than 1.25 miles maximum travel distance from a ladder company.

- B. No point should be more than one (1) mile travel distance from an engine company in high value districts. For first and multiple alarm fires--fifteen (15) engines and seven (7) ladder companies within five miles of the center of the high value district.

1. 3 engines within 1-1/2 miles.
2. 2 ladders within 2 miles.

II. Residential Areas

A. Engine Companies.

1. Service radii may be increased up to two (2) miles for engine companies and three (3) miles for ladder companies.
2. Maximum service radii for medium density residential areas are two (2) to three (3) miles distant from an engine company depending on fire flow.
 - a. Low density--100' building separation up to four (4) miles.
 - b. High densities--1-1/2 to 2 miles.
3. Other factors.
 - a. Topography.
 - b. Water source and pressure.

B. Pumper Companies.

1. Direct street travel distance to business and industry at no greater than 3/4 of a mile.
2. High density residential areas--distance of no greater than 1-1/2 miles from pumper company.

- C. Ladder Companies-- maximum direct travel distance = 1-2 miles.

III. Firehall Space Depends On

- A. Type of Fire Company.
- B. Size of Ground Floor Area in Firehall.
- C. Any Outdoor Facilities for Practice Drills.

*The criteria were established by the American Library Association and are accepted by the Duval County Public Library System.

D. Visual Clearance Needs for the Site.

E. Landscaping.

Criteria and Standards for Health
Clinic Proposals

I. Criteria for Number of Facilities

Ideally, each census tract in the City with a predominant or high proportion of medically indigent population should be serviced by an out-reach clinic.

A concentric circle system may be utilized with the main or central clinic in the denser core area and two circles fanning out over the City with the latter circle being less dense.

II. Criteria for Area Site Location

A. Determination of medically indigent population areas by census tract.

Factors in locating low-income areas:

1. Median family income--\$3,200 per/annum is nationally a widely accepted cut-off point below which one is classified medically indigent. The Health Planning Council suggests a \$5,000/annum point.
2. Population densities--even though the mean income of an area might not be extremely low, a dense population tract may warrant a clinic; whereas a rural area with low incomes may be serviced by a mobile unit. Density will affect type and location of structure. "Professional judgement" must be used for a decision for non-homogeneous census tracts.
3. Population characteristics.
 - a. Age of population--large proportions of tract population under eighteen (18) will necessitate greater use of clinic facilities.
 - b. Large proportion of women of childbearing age will increase usage.

B. For projection of population shifts and area usage projections, district nurses will have experiential knowledge of these factors and assessment of patient load.

C. When high usage area projections are determined a mobile unit should be sent into the designated area as a test run of patient usage.

1. District nurses use public relations techniques to gain acceptance of unit presence.
2. Arbitrary cut-off point is established for number of patients per session visits which would necessitate a permanent clinic. Forty (40) to fifty (50) people per session is sufficient. No arbitrary time is established for unit stay in an area, though funding is important.

III. Criteria for Specific Site Location

A. Should mobile unit usage demonstrate need for permanent clinic an attempt should be made to use a Community School site closest to the target area.

1. Must first determine possible population shifts away from Community School site.
2. Availability of expandable area size on the school site.
3. A school facility itself should not be used.

B. Non-community School Site Location Factors.

1. Each clinic should be within walking distance for the entire service area.
2. A one-mile radius is minimum, though use from further out is to be expected.
3. Site should be easily accessible to the area and to vehicular traffic.
4. Site should be on or near a bus route.
5. Consideration of natural or man-made barriers must be taken into account.
 - a. Bodies of water.
 - b. Interstate highways.

IV. Facility Size

- A. With the recent combining of Preventive and Primary core into the same clinic facility the area size has been forced to be doubled. Average floor space requirements are now 2,500 square feet for total facility space.
- B. Area size will be a function of patient assessment load and equipment and staff space requirements for the various degree of services provided by each clinic.

Standards and Criteria for Sanitary Landfills and Incinerators

I. Sanitary Landfills

A. Landfill Acreage Required.

1. 1990 Solid Waste Plan: Requirement of 155 acres per million tons = (assumes 9 foot average fill depth). Results in a land utilization rate of 155 acres per million people per year. (Used by Public Works).
2. Based on 6 foot depth of refuse one acre of new land is needed per year per 10,000 population. (HEW-Communicable Disease Center).
3. $Q = \frac{peck}{d}$
Q = space needed in acre/per year
p = population served
e = ratio of earth to compacted fill
c = pounds collected per capita per day
k = .226 (constant)
d = density of compacted fill. (Environmental Engineering and Sanitation - Salvato).
4. Waste Generation and Population Projections = 1990 Solid Waste Plan.

B. Landfill Site Selection

1. Public Works Proposal process Economic Factors as adopted from 1990 Solid Waste Plan.
 - a. Land cost for acquisition.
 - b. Capital and operating costs.
 - c. Site capacity and on-site cover material needed.
 - d. Useful life--20 year life is optimum.
 - e. Land reclamation.
 - f. Minimal hauling distances from transfer or collection sites:
 - (1) Round trip of 20 to 30 miles is maximum.
 - (2) Transfer stations to increase efficiency and reduce costs.
 - (3) Maximum collection vehicle capacity.
 - g. Easy traffic access to the site.

C. Environmental Engineering Factors in Site Selection

1. United States Geological Survey Considerations.

- a. Flood Prone Area.
- b. Area of recharge or possible recharge to Florida Aquifer.
- c. Area where slopes are greater than eight (8) percent.
- d. Water table level.
- e. Swamp or marsh area.
- f. Generalized area underlain by clay and sandy depths of less than 20 feet.

2. Hydrological and Geologic Considerations.

- a. Drainage kept to a minimum.
- b. Soil types, thickness and permeability of surficial sand, silt and clay (sandy loomsfest).
- c. Presence of limestone under sand and clay.
- d. Rainfall in the area.
- e. Topography.

D. JAPB Policies and Standards

1. Compliance with the Zoning Code.
2. Adjacent Land Use.
3. Public acceptance.
4. Capacity of existing landfills.
5. Probable effect on character of surrounding area and on traffic patterns.

E. Department of Pollution Control--State of Florida
(Prohibitive Locations)

1. In natural or artificial body of water or on a watershed of any public water supply.
2. In sink hole or on limestone or gravel pit.
3. Water table less than 5 feet.
4. Flood-Prone Area.
5. Within influence of public water supply pumping.
6. Within any airport property.
7. Within 200 feet of any habitation or place of business served by public water or within 1,000 feet of any habitation or business served by any individual potable water supply well.

F. Compliance With Regulations as Listed In:

1. State of Florida Division of Health Chapter 10D-12 Garbage and Rubbish.
2. City Ordinance, Chapter 618 Garbage Disposal.

II. Incinerators

A. Site Selection.

1. Public acceptance regarding surrounding land use.
2. Foundation Requirements
 - a. Winds.
 - b. Topography.
 - c. Open space.
 - d. Surface and ground water.
3. Easy traffic access and good plant layout.
4. Central location.
5. Availability and cost of providing electric power, water, sewers and pretreatment.
6. Cost of handling non-incinerable wastes.

B. Incinerator Emission Standards.

1. Particulate matter--.08 grains per cubic foot dry gas.
2. No more than 10 percent capacity.
3. No more than 70 mg/nm³
(See EPA--Technical Report #13 (Sewage Treatment Plants).
(See State of Florida, Department of Pollution Control Chapter 17-2).
4. EPA--Best Technology Available--less than .03 grains per standard cubic foot of air.

C. Sludge Incinerators. (Proposed incinerator at Buckman Treatment Plants)

1. Site location.
 - a. Existing regional sewage treatment plant adjacent.

- b. Cost of pumping from other plants less than construction of other incinerators.
2. Incinerator Capacity--Factors.
- a. Quantity of wastes.
 - b. Volatility of wastes (evaporability of wastes)
 - c. Ability to de-water solid waste.

Public School Criteria

The following should be used as general guidelines for placement of schools in developing areas. Site standards are recommended as follows and are consistent with the Comprehensive Plan (1973) and the Community Facilities Study Standards (1972).

Acreage (These exceed State minimum requirements)

Elementary: minimum site of 15 acres or 6 acres, plus one acre for each 100 students, or fractions thereof, for anticipated enrollments--whichever is greater.

Junior High School: 20 acres

Senior High School: 40 acres

<u>Student Capacity*</u>	(Duval County Board of Education Standards)	
Elementary (K-6)	500- 750	750
Junior High (7-9)	720-1500	1500
Senior High (10-12)	1500-2500	2000

*Based on average of 30 students per regular classroom, 25 per kindergarten, 15 per special education classroom.

Location

Policies: "A preliminary future school plan should insure that school sites will be located with respect to population, free from hazards of excessive traffic; well related to the peculiar geographic location; or recreational requirements each group serves; well adjusted to existing surrounding development and probable future land use patterns; and coordinated with all other phases of the Comprehensive Plan."

Principles: "To provide facilities within walking distance of their student populations or to provide adequate transportation where required or walking is unsuitable. . . Each component neighborhood should have an elementary school located in its center. The central point of four neighborhoods is a desirable location for a junior high school. A senior high school should be located at a central point of two sub-communities.

the Duval County School Board will use mobile classrooms to meet increased enrollments in elementary schools. Possible use of adjoining facilities, such as churches, is also a possibility for kindergarten classrooms. The relocatable is a temporary solution, and permanent structures would be recommended if increased enrollments are expected to continue.

Standards for school building facilities listing pupil stations values assigned to different types of classrooms, laboratories, and facilities are given in the Survey of School Plants: Duval County Schools, March 1970 as follows:

<u>High School</u>	<u>Pupil Station</u>
Language Laboratory	30
Gymnasium	160
DCT and DE Rooms	25
Business Education Suite	210
Vocational and Technical Shops	100
Exceptional Education Rooms	15
Exceptional Education Lab	5

<u>Elementary</u>	<u>Pupil Station</u>
Kindergarten Classroom*	0
Primary Classroom	30
Intermediate Classroom	30
Exceptional Education Room	15
<u>Junior High</u>	
General Classrooms	30
Science Demonstration Room	30
Science Laboratory	30
Industrial Arts	20
Home Economics	24
Reading Laboratory Suite	40
Business Education	30
Arts and Crafts Room	30
Art	30
Band Suite	50
Vocal Music Suite	60
General Music Room	33
Exceptional Children	15
Exceptional Children Labs	5
Gymnasium	120
<u>High School</u>	
Science Laboratory	30
Home Economics	30
Classroom Laboratory	26
General Classroom	30
Art Room	30
Band Suite	60
Vocal Suite	60
Orchestra Room	33
Industrial Arts	25

*With mandatory provision of kindergarten this should be revised to a value of 25.

RECREATION STANDARDS AND

NEED FACILITY STANDARDS

	Neighborhood Park	Community Park and Playground	Metropolitan Parks and Special Facilities	Regional Park
GROUP SERVED	Play facilities for ages 5-12; Passive areas for all ages in neighborhood. Normally from 3500-5000 persons will be served by each park, except in the case of tot lots, vest pocket parks, etc.	All ages of the community are served. Ideally, no more than 25,000 persons served by each park.	Parks serve residents of large metropolitan sectors: 150,000 persons should be served. Special facilities serve up to a million persons.	All individuals interested in resource-based recreation: up to one million persons will be served.
SERVICE AREA	A neighborhood park shall be located within 3/4 mile or less of every home.	Within the limits of land availability, a community park should be located within 1-1/2 miles of every home.	Parks within 1/2 hour driving time. Special facilities vary, but generally encompasses major sections of a metropolitan area.	At least an entire metropolitan area and often a large sub-state region.
LOCA- TION	Near center of neighborhood or sub-neighborhood service area. Ideally, accessible by pedestrian paths or walkways.	Ease of pedestrian and automobile access is important in determining location.	Park sites selected because of their natural features but consideration of population distribution is also important. Where possible, special facility location should be geared to the size, type and location of user groups.	Usually outside of city boundaries, wherever scenic and natural features are available.
SIZE	Average site should be 3 to 8 acres. However, sites may vary between 3 and 15 acres, depending upon land availability	Average site should be 9 to 25 acres. Size will be affected by site characteristics and population needs.	Park sites are 50-200 acres. Some special facilities may have definite space requirements while others are dependent upon available lands.	Average site should be 1000 acres or more, although smaller sites are acceptable if characterized by outstanding features.

	Neighborhood Park	Community Park and Playground	Metropolitan Parks and Special Facilities	Regional Park
SIZE	and neighborhood needs. Tot lots and vest pocket parks may be as small as 1/2 acre.			
FACILI- TIES AND FEATURES	For a standard neigh- borhood park, an integral facility core of: - Free Play Area - Multi-purpose Hard Court Area - Small Picnic Area - As much wooded area as possible - Playground Apparatus	At least an integral facility core of: - Extensive Picnic Facilities - Extensive Free-Play Area and Open Free- Play Area - Parking, Access Drives, Pedestrian Trails Also, community parks provide best location for "special" facil- ities (i.e., pools, recreation centers, etc.)	Parks are substantially developed for active recreation, although retention of naturalistic atmo- sphere is a major goal. Special facilities are beaches, golf courses, camps, stadiums, major athletic fields, zoos, botanical gardens, etc.	Kept in natural state, with major activities being hiking, nature study, camping, picnicking and water sports.
ACRES PER 1,000 PERSONS	2.5	2.5	5	10

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

SUBAREA # 1

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
2	Recreation	Community Center - Vicinity of Ray Green Park \$250,000	2	1974-75
19	"	Softball Complex - Vicinity of Highlands Junior High School Dunn Avenue-Armsdale Road \$255,000	1A	1974-76
38	Library	Highland-Dunn Avenue Shopping Center \$1,413,000	1A	1975-76
46	Health and Welfare	Expansion of Existing Clinic Oceanway \$13,800	1A	committee
48	Health and Welfare	Yard Improvement - 1321 Eastport Road \$75,000	1A	1974-75
53	Sheriff's Department	Correctional Institute (House for Warden) \$25,000	1A	1974-75
56	Sanitation	Northside Sanitation Landfill-Black Hammock Island \$2,400,000	2	1974-75
64	Public Safety	Fire Division Training Center North or South Junior College Campus \$800,000	2	1974-75
68	"	Fire Station - Blount Island \$365,000	1A	1974-75
74	"	Fire Station - Main Street and Dunn Avenue \$390,000	1A	1977-78
133	Streets and Highways	Imeson Boulevard-Phase II 4 Lane-Main Street to Busch Drive \$170,000	1A	1974-75
135	"	Cole Road - 2 Lane from Main Street to Desota Avenue \$30,000	1A	1974-75
162	Bridges	Dunns Creek Road (over Dunns Creek) \$150,000	2	1975-76

PART F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

SUBAREA # 1

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
163	Bridges	Dunns Creek Road - North of Davis Road \$36,300	2	1978-79
165	"	Leonid Road - 300' East of Gladwynn Road \$105,000	2	1975-76
166	"	Duval Road - 1/10 mile west of Cole Road \$46,200	2	1976-77
167	"	Boney Road (1 mile north of Cedar Point Road) \$46,200	1A	1976-77
168	"	Starrett Road 5/10 mile east Yellow Bluff Road \$15,400	2	1976-77
169	"	Starrett Road 2/10 mile west of Webb Road \$30,800	2	1976-77
170	"	Starrett Road 1/10 mile east of Pulaski Road \$17,600	2	1977-78
171	"	August Drive - 2/10 mile south of Heckscher Drive \$92,400	2	1978-79
172	"	Alta Road 1.3/10 miles south of New Berlin Road \$60,500	2	1976-77
173	"	Baisden Road 300 feet west of Avery Road \$60,500	2	1976-77
176	"	Duval Road 3/10 mile south of Pecan Park Road \$46,200	2	1976-77
177	"	Duval Road 1/10 mile north of Haddock Road \$15,400	2	1976-77
233	Public Works - Drainage	Trout River Drainage Basin \$3,190,000	1A	1977-84
254	Public Works - Facilities	North Area Maintenance Complex Vicinity of I-295 and I-95 \$459,600	1A	1976-77

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

SUBAREA # 1

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
276	Safety Walks	Leonid Road - Tulsa Road to Biscayne Boulevard	1A	1974-75
290	Jax Transportation Authority	Dames Point Freeway \$145,500,000	1A	1974-79

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #2

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
18	Recreation	Arlington Sports Plaza - 10 Acre Site Now Being Used as Landfill by P.W.D. \$100,000	1A	1975-77
20	"	Memorial Park - Neighborhood Playground at Lone Star Road at Red Bay Creek	1A	
21	"	Pottsburg Creek Park - Between Holiday Hill Road and Pottsburg Creek	1A	
22	"	Fort Caroline Park - Adjacent to Fort Caroline Elementary and Junior High	1A	
64	Public Safety	Fire Division Training School-F.J.C. North or South Campus \$800,000	2	1974-75
65	"	Fire Station #20 - Beach Boulevard \$365,000	1A	1974-75
70	"	Fire Station #19 - Arlington Road and University Boulevard \$260,000	1A	1975-76
76	"	Regency Fire Station -(Vicinity of Regency Square) \$926,000	1A	1975-76
86	Streets and Highways	Lone Star Road (2L Rural) Lee Road to Brookview Drive North \$78,000	1A	1974-75
91	"	Cesery Boulevard (2L Urban with painted median) Arlington Road to Merrill Road \$931,700	2	1978-79
96	"	Gilmore Heights Road (2L Urban with painted median) Regency Square Boulevard to Lone Star Road \$522,500	2	1978-79

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #2

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
101	Streets and Highways	Alden Road (4L Urban) Huffman Boulevard to John Prom Drive \$513,700	2	1978-79
106	"	Mill Creek Road (4L Urban) Arlington Expressway-Regency Square Boulevard	1A	1975-76
107	"	Glynlea Road (2L Urban with painted median) Altama Road to Atlantic Boulevard \$345,400	2	1978-79
109	"	Lone Star Road (2L Rural) Mill Creek Road to Monument Road \$273,900	1A	1975-77
112	"	Monument Road (1L Widening) Lone Star Road to Regency Square Boulevard \$123,200	1A	1976-77
120	"	Arlington Road (2L Urban with painted median) Gary Street to Cedar Street \$115,500	2	1978-79
124	"	Regency Square Boulevard (4L Urban) Mill Creek Road to Monument Road \$513,700	1A	1974-75
131	"	Carmichael Road (2L Urban with painted median) Beach Boulevard to Art Museum Drive		
161	Streets and Highways - Bridges	Girvin Road (at Mt. Pleasant Creek) \$275,000	1A	1976-77
236	Public Works - Drainage	Brookview Drainage Area \$520,000	2	1976-77
261	Public Works - Safety Walks	Brookview Drive North - Lone Star Road to Jolynn Road \$6,063	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #2

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
279	Public Works - Safety Walks	St. John's Bluff Road - Bahia Drive to Theresa Drive \$1,134	1A	1974-75
283	"	Terry Parker Drive North - Cesery Boulevard to Rogero Road \$11,220	1A	1974-75
284	"	Holiday Road - Altama Road to School Property \$495	1A	1974-75
287	"	University Boulevard - Grove Avenue to Arlington Expressway	1A	1974-75
290	Jax Transportation Authority	Dames Point Freeway \$145,500,000	1A	1974-79
291	"	Fort Caroline Freeway \$154,250,000	1A	1974-79

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #3

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
3	Recreation	Community Center - Vicinity of Drew Field \$250,000	2	1974-75
9	"	Asphalt Paving and Drainage - Drew Field \$40,000	1A	Partially Completed
12	"	Swimming Pool 25 Yards - Vicinity of Burnett Park \$100,000	2	1976-77
16	"	Community Center - Vicinity of Burnett Playground \$250,000	2	1976-77
23	"	Lovelace Park - West of Victoria Park on Barnes Road	1A	
24	"	South San Jose Elementary School Playground	1A	
39	Library	Southeast Site I Branch Library - In Vicinity of Intersection of San Jose and University Boulevard \$1,413,000	1A	1975-78
40	"	Southeast Site II Branch Library - In Vicinity of Southside Boulevard and J. Turner Butler \$1,413,000	1A	1976-79
50	Health, Welfare, and Bio-Environ. Services	Southeast Substation - Mandarin Area \$96,400	1A	1976-77
73	Public Safety	Fire Station #21 Relocation to Phillips Highway and Putnam \$484,000	1A	1977-78
87	Streets and Highways	Spring Glen Road (2L Urban with painted median) Beach Boulevard to Kennerly Road \$300,000	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #3

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
92	Streets and Highways	Parental Home Road (2L Urban with painted median) Beach Boulevard to Dean Road to Bowden Road \$759,000	1A	1977-78
95	"	Toledo Road (2L Urban with painted median) Coligney Road to St. Augustine Road \$97,900	1A	1976-77
97	"	Campus Road (4L Urban) St. John's Bluff Road to Huffmann Boulevard \$850,300	2	1976-77
100	"	Baymeadows Road (4L Rural) U. S. 1 to Southside Boulevard \$897,600	1A	1975-76
104	"	Parental Home Road (4L Urban) Barnes Road to Dean Road \$380,000	1A	1974-75
108	"	Spring Park Road (4L Urban) Ripley Street to Emerson Street \$267,300	2	1978-79
110	"	Spring Glen Road (2L Urban with painted median) Kennerly Road to Spring Park Road \$404,800	1A	1975-76
154	Streets and Highways - Bridges	Hogan Road (1500 ft. west of Belfort Road) \$128,700	1A	1975-76
155	"	Loretto Road (.25 miles west of St. Augustine Road) \$47,300	1A	1976-77
158	"	Bowden Road (600 ft. east of Parental Home Road) \$158,000	1A	1975-76
178	"	Greenland Road (400 ft. east of St. Augustine Road) \$30,800	2	1976-77

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #3

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
179	Streets and Highways - Bridges	River Road (100 ft. north of Sorrento Road) \$67,100	1A	1978-79
210	Public Works - Drainage	Santa Monica Canal (east of University Boulevard) \$442,200	2	1978-79
215	"	Inwood Terrace Outfall (Between Old St. Augustine Road and F.E.C. Railroad) \$278,300	1A	1975-77
216	"	Spring Park Road Storm Drain (Between Beach Boulevard and Emerson Street) \$332,200	1A	1976-77
220	"	Upper Pottsburg Creek - Julington Creek Improvements \$1,155,000	1A	1975-84
221	"	Sandalwood Area Drainage Improvements \$1,700,000	1A	1975-84
229	"	South Street Drainage (Vicinity of Redfern Street) \$19,800	1A	1976-77
234	"	Pine Forest-Larsen Area Drainage	1A	1974-75
253	Public Works - Facilities	South Maintenance Complex - Vicinity of Barnes and Parental Home Road \$1,471,900	1A	1974-77
257	Public Works - Safety Walks	Tedder Lane - Old Kings Road to St. Augustine Road \$825	1A	1974-75
259	"	Alvarado Avenue-St. Augustine Road to Dupont Avenue \$7,425	1A	1974-75
264	"	Dean Road - Wurn Park to Parental Home Road \$12,787	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #3				
Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
265	Public Works - Safety Walks	Harvin Road - Valens Drive to Ryer Road \$2,619	1A	1974-75
271	"	Baymeadows Road-Sanchez Road to Craven Road \$4,042	1A	1974-75
272	"	Baymeadows Road - Croxby Bridge to Craven Road North \$3,300	1A	1974-75
273	"	Craven Road - Baymeadows Road to School \$10,605	1A	1974-75
274	"	Craven Road - Sunbeam Road to School \$16,458	1A	1974-75
275	"	Old Kings Road - Galacia Road to Tedder Lane \$1,608	1A	1974-75
277	"	Grant Road - Emerson Street to Session Lane \$5,589	1A	1974-75
285	"	Old Kings Road - Spinola to Powell Road \$9,673	1A	1974-75
286	"	Spring Park Road - Ripley Avenue to Emerson Road \$5,011	1A	1974-75
288	Jax Transportation Authority	J. Turner Butler Boulevard \$400,000	1A	1974-75
289	"	J. Turner Butler Boulevard \$34,700,000	1A	1974-79
290	"	Dames Point Freeway \$145,500,000	1A	1974-79

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #4				
Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
7	Recreation	Athletic Complex - Vicinity of 103rd Street Sports Complex \$240,000	2	1974-75
10	"	Community Center - Vicinity of Normandy Playground \$250,000	2	1974-75
17	"	Boat Ramp - Vicinity of Ortega River Bridge \$150,000	2	1975-76
25	"	101st Street and Catoma - Neighborhood Park	1A	
30	"	Northeast Corner of Shindler and Hipps - Neighborhood Park	1A	
31	"	Expansion of Normandy Playground - on Lindsay Road	1A	
34	Human Resources	Education and Recreation Facilities (Boys) Youth Detention Center, 7500 Ricker Road \$150,000	1A	1975-76
37	Library	Wesconnett-Cedar Hills Branch Library - Intersection of Blanding Boulevard and 103rd Street \$1,050,000	1A	Committee
47	Health, Welfare, and Bio-Environ. Services	Expansion of Existing Clinic - Baldwin \$13,800	1A	Work has Begun
49	"	Western Substation - Herlong Field \$72,400	1A	1976-77
63	Central Services - Motor Pool	Westside Service Station \$200,000	1A	1976-77
67	Public Safety	Station #22 Modifications - 2033 Jammes Road \$80,000	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #4

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
81	HUD	Florida 1-15 Turnkey I \$3,000,000	1A	1975-77
84	HUD	Florida 1-18 \$2,500,000	1A	1975-77
85	Streets and Highways	Park Street (4L Urban) - Cassat Avenue to Blanding Boulevard \$386,100	1A	1975-76
88	"	Firestone Road (2L Urban with painted median) Wheat Road to 103rd Street \$211,200	1A	1975-76
89	"	St. Johns Avenue (4L Urban) Blanding Boulevard to Roosevelt Boulevard \$143,000	1A	1977-78
93	"	Morse Avenue (2L Rural) Ricker Road to Shindler Drive \$861,300	1A	1977-78
94	"	La Moya Avenue (2L Urban with painted median) 650' Southwest of Intersection Wesconnett Boulevard \$160,000	1A	1974-75
99	"	Birkenhead Road (2L Urban with painted median) Roosevelt Boulevard-Blanding Boulevard \$282,700	1A	1977-78
102	"	Collins Road (2L Rural) Rampart Road to Westport Road \$984,000	1A	1974-75
105	Streets and Highways	Floyd Road (2L Urban with painted median) Wesconnett Boulevard to 600' East \$30,800	1A	1976-77
113	"	Fouraker Road (4L Rural) Wilson Boulevard to Lenox Avenue \$1,625,800	2	1976-77

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #4

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
114	Streets and Highways	Herlong Road (4L Rural) Fouraker Road to Old Middleburg Road \$889,900	1A	1977-78
130	"	Morse Avenue-Blanding to NAS Entrance (2L Urban) 2.0 miles	1A	1977-78
180	"	Old Middleburg Road (0.1 miles South of Marlee Road) \$17,600	1A	1977-78
184	"	Dayton Avenue (0.1 miles east of Navaho Road) \$17,600	1A	1977-78
185	"	Hyde Grove Avenue (0.2 miles east of Lane Avenue) \$17,600	1A	1977-78
186	"	Hyde Grove Avenue (0.1 miles west of Navaho Road) \$50,000	1A	1977-78
187	"	110th Street (0.4 miles west of Seaboard Avenue) \$17,600	1A	1977-78
201	"	Plainfield Avenue (0.1 miles south of Collins Road) \$30,800	1A	1975-76
202	"	Manning Cemetery Road (0.1 miles south of Normandy Boulevard) \$48,400	1A	1975-76
203	"	Solomon Road (1.7 miles south of Normandy Boulevard) \$16,400	1A	1976-77
205	"	Kirwin Road Bridge (2) 1/10 mile west of Rampart \$61,000	1A	1974-75
209	Public Works - Drainage	Firestone Road Outfall (South-east corner of Forest High School) \$60,000	1A	1974-75
227	"	Shindler Drive Drainage (Vicinity of Old Middleburg Road and Ortega River) \$135,300	1A	1976-77

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #4

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
260	Public Works - Safety Walks	Anvers Boulevard - Barner Terrace to Cinderalla Drive \$1,485	1A	1974-75
262	"	La Moya Avenue-Wesconnett Boulevard to Jeb Stuart Lane \$1,278	1A	1974-75
263	"	Jeb Stuart Lane - La Moya to School (School Property)	1A	1974-75
280	"	Wiley Road-Firestone Road to Muncie Avenue \$3,877	1A	1974-75
281	"	Dayton Avenue-Muncie Northeast to Lane Avenue \$7,755	1A	1974-75
282	"	Cedar Hills Boulevard-Blanding Boulevard to Aldington Street \$7,713	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
13	Recreation	Swimming Pool 25 Yards - Vicinity of Thomas Jefferson Playground \$100,000	2	1977-78
14	"	Athletic Complex - Vicinity of Hammond Center \$240,000	2	1974-75
29	"	Swimming Pool at Hammond Playground - Located at 12th and Melson	1A	
26	"	Neighborhood Park - Vicinity of Rio Grande and Wacissa	1A	
32	"	Neighborhood Park - In the Block Bounded by Cahoon, McCergo, Hastings, and Stuart	1A	
33	"	Community Park - On the Trout River at Northeast Corner of Lem Turner Road and Lander Avenue	1A	
41	Health, Welfare, and Bio-Environ. Services	Satellite Clinic Facility - Vicinity of Acorn and Placeda Street \$145,000	1A	Work has Begun
42	"	Satellite Clinic Facility - Vicinity of Avenue "B" and 45th Street \$170,000	1A	Work has Begun
43	"	Satellite Clinic Facility - Vicinity of Cahoon and Hammond Boulevard \$145,000	1A	Work has Begun
45	"	Expansion of Existing Clinic - Soutel Drive \$33,800	1A	Work has Begun
55	Public Works - Sanitation	Central Transfer Station Northside - Margaret Street and McCoy's Boulevard \$2,290,000	1A	1975-78

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
57	Central Services - Communication	40' 90' Addition at 1020 Superior Street \$54,000	1A	1974-75
60	Central Services - Purchasing	Central Warehouse - Surplus Yard at First and McDuff Avenue \$538,000	2	1976-77
62	Central Services - Motor Pool	Northside Service Station \$200,000	1A	1976-77
69	Public Safety	Fire Station #5 - Relocation to Ellis and Highway Avenue \$260,000	1A	1975-76
77	"	Fire Station - Vicinity of New Kings Road and Gilchrist Road \$926,000	1A	1976-77
103	Streets and Highways	Cahoon Road (4L Urban) Beaver Street to Lenox Avenue \$1,787,500	1A	1976-77
115	"	LeBrun Drive (2L Urban) North End Existing Road to Ramona Boulevard \$73,700	1A	1975-76
116	"	Ellis Road (4L) Highway Avenue to Beaver Street \$201,300	1A	1975-76
117	"	Highway Avenue (4L) Ellis Road to Lenox Avenue \$1,249,600	1A	1978-79
118	"	McDuff Avenue (4L Urban) Post Street to I-10 \$314,600	1A	1974-75
119	"	Stockton Street (4L Urban) I-10 to Beaver Street \$798,600	2	1977-78
125	"	Richardson Road (2L Urban with painted median) U. S. 1 to Moncrief Road \$341,000	1A	1976-77

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
127	Streets and Highways	West First Street (2L Urban with painted median) Ontario Street to McDuff Avenue \$238,700	2	1978-79
128	"	McDuff Avenue (4L Urban) I-10 to Fifth Street \$3,009,600	1A	1977-78
129	"	45th Street - Fernandina Street Connection (2L Rural) Castellano \$422,400	2	1976-77
134	"	Cahoon Road (2L Oklahoma Avenue to Old Plank Road \$40,000	1A	1974-75
156	Streets and Highways - Bridges	Richardson Road (at Vermont Road) \$20,000	1A	1976-77
157	"	Ellis Road (at Highway Avenue) \$45,000	1A	1974-75
159	"	Cahoon Road (800 Block of Cahoon Road) \$24,000	1A	1974-75
160	"	Jones Road (0.5 miles south of Pritchard Road) \$72,600	1A	1978-79
174	"	Ribault Scenic Drive (0.1 miles west of Merivale Drive) \$15,400	2	1976-77
175	"	Moncrief-Dinsmore Road (0.2 miles north of Gilchrist Road) \$30,800	2	1976-77
181	"	Imeson Road (1.7 miles north of Commonwealth Avenue) \$33,000	1A	1977-78
182	"	Lenox Avenue (0.2 miles east of Cahoon Road) \$33,000	1A	1977-78
183	"	Imeson Road (0.3 miles north of Moncrief Road West) \$17,600	1A	1977-78

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
189	Streets and Highways - Bridges	Lacoma Drive (Intersection of Shenandoah Avenue) \$50,600	1A	1977-78
190	"	12th Street (0.2 miles west of Edgewood Avenue) \$50,600	1A	1977-78
191	"	Fifth Street (0.2 miles west of Edgewood Avenue) \$50,600	1A	1977-78
192	"	Stuart Avenue (Intersection of Lane Avenue South) \$50,600	2	1977-78
193	"	Stuart Avenue (Intersection of Chatham Road) \$50,600	2	1977-78
194	"	Old Plank Road (0.5 miles west of Jones Road) \$17,600	1A	1977-78
195	"	Old Plank Road (0.5 miles west of Gail Road) \$17,600	1A	1977-78
196	"	Old Plank Road (Intersection with Gail Road) \$33,000	1A	1977-78
111	"	Chaffee Road (0.1 miles north of Grayson Street) \$55,000	1A	1978-79
197	"	Celery Avenue (Intersection of Williams Street) \$17,600	1A	1977-78
198	"	Hammond Boulevard (0.3 miles north of Patricia Road) \$33,000	2	1977-78
199	"	Bulls Bay Highway (0.1 miles north of Old Plank Road) \$18,700	1A	1978-79
200	"	Bulls Bay Highway (0.3 miles south of Pritchard Road) \$18,700	1A	1978-79

F. CAPITAL IMPROVEMENTS PLAN
 MAP-PROJECT DESCRIPTION
 (by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
204	Streets and Highways - Bridges	Trout River Boulevard Bridge (0.9 miles west of Rampart) \$61,000	1A	1974-75
206	"	Commonwealth Avenue (Intersection of Rudd Road) \$16,000	1A	1974-75
208	Public Works - Drainage	Washington Estates Outfall (1,700 ft. north of Ribault River) \$120,000	1A	1974-75
211	"	Masters Branch (Grand Park Area) \$1,206,700	1A	1977-78
212	"	Highway Avenue Canal (Cassat and Highway Avenue) \$930,600	1A	1978-79
213	"	Cedar River Outfall (Vicinity of Lane Avenue and I-10) \$425,700	1A	1978-79
214	"	Brentwood Avenue Storm Drain (Norwood Avenue at Brentwood Avenue) \$101,200	1A	1977-78
218	"	Rowe Avenue Outfall-Phase I (North of Moncrief Creek) \$232,100	1A	1975-76
219	"	3 Mile Branch Outfall (West of McDuff) \$285,500	1A	1976-77
223	"	Lincoln Villas Drainage \$93,500	1A	1977-78
225	"	Robinson Addition-Phase I (Between Commonwealth Avenue and G.S. & F.R.R.) \$150,000	1A	Encumbered
226	"	Shortreed Street Area Drainage (Vicinity of Shortreed Street and Burke Street area) \$103,400	1A	1975-76

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
228	Public Works - Drainage	Utsey Road Drainage (Area between Utsey Road and Imeson Road, North of Moncrief Road \$68,200	1A	1977-78
230	"	Robinson's Addition-Phase II \$842,200	1A	1974-75
232	"	Rowe Avenue Outfall-Phase II \$597,300	1A	1978-79
235	"	Ridge Boulevard Drainage \$110,000	1A	1974-75
237	Public Works - Curbs and Gutters	Broadway Avenue-Detroit to Prospect \$24,750	1A	1974-75
238	"	Broadway Avenue - Prospect to Melson \$15,750	1A	1974-75
239	"	Cherry Street - Downing to Sidney \$15,300	1A	1974-75
240	"	Daniel Street - Third Street to Acorn \$28,500	1A	1974-75
241	"	Marlo Street - 30th Street to Expressway \$55,500	1A	1974-75
242	"	State Street - Rushing to Barnett \$15,000	1A	1974-75
243	"	Union Street - Tyler to Acorn \$32,700	1A	1974-75
244	"	Tenth Street - Spires to Palafox \$35,700	1A	1974-75
246	"	13th Street - Danson to North Canal \$27,000	1A	1974-75
247	"	14th Street - Palafox to Danson \$7,500		

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #5

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
248	Public Works - Curbs and Gutters	14th Street - Danson to North Canal \$27,000	1A	1974-75
249	"	15th Street - North Canal to Connally \$7,800	1A	1974-75
253	Streets and Highways - Facilities	West Maintenance Complex, 2600 Block, West First Street (One half of \$1,471,900)	1A	1974-77
258	Public Works - Safety Walks	Ramona Boulevard - Ellis Road to Grace Lane Extension \$18,438	1A	1974-75
266	"	Cahoon Road - Jackson Street to Existing Southwest (North) \$10,189	1A	1974-75
267	"	Devoe Street - Cahoon Road to Jackson Street \$2,887	1A	1974-75
268	"	Jackson Street - Devoe Street to Existing Southwest (North) \$5,878	1A	1974-75
269	"	Commonwealth Avenue - Line Street to Division Street \$9,124	1A	1974-75
270	"	Gilmore Street - Acosta to King Street \$4,697	1A	1974-75
278	"	Old Kings Road North - Lane Avenue to Edgewood Avenue \$14,251	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #6

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
4	Recreation	Rest Rooms - Auditorium \$43,500	1A	1974-75
5	"	Asphalt Apron Around Perimeter of Gator Bowl Stadium \$48,000	1A	1974-75
6	"	Press Box Above West Stand - Gator Bowl \$428,500	3	1974-75
8	"	Landscape Improvement - Gator Bowl/Coliseum Area \$50,000	1A	1974-75
11	"	Enlarge Exhibition Hall - Auditorium \$315,000	1A	1976-77
15	"	Boat Ramp - Vicinity of Gator Bowl/Coliseum Sports Complex \$150,000	2	1977-78
27	"	Liberty Street Park - In Area Bounded by Liberty Street, Hubbard Street, Fifth Street, and Sixth Street	1A	
28	"	Brentwood Playground	1A	
35	Human Resources	Senior Citizens Center - Block Bounded by First, Market, Phelps, and Hubbard Streets \$35,000	1A	1974-75
52	Sheriff's Department	Police Administration Building \$7,700,000	1A	1974-76
54	"	Land Acquisition for Crime Laboratory \$65,000	1A	1974-75
71	Public Safety	Fire Division Administration Offices Downtown \$900,000	2	1976-77
72	"	Fire Station #6 - Jessie and Haines Street \$215,000	1A	1976-77
75	"	Fires Station #1 - Relocate \$450,000	2	1978-79

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #6

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
90	Streets and Highways	21st Street (4L Urban) Railroad to Talleyrand Avenue \$1,129,000	1A	1976-77
98	"	Liberty Street (4L Urban) Eighth Street to 20th Street \$2,211,000	2	1978-79
121	"	LeBaron Avenue (2L Urban with painted median) Gary Street to Cedar Street \$115,500	1A	1975-76
122	"	Palm Street (2L Urban with painted median) Gary Street to LaSalle Street \$155,100	1A	1976-77
123	"	Nira Street (2L Urban with painted median) San Marco Boulevard to LeBaron Street \$79,200	1A	1975-76
126	"	Talleyrand Avenue (4L Urban) Adams Street to Eighth Street \$1,320,000	1A	1974-75
132	"	Bay Street to Hogan's Creek \$100,000	1A	1974-75
136	"	Riverfront Drive 700.10 \$9,710,000	1A	1974-78
137	"	Hendricks Avenue (Gulf Drive-Prudential Drive) 770.10 \$530,000	1A	1974-75
138	"	Water Street (Park-Pearl) 700.12 \$400,000	1A	1974-75
139	"	Study Engineering Feasibility at Liberty Street Crossing 700.13 \$50,000	1A	1974-75
140	"	Second Level Walkway System 700.14 \$1,625,000	1A	1974-77

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #6

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
141	Streets and Highways	Monroe Street Transitway (Pearl-Ocean) 700.15 \$385,000	1A	1975-77
142	"	Laura Street Mall (Bay-Beaver) 700.16 \$1,130,000	1A	1975-78
143	"	Gulf Drive (Main-Hendricks) 700.17 \$330,000	1A	1975-76
144	"	Water Street (Pearl-Hogan) 700.18 \$108,000	1A	1975-77
145	"	Hogan Street Mall (Ind. Drive-Beaver) 700.19 \$1,000,000	1A	1975-76
146	"	Bay Street (Ocean-Broad) 700.20 \$1,600,000	1A	1976-78
147	"	Acosta/Riverside Intersection 700.21 \$550,000	1A	1976-78
148	"	Ocean-Main Connection 700.22 \$670,000	1A	1975-78
149	"	Prudential Drive (Main-Hendricks) 700.23 \$330,000	1A	1976-77
150	"	State-Union Expressway Study 700.24 \$50,000	1A	1977-78
151	"	Bay Street (Catherine-Ocean) 700.25 \$790,000	1A	1977-79
152	"	Westside Street Improvements 700.25 \$5,000,000	1A	1977-79
153	"	East CBD Street Improvements 700.60 \$3,000,000	1A	1977-79
207	Public Works - Drainage	Talleyrand Drainage (between the intersection of Hill and Victoria and the St. Johns River) \$30,000	1A	1974-75

F. CAPITAL IMPROVEMENTS PLAN
MAP-PROJECT DESCRIPTION
(by map reference number)

Subarea #6

Project Number	Dept. or Agency	Project Description	JAPB Priority	Year Projected
164	Public Works - Drainage	Stansell Creek (Vicinity of Emmett Reed Center) \$135,000	1A	1974-75
217	"	30th Street Division Outfall (Phase I-Moncrief Creek to vicinity of 30th Street. Phase II-end of Phase I at 30th Street to end of remaining) \$940,000	1A	1975-77
222	"	Third Street Drainage \$86,900	1A	1975-76
224	"	Haines Street Drainage-Phase I \$570,000	1A	1974-75
231	"	Haines Street Drainage-Phase II (North of Bigelow Branch) \$502,700	1A	1975-76
245	Public Works - Curbs and Gutters	12th Street - Wilson to Grunthal \$18,000	1A	1974-75
250	"	16th Street - Wilcox to Myrtle \$18,000	1A	1974-75
251	"	16th Street - Wilcox to New Stanton High \$9,800	1A	1974-75
252	"	12th Street - Fairfax to Wilson \$8,200		
255	Streets and Highways - Facilities	Central Area Maintenance Complex - Vicinity of First Street and Main Street \$678,000	1A	1978-79
291	Jax Transportation Authority	Fort Caroline Freeway \$145,500,000	1A	1974-79

SHORT RANGE DEVELOPMENT PLAN 1980

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 1
Jacksonville Area Planning Board

JUNE 1974

LEGEND

LAND USE PLAN

	EXISTING ¹	PROPOSED
RESIDENTIAL		
0 - 5.0 UNITS PER ACRE		
5.1 - 10.0 UNITS PER ACRE		
10.1 - 15.0 UNITS PER ACRE		
15.1 & OVER UNITS PER ACRE		
MIXED-OFFICE & MULTIFAMILY RESIDENTIAL		
COMMERCIAL		
PUBLIC & SEMI-PUBLIC		
LIGHT INDUSTRY		
HEAVY INDUSTRY		
AIRPORTS & UTILITIES		
MILITARY		
PARKS & RECREATION		
PUBLIC		
PRIVATE & COMMERCIAL		
PRESERVATION		
OPEN, RURAL, AGRICULTURAL		
1980 ASSIGNMENT LINE		
STUDY AREA BOUNDARY		

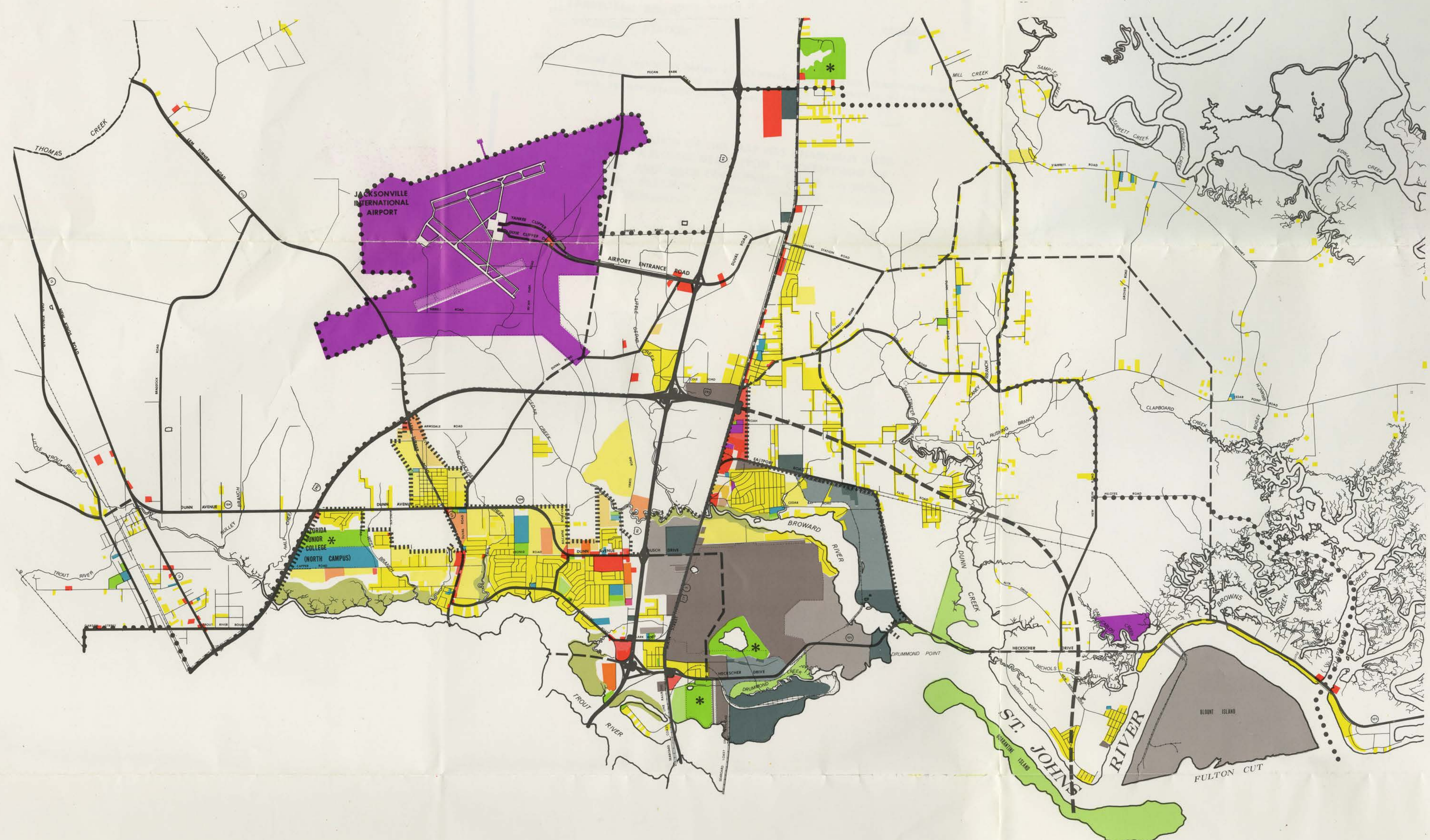
1. SOURCE: JAPB FIELD SURVEY, AUGUST-OCTOBER, 1973

TRANSPORTATION PLAN

THOROUGHFARES	
FREEWAY-EXPRESSWAY	
EXISTING OR COMMITTED	
PROPOSED	
ARTERIAL-COLLECTOR	
EXISTING RIGHT OF WAY	
WIDENED OR PROPOSED	
RIGHT OF WAY	
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	
PROPOSED STATION	

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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SHORT RANGE DEVELOPMENT PLAN 1980

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 2

Jacksonville Area Planning Board

JUNE 1974

LEGEND

LAND USE PLAN

	EXISTING ¹	PROPOSED
RESIDENTIAL		
0 - 5.0 UNITS PER ACRE	[Light Yellow Box]	[Light Yellow Box]
5.1 - 10.0 UNITS PER ACRE	[Yellow Box]	[Yellow Box]
10.1 - 15.0 UNITS PER ACRE	[Orange Box]	[Orange Box]
15.1 & OVER UNITS PER ACRE	[Dark Orange Box]	[Dark Orange Box]
MIXED-OFFICE & MULTIFAMILY RESIDENTIAL	[Pink Box]	[Pink Box]
COMMERCIAL	[Red Box]	[Red Box]
PUBLIC & SEMI-PUBLIC	[Blue Box]	[Blue Box]
LIGHT INDUSTRY	[Brown Box]	[Brown Box]
HEAVY INDUSTRY	[Dark Grey Box]	[Dark Grey Box]
AIRPORTS & UTILITIES	[Purple Box]	[Purple Box]
MILITARY	[Grey Box]	[Grey Box]
PARKS & RECREATION		
PUBLIC	[Light Green Box]	[Light Green Box]
PRIVATE & COMMERCIAL	[Green Box with *]	[Green Box with *]
PRESERVATION	[Dark Green Box]	[Dark Green Box]
OPEN, RURAL, AGRICULTURAL	[White Box]	[White Box]
1980 ASSIGNMENT LINE	[Dotted Line]	[Dotted Line]
STUDY AREA BOUNDARY	[Dashed Line]	[Dashed Line]

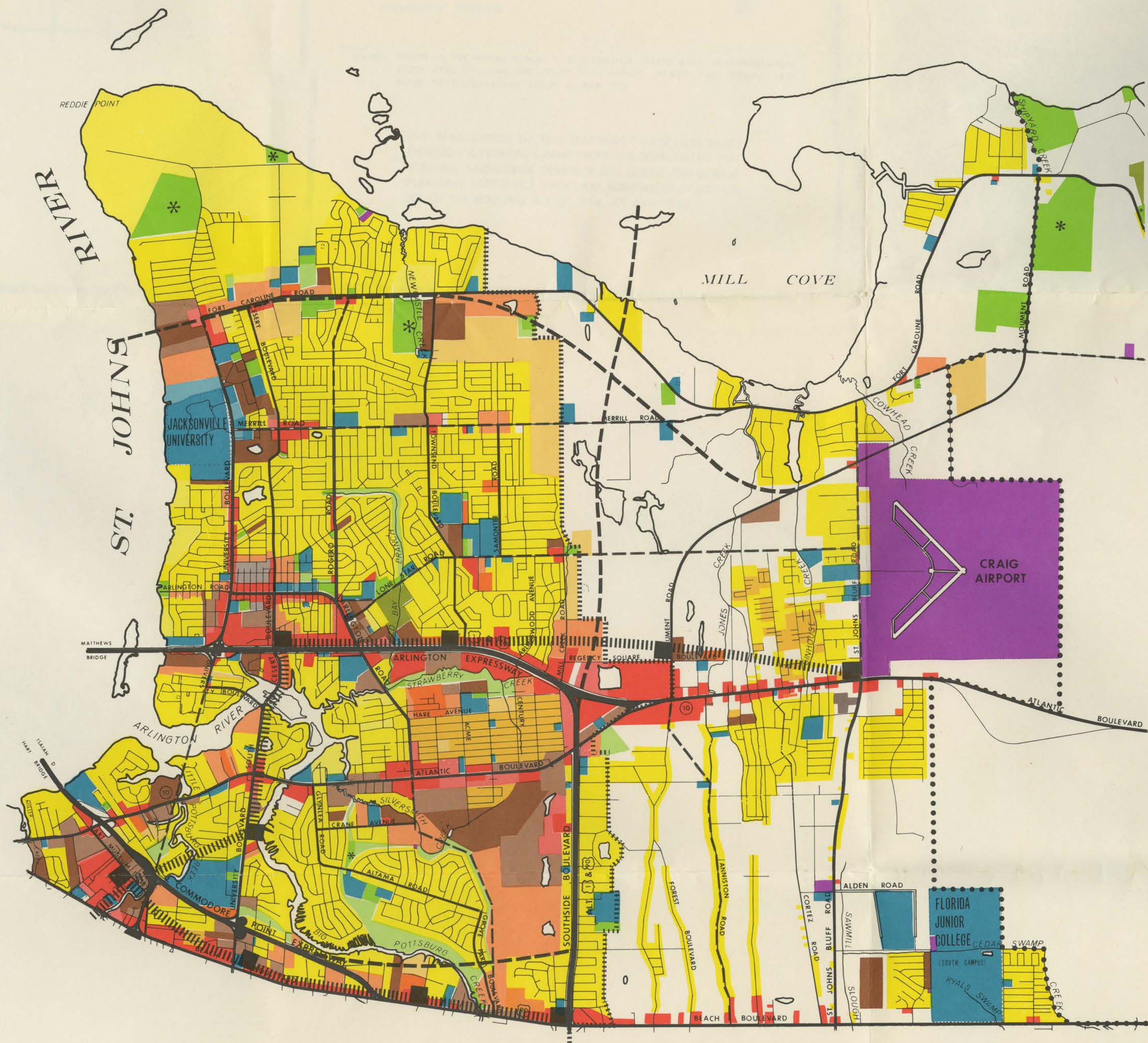
1. SOURCE: JAPB FIELD SURVEY, AUGUST - OCTOBER, 1973

TRANSPORTATION PLAN

THOROUGHFARES	
FREEWAY-EXPRESSWAY	
EXISTING OR COMMITTED	[Solid Line]
PROPOSED	[Dashed Line]
ARTERIAL-COLLECTOR	
EXISTING RIGHT OF WAY	[Solid Line]
WIDENED OR PROPOSED RIGHT OF WAY	[Dashed Line]
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	[Dotted Line]
PROPOSED STATION	[Black Square]

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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SHORT RANGE DEVELOPMENT PLAN

SHORT RANGE DEVELOPMENT PLAN 1980

for
The Consolidated City of Jacksonville

PLANNING SUB-AREA 3
Jacksonville Area Planning Board

JUNE 1974

LEGEND

LAND USE PLAN

	EXISTING ¹	PROPOSED
RESIDENTIAL		
0 - 5.0 UNITS PER ACRE	[Light Yellow Box]	[Light Yellow Box]
5.1 - 10.0 UNITS PER ACRE	[Orange Box]	[Orange Box]
10.1 - 15.0 UNITS PER ACRE	[Dark Orange Box]	[Dark Orange Box]
15.1 & OVER UNITS PER ACRE	[Red Box]	[Red Box]
MIXED-OFFICE & MULTIFAMILY RESIDENTIAL	[Pink Box]	[Pink Box]
COMMERCIAL	[Red Box]	[Red Box]
PUBLIC & SEMI-PUBLIC	[Blue Box]	[Blue Box]
LIGHT INDUSTRY	[Grey Box]	[Grey Box]
HEAVY INDUSTRY	[Dark Grey Box]	[Dark Grey Box]
AIRPORTS & UTILITIES	[Purple Box]	[Purple Box]
MILITARY	[Dark Grey Box]	[Dark Grey Box]
PARKS & RECREATION		
PUBLIC	[Green Box]	[Green Box]
PRIVATE & COMMERCIAL	[Green Box with *]	[Green Box with *]
PRESERVATION	[Light Green Box]	[Light Green Box]
OPEN, RURAL, AGRICULTURAL	[White Box]	[White Box]
1980 ASSIGNMENT LINE	[Dotted Line]	[Dotted Line]
STUDY AREA BOUNDARY	[Dashed Line]	[Dashed Line]

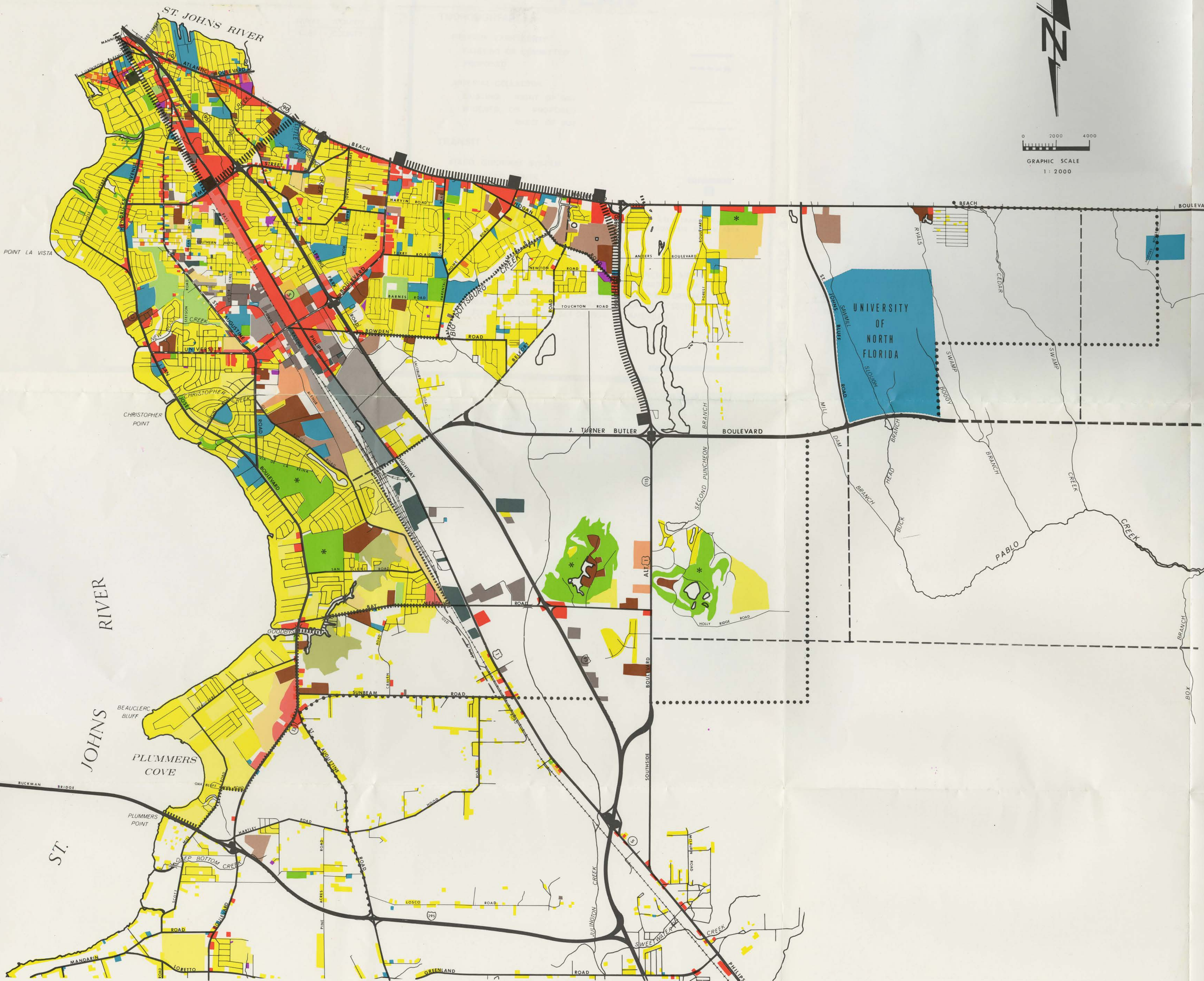
1. SOURCE: JAPB FIELD SURVEY, AUGUST-OCTOBER, 1973

TRANSPORTATION PLAN

THOROUGHFARES	
FREEWAY - EXPRESSWAY	
EXISTING OR COMMITTED	[Solid Thick Line]
PROPOSED	[Dashed Thick Line]
ARTERIAL - COLLECTOR	
EXISTING RIGHT OF WAY	[Solid Thin Line]
WIDENED OR PROPOSED RIGHT OF WAY	[Dashed Thin Line]
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	[Dotted Line]
PROPOSED STATION	[Black Square]

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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SHORT RANGE
DEVELOPMENT
PLAN

SHORT RANGE
DEVELOPMENT
PLAN
1980
for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 4
Jacksonville Area Planning Board

JUNE 1974

LEGEND

LAND USE PLAN

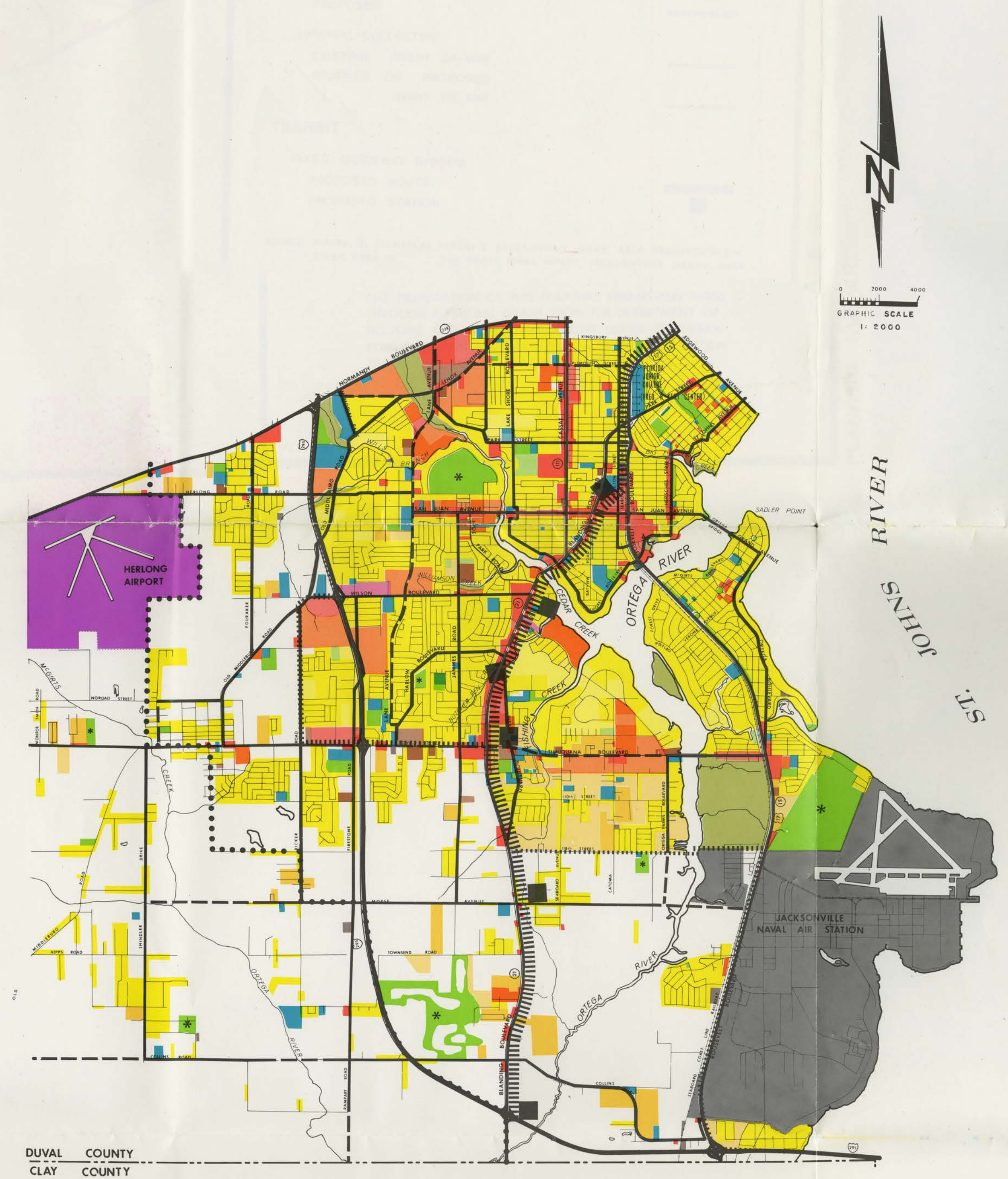
	EXISTING ¹	PROPOSED
RESIDENTIAL		
0 - 5.0 UNITS PER ACRE		
5.1 - 10.0 UNITS PER ACRE		
10.1 - 15.0 UNITS PER ACRE		
15.1 & OVER UNITS PER ACRE		
MIXED-OFFICE & MULTIFAMILY RESIDENTIAL		
COMMERCIAL		
PUBLIC & SEMI-PUBLIC		
LIGHT INDUSTRY		
HEAVY INDUSTRY		
AIRPORTS & UTILITIES		
MILITARY		
PARKS & RECREATION		
PUBLIC		
PRIVATE & COMMERCIAL		
PRESERVATION		
OPEN, RURAL, AGRICULTURAL		
1980 ASSIGNMENT LINE	
STUDY AREA BOUNDARY	
1. SOURCE: JAPB FIELD SURVEY, AUGUST-OCTOBER, 1973		

TRANSPORTATION PLAN

THOROUGHFARES	
FREEWAY-EXPRESSWAY	
EXISTING OR COMMITTED	
PROPOSED	
ARTERIAL-COLLECTOR	
EXISTING RIGHT OF WAY	
WIDENED OR PROPOSED RIGHT OF WAY	
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	
PROPOSED STATION	

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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DUVAL COUNTY
CLAY COUNTY

SHORT RANGE
DEVELOPMENT
PLAN

**SHORT RANGE
DEVELOPMENT
PLAN
1980**
for
**The Consolidated City
of Jacksonville**

PLANNING SUB-AREA 5
Jacksonville Area Planning Board

JUNE 1974

LEGEND

LAND USE PLAN

	EXISTING ¹	PROPOSED
RESIDENTIAL		
0 - 5.0 UNITS PER ACRE	[Yellow swatch]	[Yellow swatch]
5.1 - 10.0 UNITS PER ACRE	[Orange swatch]	[Orange swatch]
10.1 - 15.0 UNITS PER ACRE	[Red-orange swatch]	[Red-orange swatch]
15.1 & OVER UNITS PER ACRE	[Red swatch]	[Red swatch]
MIXED-OFFICE & MULTIFAMILY RESIDENTIAL	[Pink swatch]	[Pink swatch]
COMMERCIAL	[Red swatch]	[Red swatch]
PUBLIC & SEMI-PUBLIC	[Blue swatch]	[Blue swatch]
LIGHT INDUSTRY	[Brown swatch]	[Brown swatch]
HEAVY INDUSTRY	[Dark grey swatch]	[Dark grey swatch]
AIRPORTS & UTILITIES	[Purple swatch]	[Purple swatch]
MILITARY	[Grey swatch]	[Grey swatch]
PARKS & RECREATION		
PUBLIC	[Green swatch]	[Green swatch]
PRIVATE & COMMERCIAL	[Green swatch with *]	[Green swatch with *]
PRESERVATION	[Light green swatch]	[Light green swatch]
OPEN, RURAL, AGRICULTURAL	[White swatch]	[White swatch]
1980 ASSIGNMENT LINE	[Dotted line]	[Dotted line]
STUDY AREA BOUNDARY	[Dashed line]	[Dashed line]

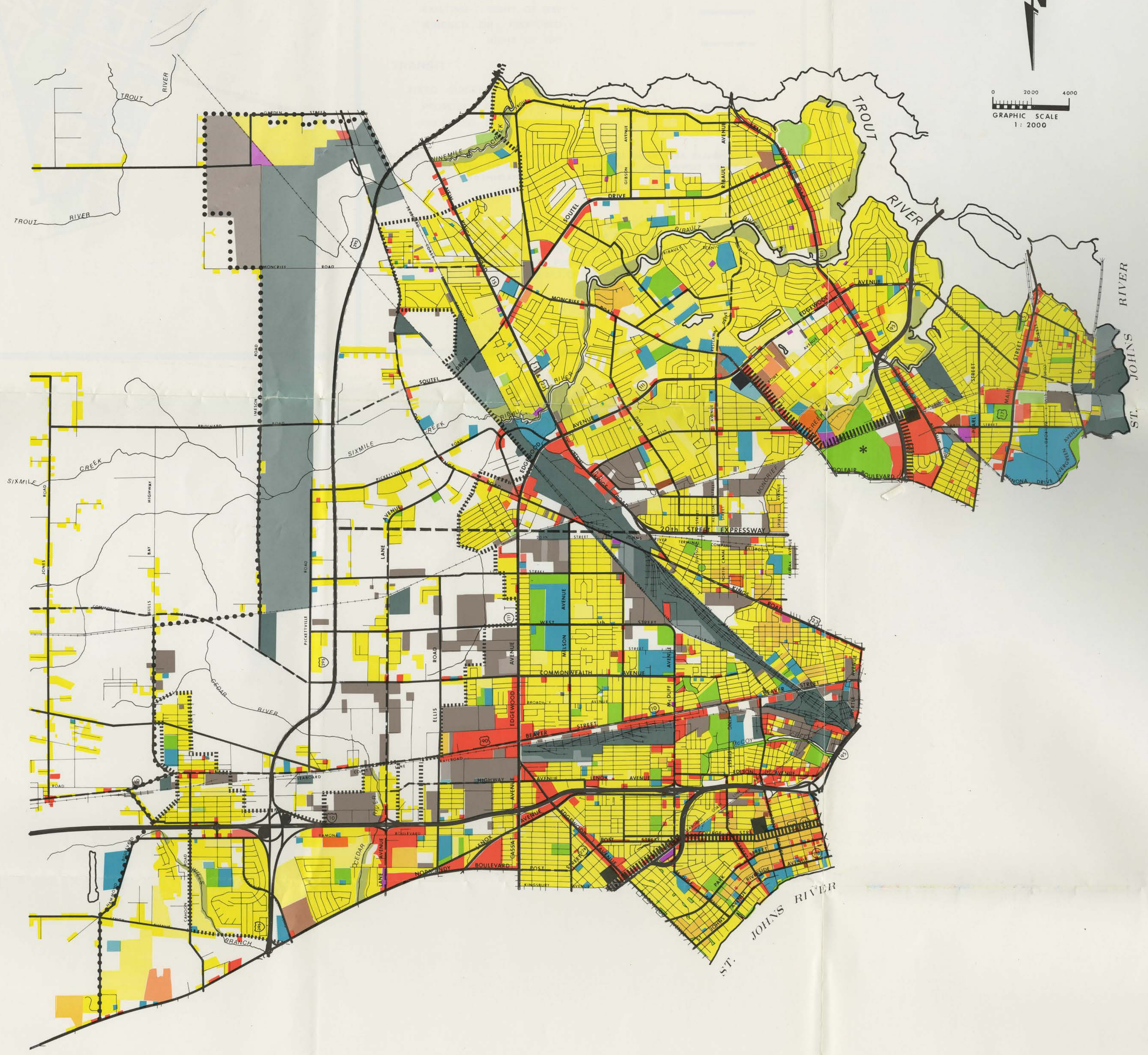
1. SOURCE: JAPB FIELD SURVEY, AUGUST-OCTOBER, 1973

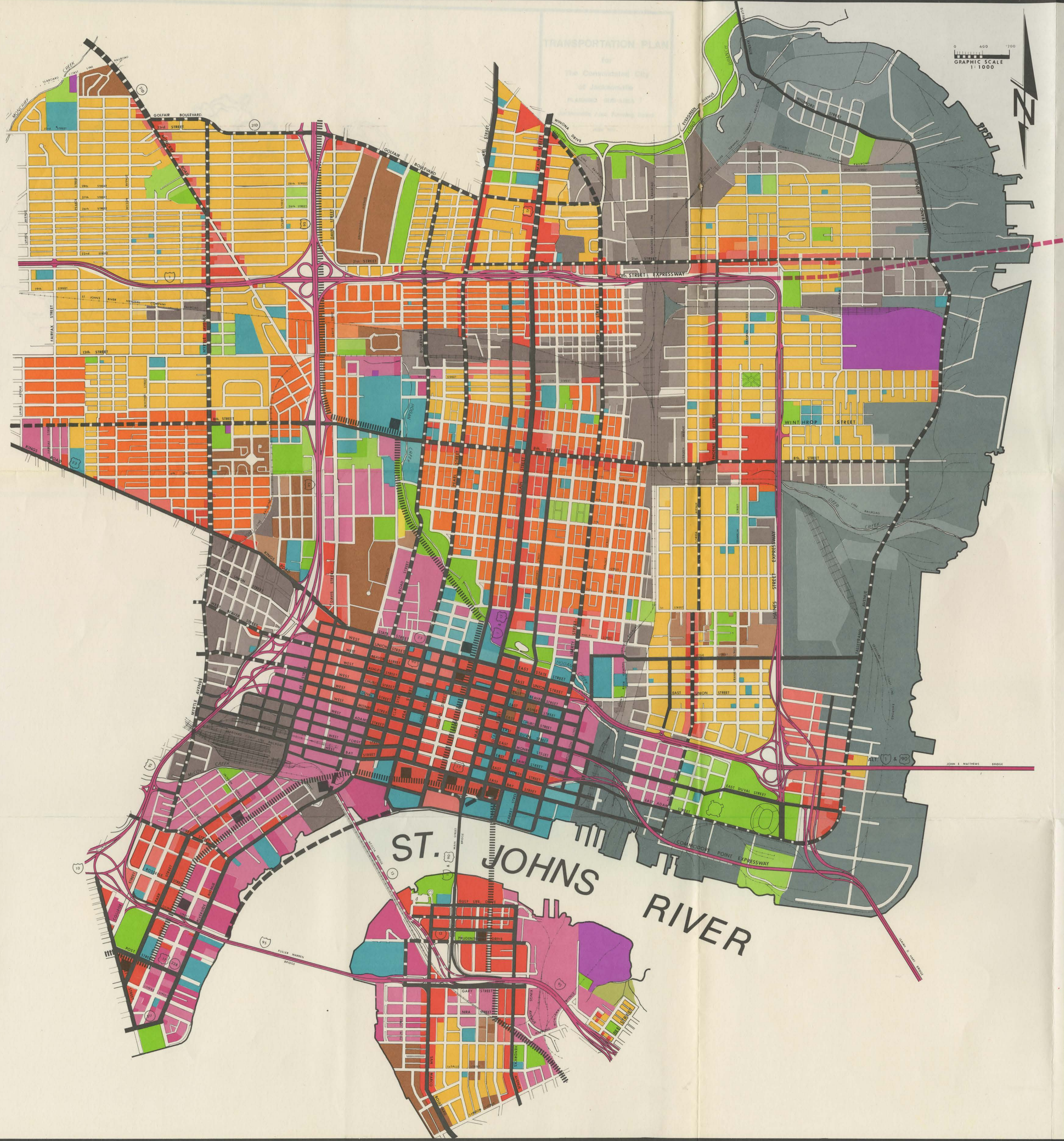
TRANSPORTATION PLAN

THOROUGHFARES	
FREEWAY- EXPRESSWAY	
EXISTING OR COMMITTED	[Solid double line]
PROPOSED	[Dashed double line]
ARTERIAL-COLLECTOR	
EXISTING RIGHT OF WAY	[Solid single line]
WIDENED OR PROPOSED RIGHT OF WAY	[Dashed single line]
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	[Dotted line]
PROPOSED STATION	[Black square]

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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SHORT RANGE DEVELOPMENT PLAN 1980

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 6
Jacksonville Area Planning Board

JUNE 1974

LEGEND

LAND USE PLAN

	EXISTING ¹	PROPOSED
RESIDENTIAL		
0 - 5.0 UNITS PER ACRE	[Yellow]	[Yellow]
5.1 - 10.0 UNITS PER ACRE	[Orange]	[Orange]
10.1 - 15.0 UNITS PER ACRE	[Red]	[Red]
15.1 & OVER UNITS PER ACRE	[Brown]	[Brown]
MIXED-OFFICE & MULTIFAMILY RESIDENTIAL	[Pink]	[Pink]
COMMERCIAL	[Red]	[Red]
PUBLIC & SEMI-PUBLIC	[Blue]	[Blue]
LIGHT INDUSTRY	[Grey]	[Grey]
HEAVY INDUSTRY	[Dark Grey]	[Dark Grey]
AIRPORTS & UTILITIES	[Purple]	[Purple]
MILITARY	[Dark Grey]	[Dark Grey]
PARKS & RECREATION		
PUBLIC	[Green]	[Green]
PRIVATE & COMMERCIAL	[Green*]	[Green*]
PRESERVATION	[Light Green]	[Light Green]
OPEN, RURAL, AGRICULTURAL	[White]	[White]
1980 ASSIGNMENT LINE	[Dashed Line]	[Dashed Line]
STUDY AREA BOUNDARY	[Dotted Line]	[Dotted Line]

1. SOURCE: JAPB FIELD SURVEY, AUGUST-OCTOBER, 1973

TRANSPORTATION PLAN

THOROUGHFARES	
FREEWAY-EXPRESSWAY	
EXISTING OR COMMITTED	[Solid Red Line]
PROPOSED	[Dashed Red Line]
ARTERIAL-COLLECTOR	
EXISTING RIGHT OF WAY	[Solid Black Line]
WIDENED OR PROPOSED RIGHT OF WAY	[Dashed Black Line]
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	[Dashed Black Line]
PROPOSED STATION	[Black Square]

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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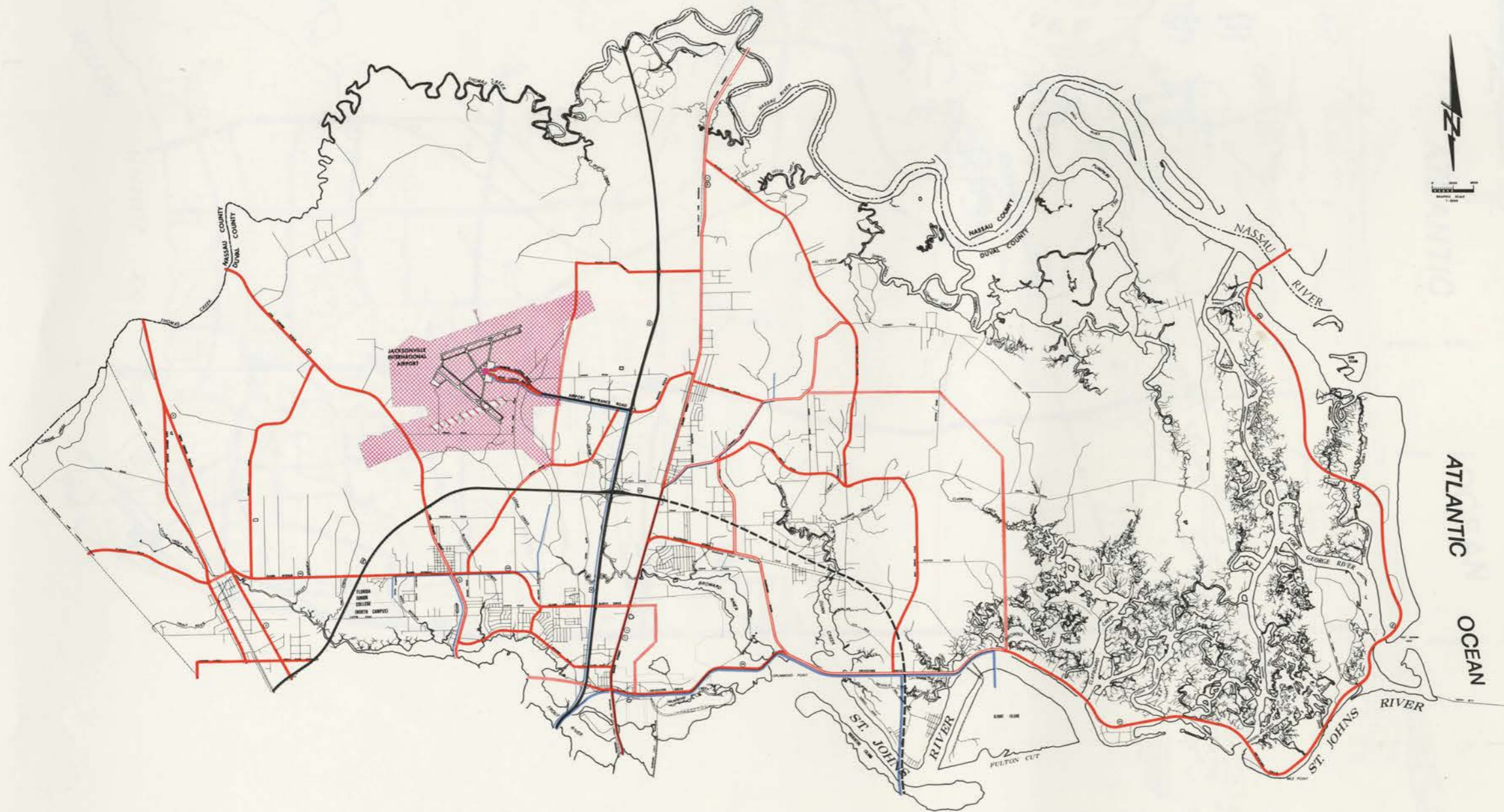
TRANSPORTATION PLAN

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 1

Jacksonville Area Planning Board

JUNE 1974



LEGEND

THOROUGHFARES

FREEWAY - EXPRESSWAY
EXISTING OR COMMITTED
PROPOSED



ARTERIAL - COLLECTOR
EXISTING RIGHT OF WAY
WIDENED RIGHT OF WAY
PROPOSED RIGHT OF WAY



TRANSIT

FIXED GUIDEWAY SYSTEM
PROPOSED ROUTE
PROPOSED STATION
EXPRESS BUS - PROPOSED ROUTE
FEEDER BUS - PROPOSED ROUTE
BUS TERMINAL - EXISTING



RAILROAD

AMTRAK STATION



AIR

RUNWAY - PROPOSED
HELIPORT - EXISTING



BICYCLE

BIKEWAY - PROPOSED



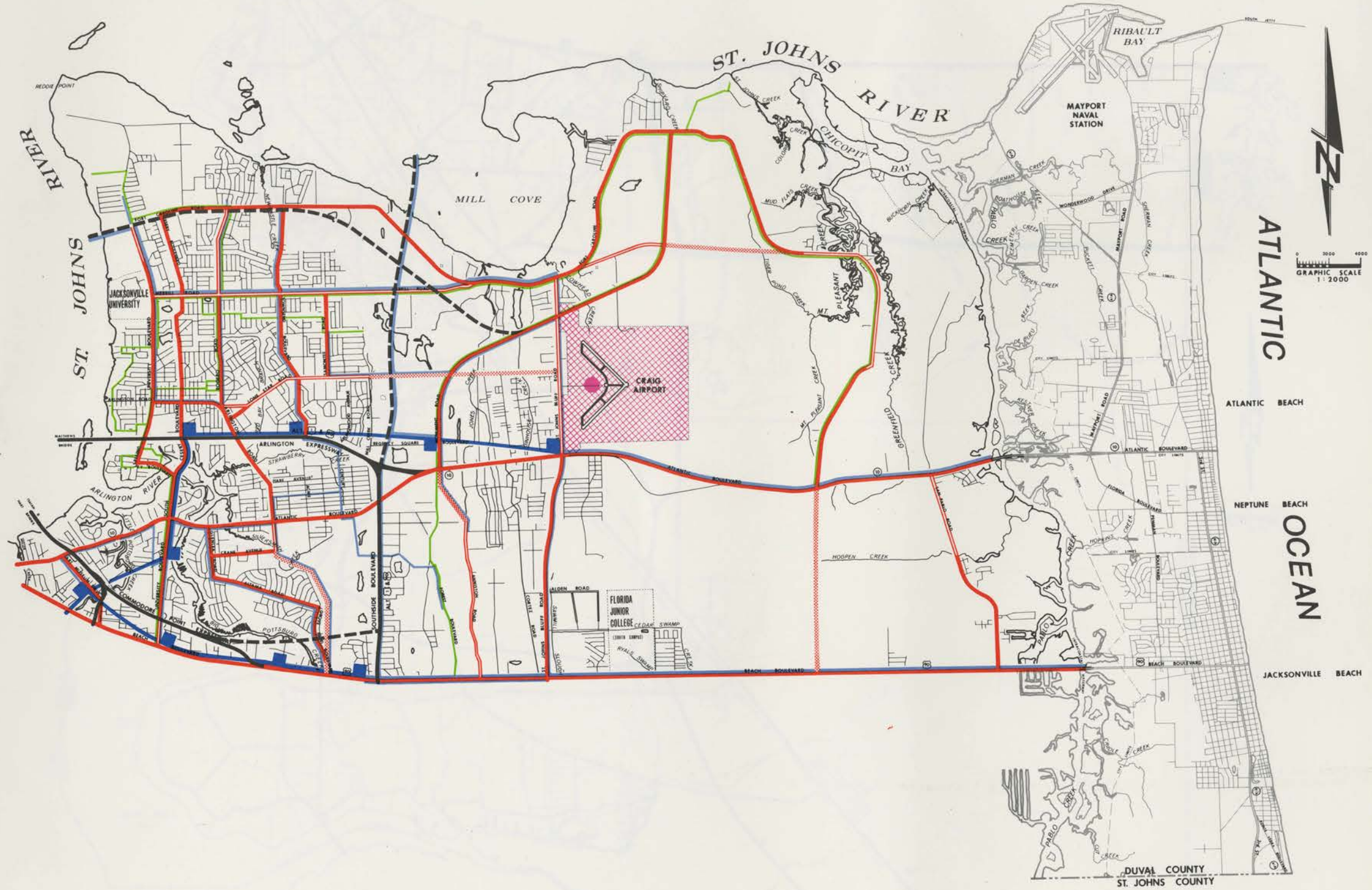
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TRANSPORTATION PLAN

for
**The Consolidated City
of Jacksonville**
PLANNING SUB-AREA 2
Jacksonville Area Planning Board

JUNE 1974



LEGEND

THOROUGHFARES	
FREWAY - EXPRESSWAY	—
EXISTING OR COMMITTED	—
PROPOSED	- - - -
ARTERIAL - COLLECTOR	
EXISTING RIGHT OF WAY	—
WIDENED RIGHT OF WAY	—
PROPOSED RIGHT OF WAY	—
TRANSIT	
FIXED GUIDEWAY SYSTEM	
PROPOSED ROUTE	—
PROPOSED STATION	■
EXPRESS BUS - PROPOSED ROUTE	
FEEDER BUS - PROPOSED ROUTE	—
BUS TERMINAL - EXISTING	■
RAILROAD	
AMTRAK STATION	◆
AIR	
RUNWAY - PROPOSED	////
HELIPORT - EXISTING	●
BICYCLE	
BIKEWAY - PROPOSED	—

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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TRANSPORTATION PLAN

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 3

Jacksonville Area Planning Board

JUNE 1974

LEGEND

THOROUGHFARES

FREEWAY - EXPRESSWAY
EXISTING OR COMMITTED
PROPOSED
ARTERIAL - COLLECTOR
EXISTING RIGHT OF WAY
WIDENED RIGHT OF WAY
PROPOSED RIGHT OF WAY



TRANSIT

FIXED GUIDEWAY SYSTEM
PROPOSED ROUTE
PROPOSED STATION
EXPRESS BUS - PROPOSED ROUTE
FEEDER BUS - PROPOSED ROUTE
BUS TERMINAL - EXISTING



RAILROAD

AMTRAK STATION



AIR

RUNWAY - PROPOSED
HELIPORT - EXISTING

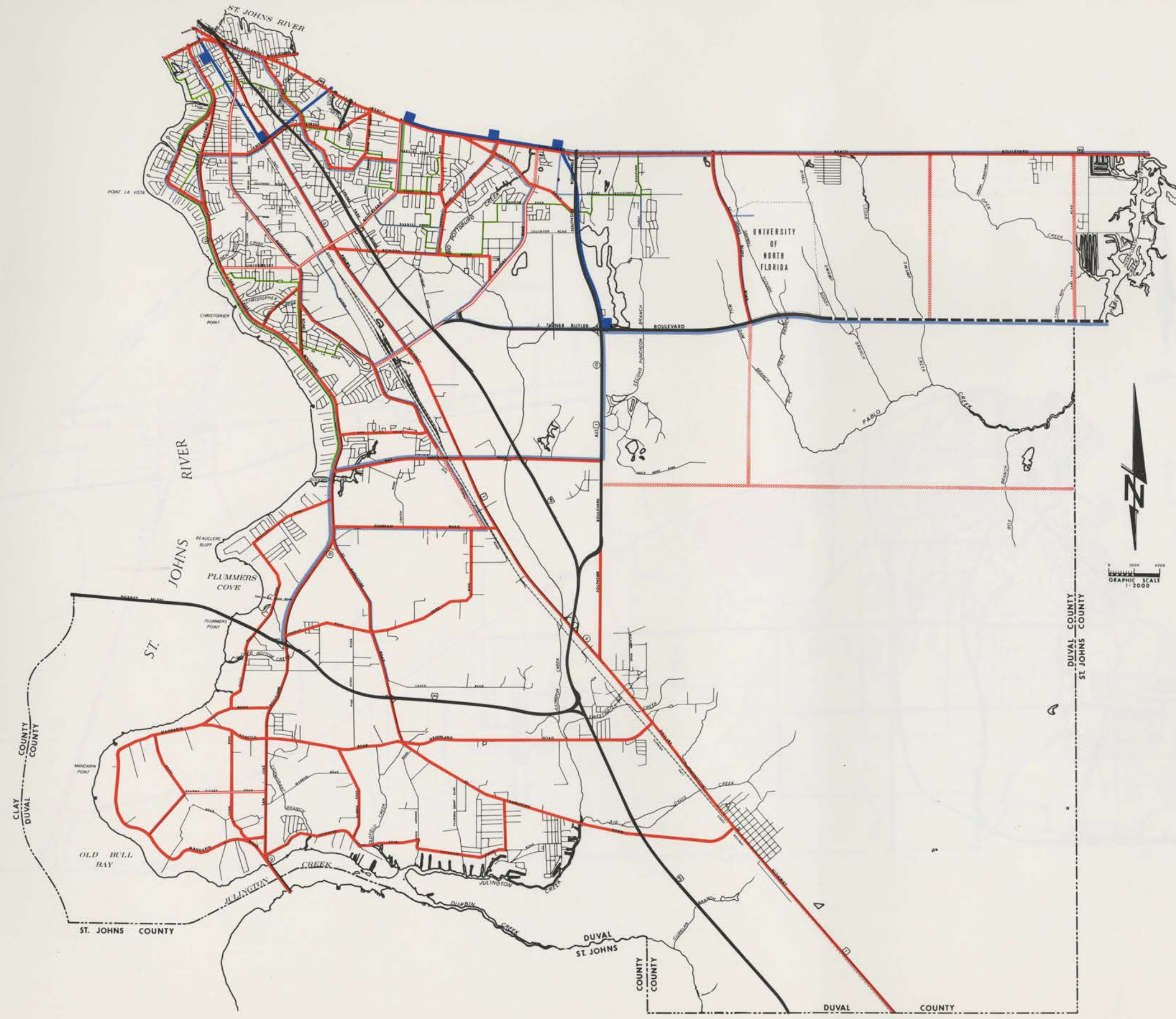


BICYCLE

BIKEWAY - PROPOSED



SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.



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TRANSPORTATION PLAN

for
**The Consolidated City
of Jacksonville**

PLANNING SUB-AREA 4

Jacksonville Area Planning Board

JUNE 1974



LEGEND

THOROUGHFARES

- FREEWAY - EXPRESSWAY
 - EXISTING OR COMMITTED
 - PROPOSED
- ARTERIAL - COLLECTOR
 - EXISTING RIGHT OF WAY
 - WIDENED RIGHT OF WAY
 - PROPOSED RIGHT OF WAY

TRANSIT

- FIXED GUIDEWAY SYSTEM
 - PROPOSED ROUTE
 - PROPOSED STATION
- EXPRESS BUS - PROPOSED ROUTE
- FEEDER BUS - PROPOSED ROUTE
- BUS TERMINAL - EXISTING

RAILROAD

- AMTRAK STATION

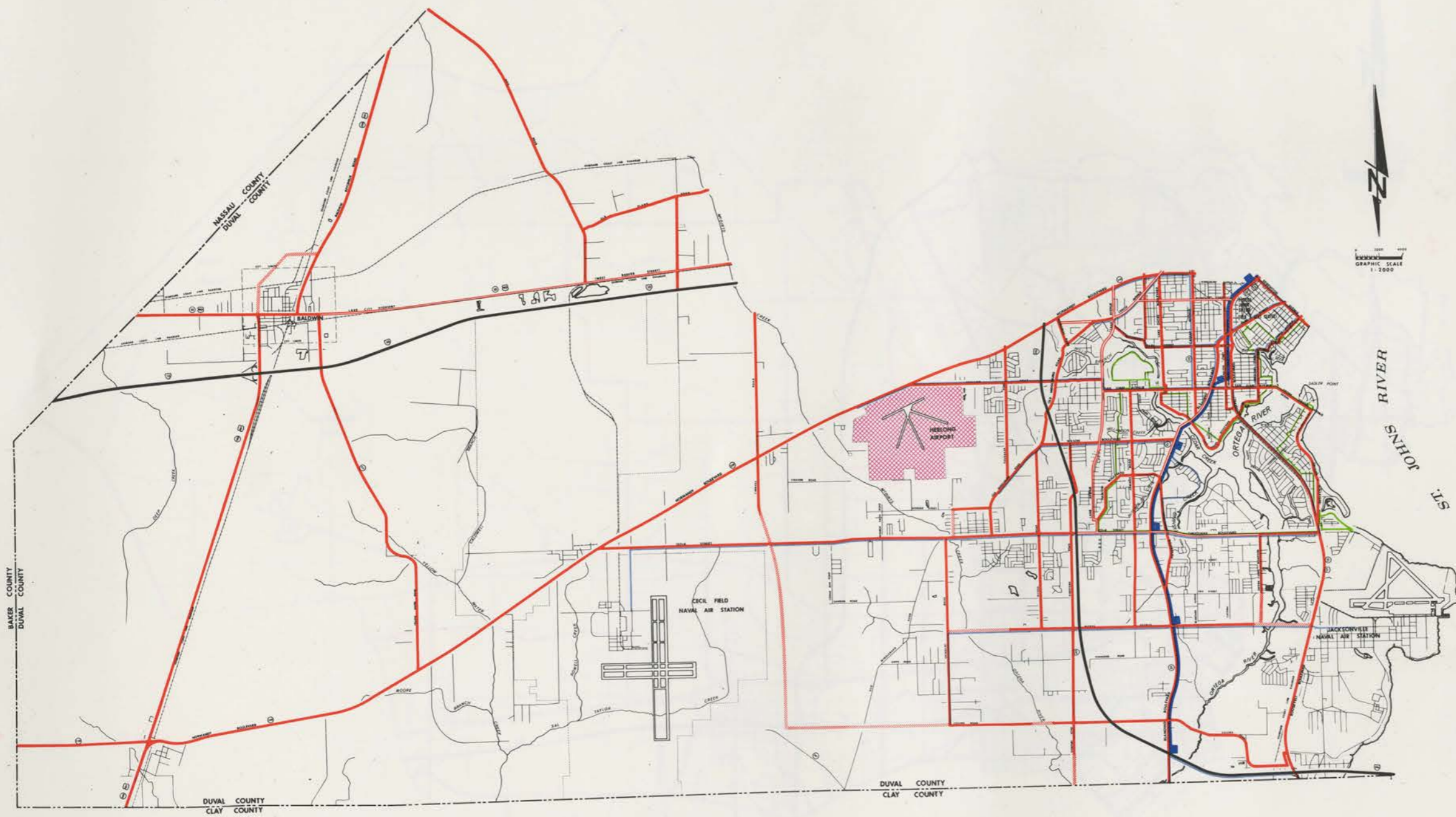
AIR

- RUNWAY - PROPOSED
- HELIPORT - EXISTING

BICYCLE

- BIKEWAY - PROPOSED

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.



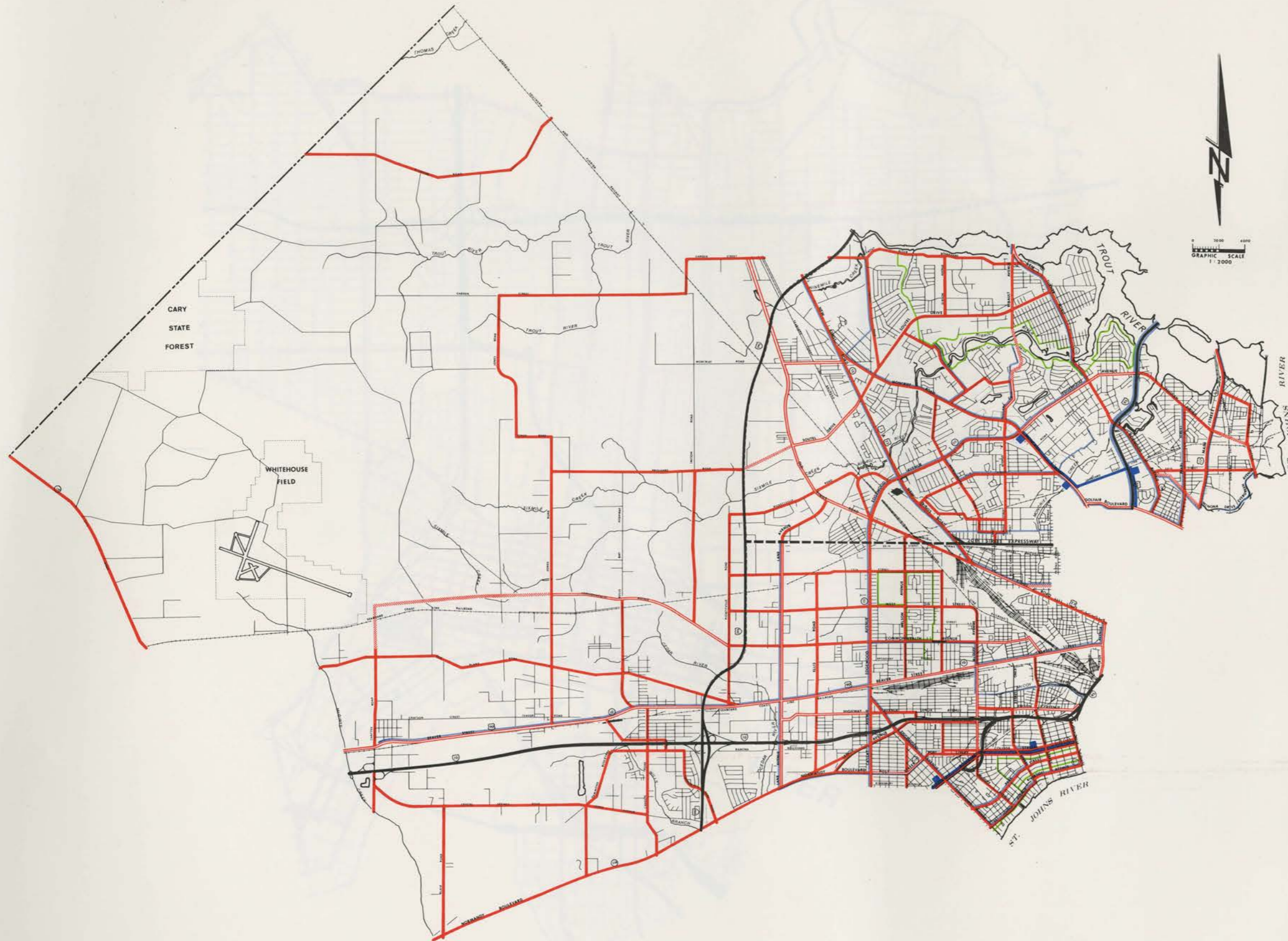
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TRANSPORTATION PLAN

for
**The Consolidated City
of Jacksonville**

PLANNING SUB-AREA 5
Jacksonville Area Planning Board

JUNE 1974



LEGEND

THOROUGHFARES

- FREEWAY - EXPRESSWAY
- EXISTING OR COMMITTED
- PROPOSED

- ARTERIAL - COLLECTOR
- EXISTING RIGHT OF WAY
- WIDENED RIGHT OF WAY
- PROPOSED RIGHT OF WAY

TRANSIT

- FIXED GUIDEWAY SYSTEM
- PROPOSED ROUTE
- PROPOSED STATION
- EXPRESS BUS - PROPOSED ROUTE
- FEEDER BUS - PROPOSED ROUTE
- BUS TERMINAL - EXISTING

RAILROAD

- AMTRAK STATION

AIR

- RUNWAY - PROPOSED
- HELIPORT - EXISTING

BICYCLE

- BIKEWAY - PROPOSED

SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.

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TRANSPORTATION PLAN

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 6

Jacksonville Area Planning Board

JUNE 1974

LEGEND

THOROUGHFARES

FREEWAY - EXPRESSWAY
EXISTING OR COMMITTED
PROPOSED



ARTERIAL - COLLECTOR

EXISTING RIGHT OF WAY
WIDENED RIGHT OF WAY
PROPOSED RIGHT OF WAY



TRANSIT

FIXED GUIDEWAY SYSTEM
PROPOSED ROUTE
PROPOSED STATION



EXPRESS BUS - PROPOSED ROUTE

FEEDER BUS - PROPOSED ROUTE

BUS TERMINAL - EXISTING



RAILROAD

AMTRAK STATION



AIR

RUNWAY - PROPOSED

HELIPORT - EXISTING

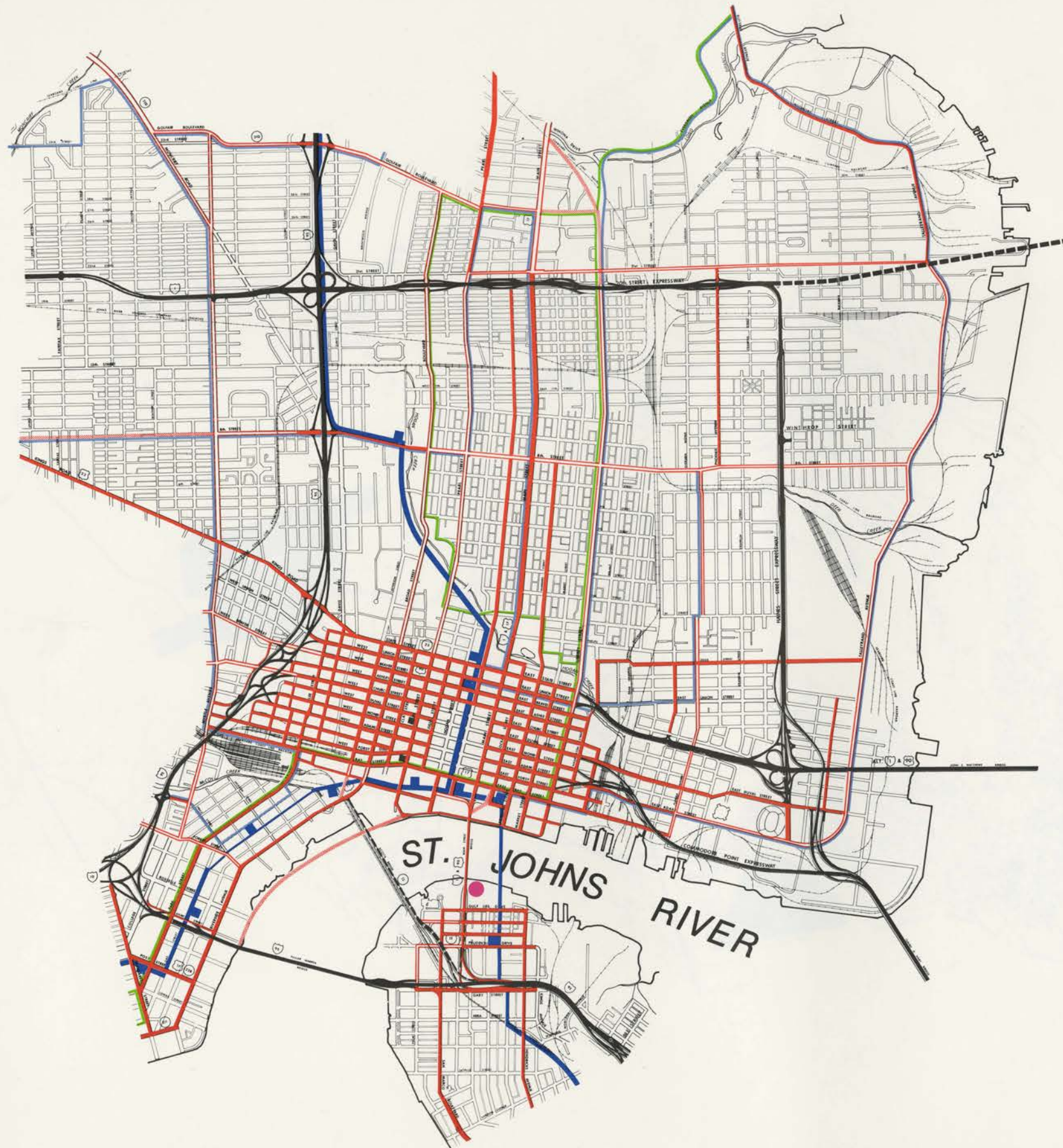


BICYCLE

BIKEWAY - PROPOSED



SOURCE: FIGURE 12, TECHNICAL REPORT 9, JACKSONVILLE URBAN AREA TRANSPORTATION STUDY, APRIL, 1973 AND THE DRAFT FINAL REPORT, JACKSONVILLE URBAN AREA MASS TRANSPORTATION STUDY, MARCH, 1974.



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CAPITAL IMPROVEMENTS PLAN 1974 - 1979

for
**The Consolidated City
of Jacksonville**

PLANNING SUB-AREA 1

Jacksonville Area Planning Board

JUNE 1974

LEGEND

Proposed Capital Improvements

Sites and/or Buildings

- LIBRARY L
- FIRE STATION F
- POLICE P
- HEALTH, WELFARE, and BIO-ENVIRONMENTAL H
- OTHER PUBLIC BUILDING O
- ELEMENTARY SCHOOL E
- JUNIOR HIGH SCHOOL J
- SENIOR HIGH SCHOOL S
- PARK, RECREATION, and OPEN SPACE P
- SANITARY LANDFILL LF
- PORT AUTHORITY (JPA) JPA
- PUBLIC WORKS PW
- H.U.D. PROGRAM [Hatched Box]

Transportation:

NEW RIGHT-OF-WAY and/or CONSTRUCTION

- CITY 133
- STATE PRIMARY P
- STATE SECONDARY S
- STREET WIDENING
- CITY 114
- STATE PRIMARY P
- STATE SECONDARY S

- BRIDGE [Bridge Symbol]
- SIDEWALK [Dashed Line Symbol]
- CURB and GUTTER [Dashed Line Symbol]
- MASS TRANSIT (JTA) [Red T-Bar Symbol]

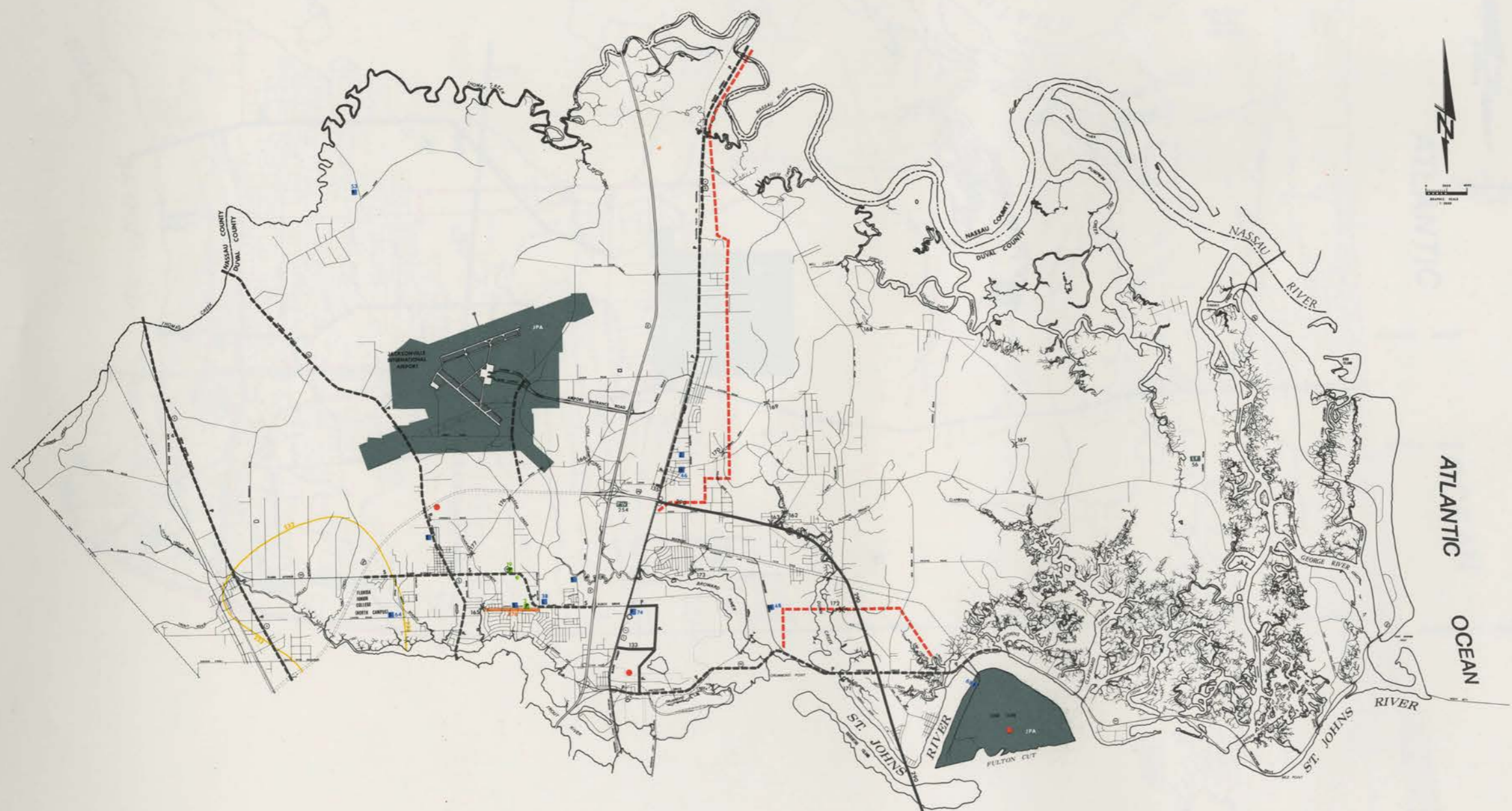
Utilities:

- ELECTRIC (JEA) [Red Circle Symbol]
- DRAINAGE- LINE or AREA [Yellow Line Symbol]

Project Reference Number 290

(See Report Appendix for Project Description)

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



CAPITAL IMPROVEMENTS PLAN 1974 - 1979

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 2

Jacksonville Area Planning Board

JUNE 1974

LEGEND

Proposed Capital Improvements

Sites and/or Buildings

- LIBRARY L
- FIRE STATION F
- POLICE P
- HEALTH, WELFARE, and BIO-ENVIRONMENTAL H
- OTHER PUBLIC BUILDING O
- ELEMENTARY SCHOOL E
- JUNIOR HIGH SCHOOL J
- SENIOR HIGH SCHOOL S
- PARK, RECREATION, and OPEN SPACE P
- SANITARY LANDFILL LF
- PORT AUTHORITY (JPA) JPA
- PUBLIC WORKS PW
- H.U.D. PROGRAM [diagonal lines]

Transportation:

- NEW RIGHT-OF-WAY and/or CONSTRUCTION 133
- CITY P
- STATE PRIMARY P
- STATE SECONDARY S
- STREET WIDENING 114
- CITY P
- STATE PRIMARY P
- STATE SECONDARY S
- BRIDGE []
- SIDEWALK []
- CURB and GUTTER []
- MASS TRANSIT (JTA) []

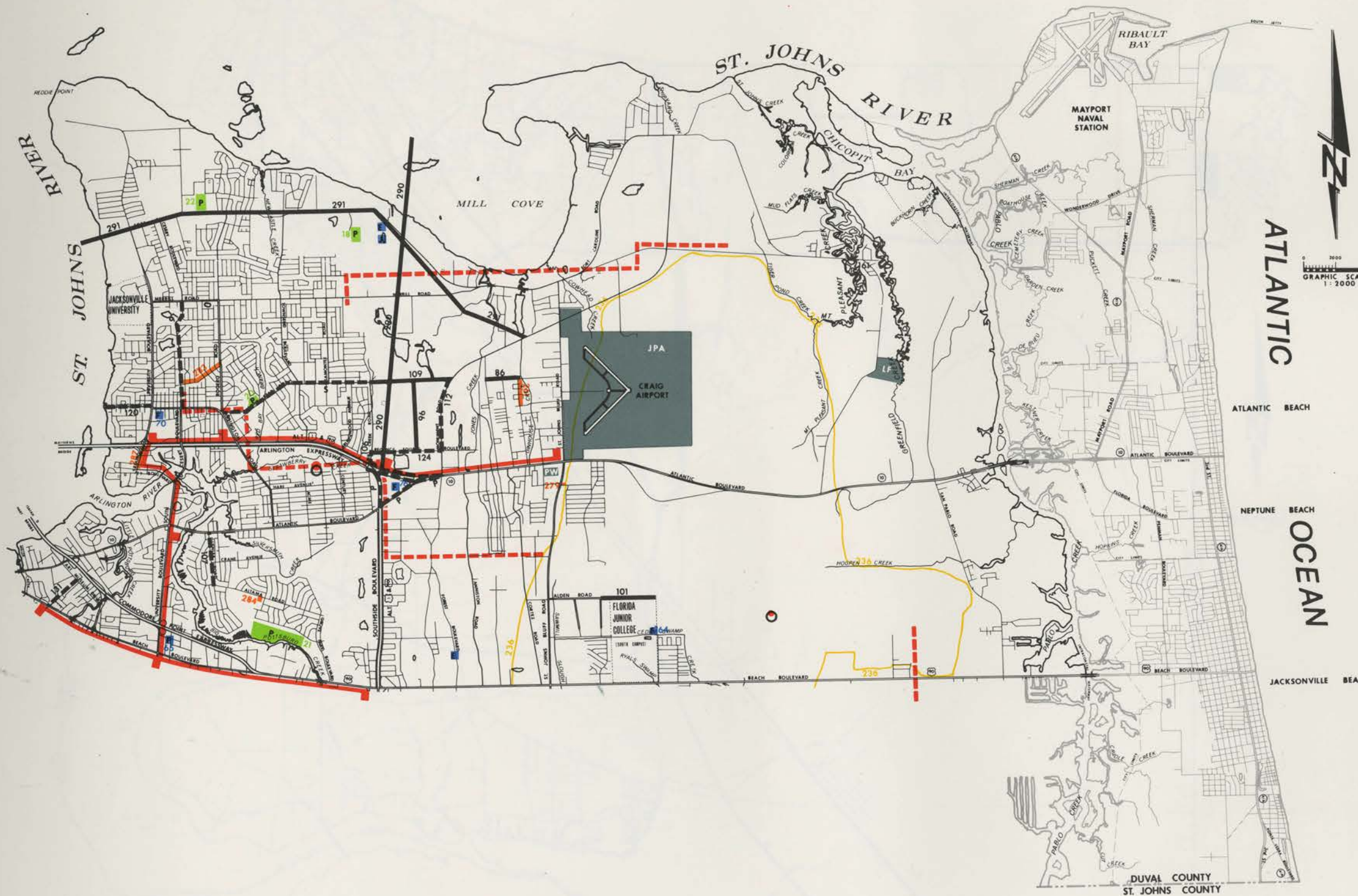
Utilities:

- ELECTRIC (JEA) []
- DRAINAGE- LINE or AREA []

Project Reference Number 290

(See Report Appendix for Project Description)

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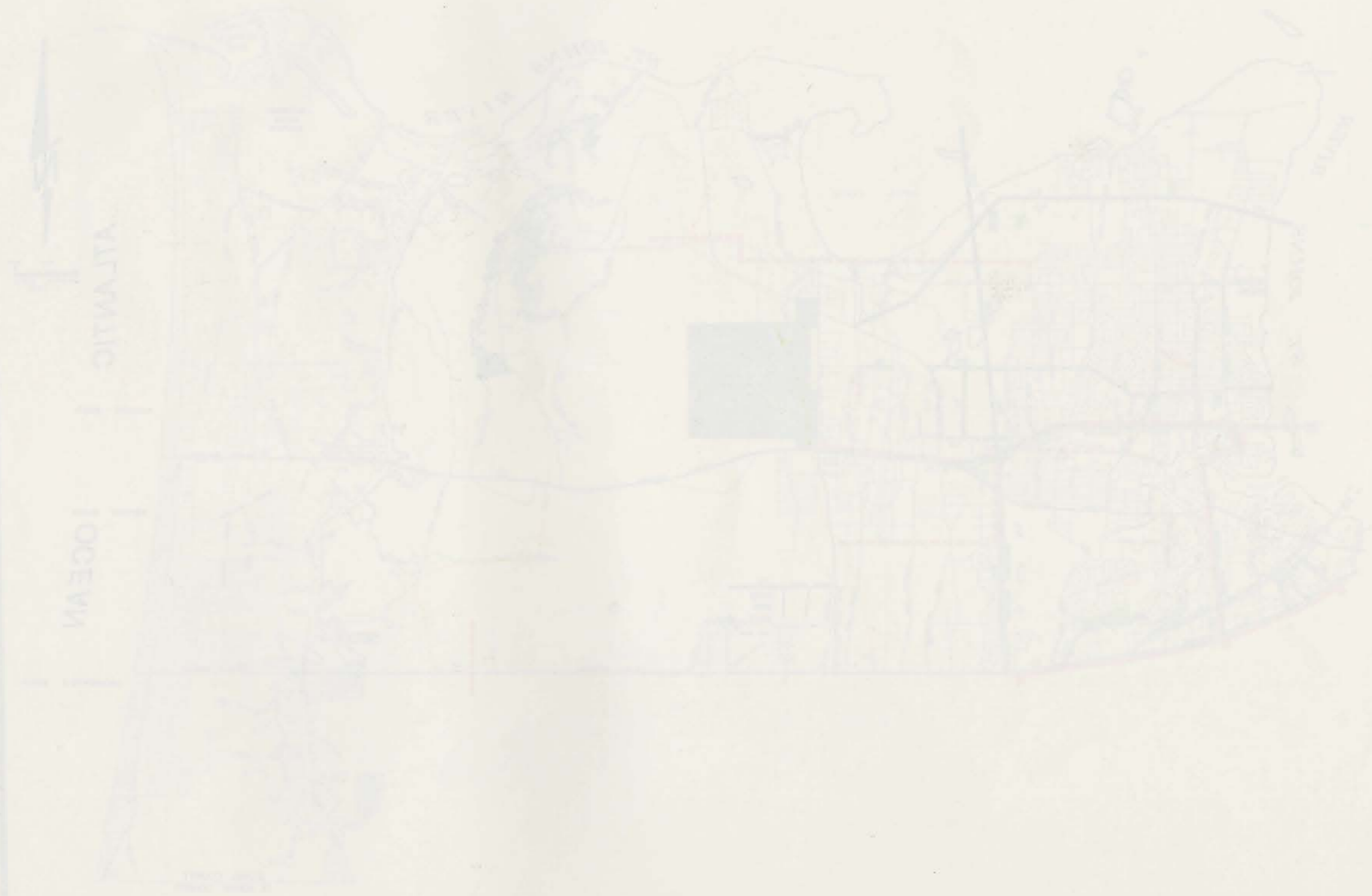


**CAPITAL
IMPROVEMENTS PLAN
1974-1975**

for
The Consolidated City
of Jacksonville
Florida

LEGEND

- Proposed Capital Improvements
- Existing Capital Improvements
- Water
- Sewer
- Storm Sewer
- Gas
- Electric
- Telephone
- Light
- Other



ATLANTIC

JACKSONVILLE OCEAN

This map was prepared by the City of Jacksonville, Florida, and is not to be used for any other purpose without the express written consent of the City of Jacksonville, Florida.

CAPITAL IMPROVEMENTS PLAN 1974 - 1979

for

The Consolidated City
of Jacksonville

PLANNING SUB-AREA 3

Jacksonville Area Planning Board

JUNE 1974

LEGEND

Proposed Capital Improvements

Sites and/or Buildings

- LIBRARY L
- FIRE STATION F
- POLICE P
- HEALTH, WELFARE, and BIO-ENVIRONMENTAL H
- OTHER PUBLIC BUILDING O
- ELEMENTARY SCHOOL E
- JUNIOR HIGH SCHOOL J
- SENIOR HIGH SCHOOL S
- PARK, RECREATION, and OPEN SPACE P
- SANITARY LANDFILL LF
- PORT AUTHORITY (JPA) JPA
- PUBLIC WORKS PW
- H.U.D. PROGRAM [Hatched Box]

Transportation:

NEW RIGHT-OF-WAY and/or CONSTRUCTION

- CITY [Solid Line]
- STATE PRIMARY [Dashed Line]
- STATE SECONDARY [Dotted Line]
- STREET WIDENING
- CITY [Dashed Line]
- STATE PRIMARY [Dotted Line]
- STATE SECONDARY [Dotted Line]

- BRIDGE [I-Shape]
- SIDEWALK [Dashed Line]
- CURB and GUTTER [Dashed Line]
- MASS TRANSIT (JTA) [Red Line]

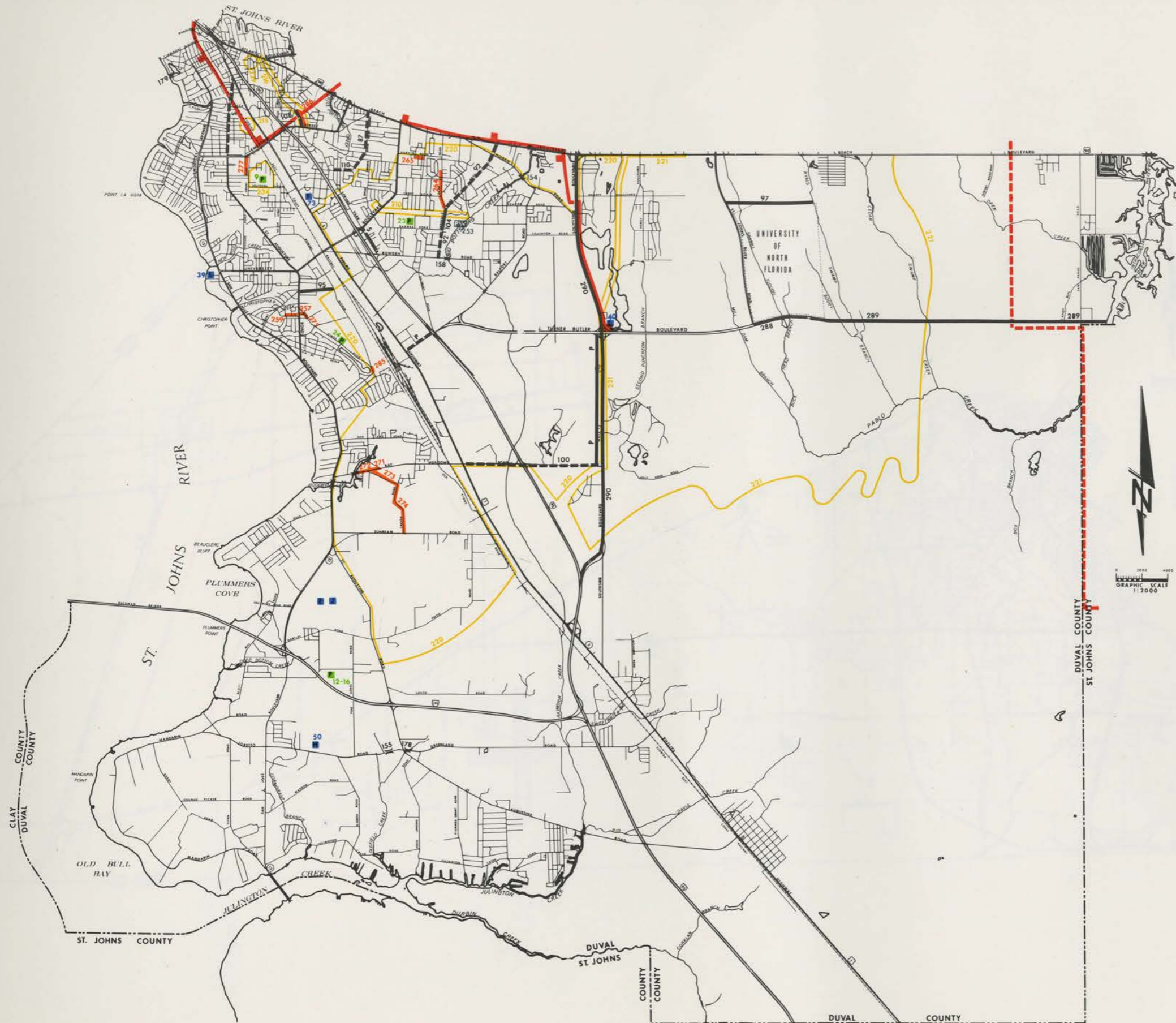
Utilities:

- ELECTRIC (JEA) [Red Line]
- DRAINAGE- LINE or AREA [Yellow Line]

Project Reference Number 290

(See Report Appendix for Project Description)

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CAPITAL IMPROVEMENTS PLAN 1974 - 1979

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 4

Jacksonville Area Planning Board

JUNE 1974

LEGEND

Proposed Capital Improvements

Sites and/or Buildings

- LIBRARY
- FIRE STATION
- POLICE
- HEALTH, WELFARE, and BIO-ENVIRONMENTAL
- OTHER PUBLIC BUILDING
- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL
- PARK, RECREATION, and OPEN SPACE
- SANITARY LANDFILL
- PORT AUTHORITY (JPA)
- PUBLIC WORKS
- H.U.D. PROGRAM



Transportation:

NEW RIGHT-OF-WAY and/or CONSTRUCTION

- CITY
- STATE PRIMARY
- STATE SECONDARY
- STREET WIDENING
- CITY
- STATE PRIMARY
- STATE SECONDARY

- BRIDGE
- SIDEWALK
- CURB and GUTTER
- MASS TRANSIT (JTA)

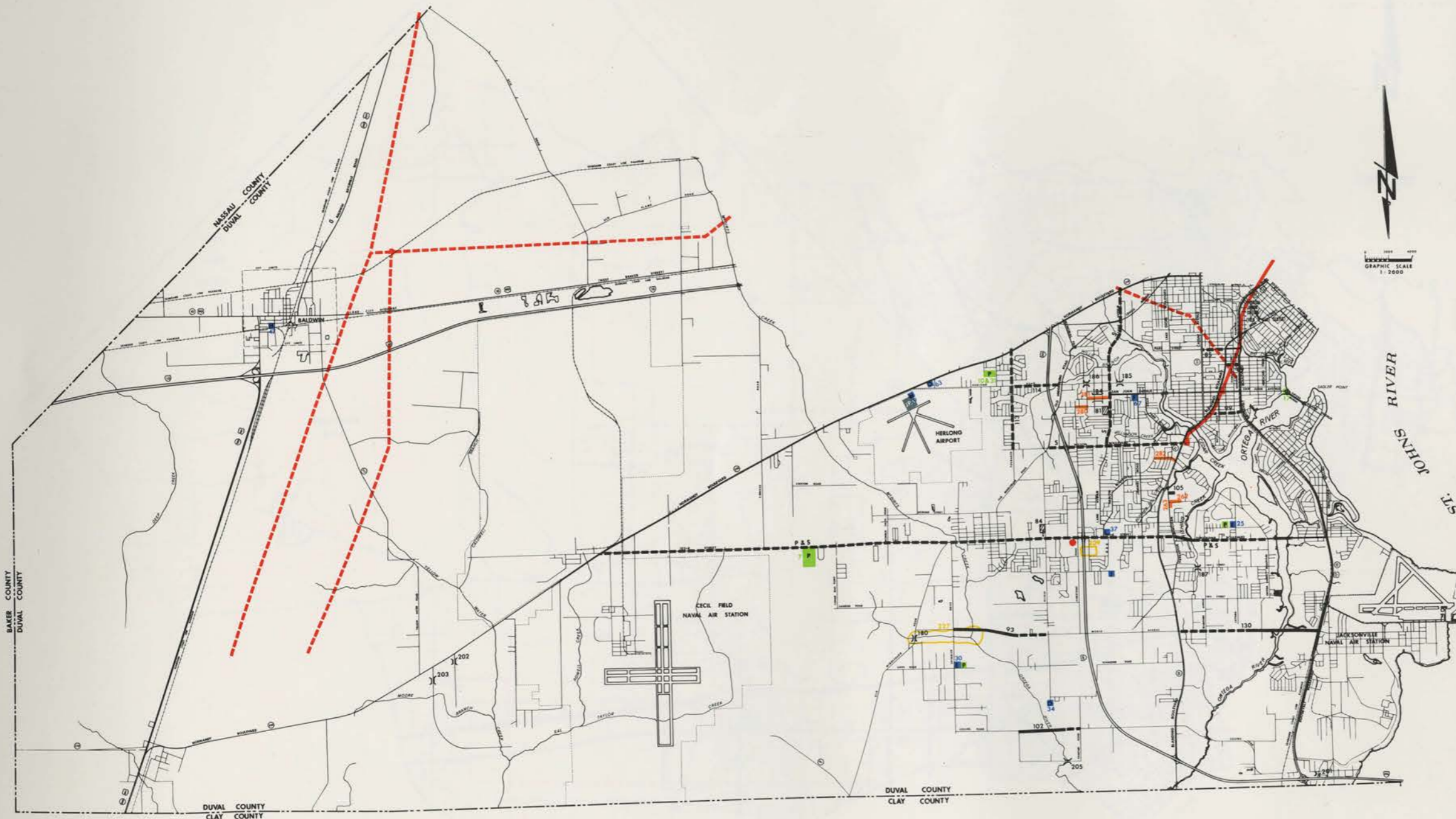
Utilities:

- ELECTRIC (JEA)
- DRAINAGE- LINE or AREA

Project Reference Number 290

(See Report Appendix for Project Description)

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CAPITAL IMPROVEMENTS PLAN 1974 - 1979

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 5

Jacksonville Area Planning Board

JUNE 1974

LEGEND

Proposed Capital Improvements

Sites and/or Buildings

- LIBRARY L
- FIRE STATION F
- POLICE P
- HEALTH, WELFARE, and BIO-ENVIRONMENTAL H
- OTHER PUBLIC BUILDING O
- ELEMENTARY SCHOOL E
- JUNIOR HIGH SCHOOL J
- SENIOR HIGH SCHOOL S
- PARK, RECREATION, and OPEN SPACE P
- SANITARY LANDFILL LF
- PORT AUTHORITY (JPA) JPA
- PUBLIC WORKS PW
- H.U.D. PROGRAM [Hatched Box]

Transportation:

- NEW RIGHT-OF-WAY and/or CONSTRUCTION
 - CITY 123
 - STATE PRIMARY P
 - STATE SECONDARY S
- STREET WIDENING
 - CITY 114
 - STATE PRIMARY P
 - STATE SECONDARY S
- BRIDGE [Bridge Symbol]
- SIDEWALK [Dashed Line Symbol]
- CURB and GUTTER [Red Line Symbol]
- MASS TRANSIT (JTA) [Red Line Symbol]

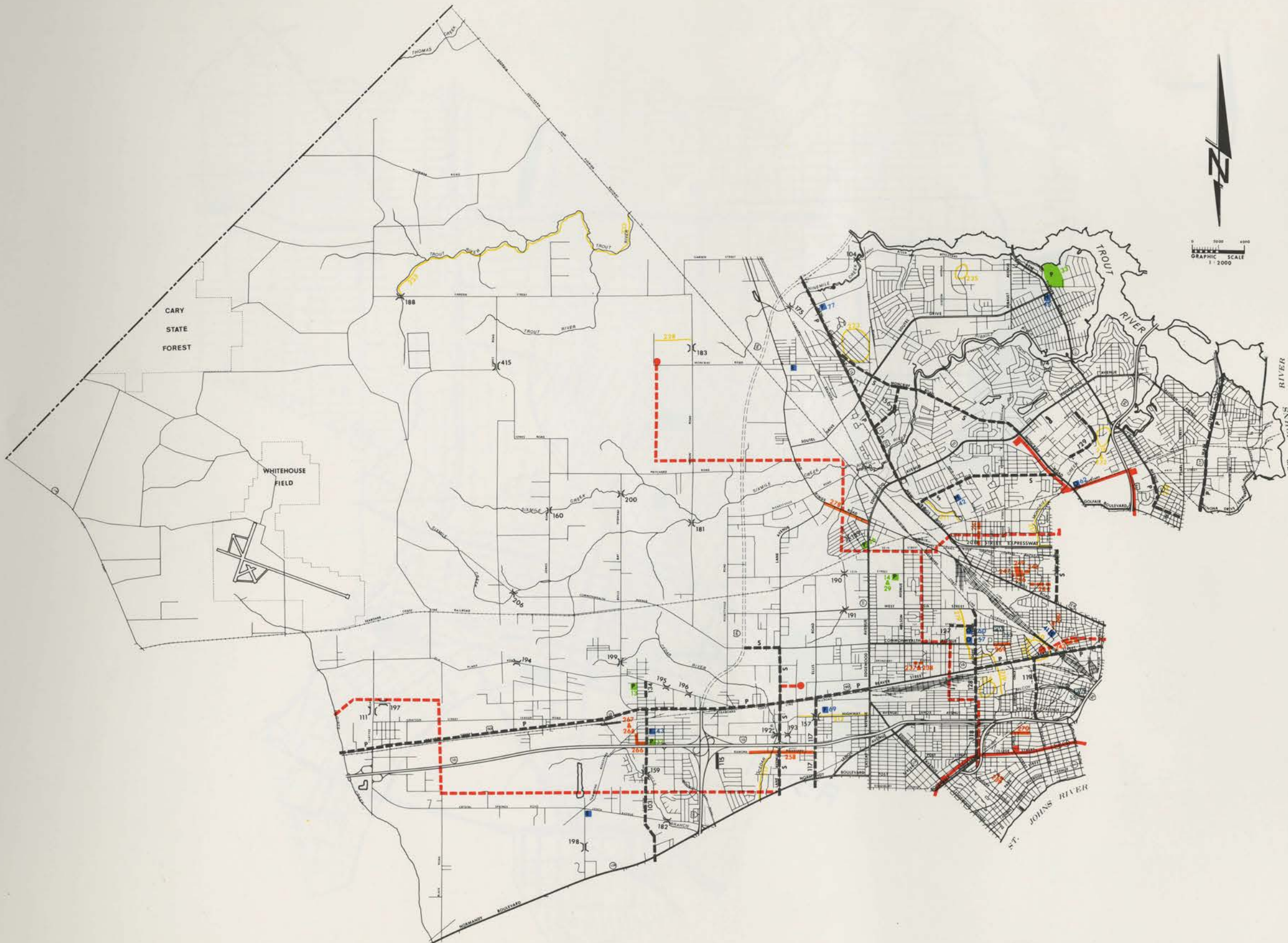
Utilities:

- ELECTRIC (JEA) [Red Dot Symbol]
- DRAINAGE- LINE or AREA [Yellow Line Symbol]

Project Reference Number 290

(See Report Appendix for Project Description)

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CAPITAL IMPROVEMENTS PLAN 1974 - 1979

for
The Consolidated City
of Jacksonville

PLANNING SUB-AREA 6

Jacksonville Area Planning Board

JUNE 1974

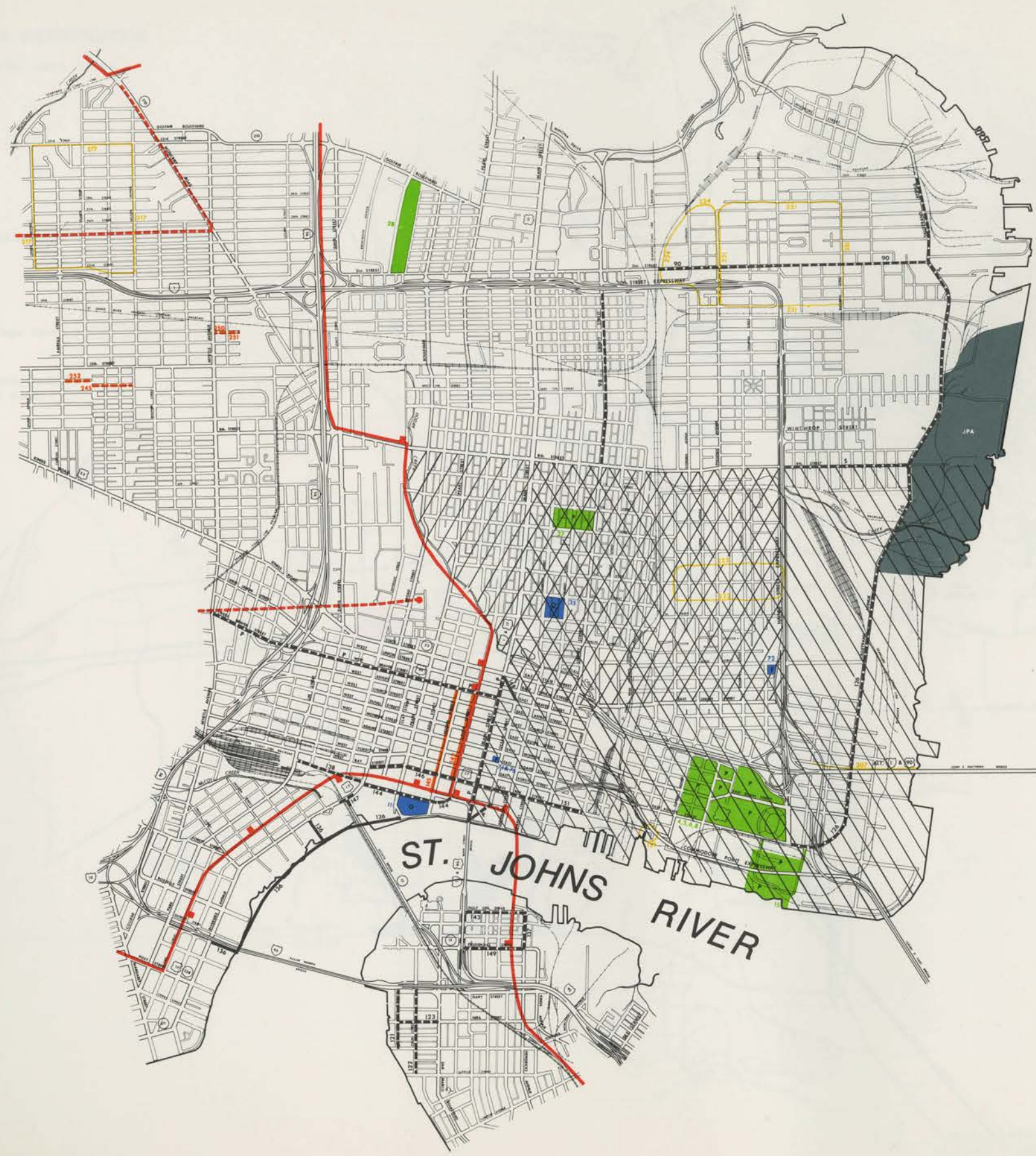
LEGEND

Proposed Capital Improvements

Sites and/or Buildings	
LIBRARY	L
FIRE STATION	F
POLICE	P
HEALTH, WELFARE, and BIO-ENVIRONMENTAL	H
OTHER PUBLIC BUILDING	O
ELEMENTARY SCHOOL	E
JUNIOR HIGH SCHOOL	J
SENIOR HIGH SCHOOL	S
PARK, RECREATION, and OPEN SPACE	P
SANITARY LANDFILL	LF
PORT AUTHORITY (JPA)	JPA
PUBLIC WORKS	PW
H.U.D. PROGRAM	[Hatched Box]
Transportation:	
NEW RIGHT-OF-WAY and/or CONSTRUCTION	
CITY	133
STATE PRIMARY	P
STATE SECONDARY	S
STREET WIDENING	
CITY	114
STATE PRIMARY	P
STATE SECONDARY	S
BRIDGE	J
SIDEWALK	[Red Line]
CURB and GUTTER	[Red Line]
MASS TRANSIT (JTA)	[Red Line]
Utilities:	
ELECTRIC (JEA)	[Red Line]
DRAINAGE- LINE or AREA	[Yellow Line]
Project Reference Number	290

(See Report Appendix for Project Description)

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**CAPITAL
IMPROVEMENTS PLAN
1974-1979**

for
The City of
of
Planning
and

LEGEND

[Symbol]	Proposed Capital Improvements
[Symbol]	Existing Capital Improvements
[Symbol]	Water
[Symbol]	Sanitary Sewer
[Symbol]	Storm Sewer
[Symbol]	Street
[Symbol]	Other



STUDY AREA NUMBER IDENTIFICATION

NEIGHBORHOOD and RENEWAL AREA STUDY

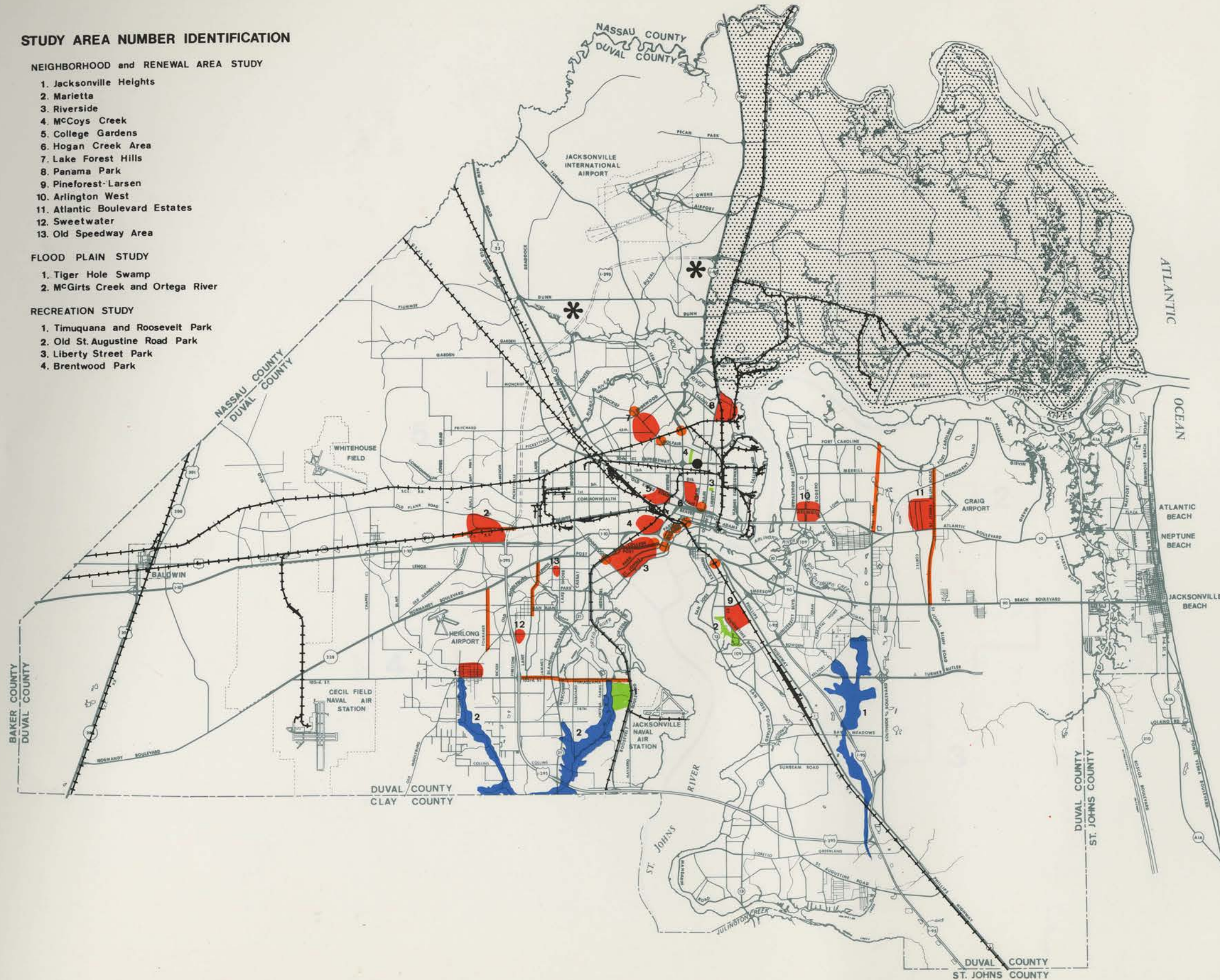
1. Jacksonville Heights
2. Marietta
3. Riverside
4. McCoys Creek
5. College Gardens
6. Hogan Creek Area
7. Lake Forest Hills
8. Panama Park
9. Pineforest-Larsen
10. Arlington West
11. Atlantic Boulevard Estates
12. Sweetwater
13. Old Speedway Area

FLOOD PLAIN STUDY

1. Tiger Hole Swamp
2. McGirts Creek and Ortega River

RECREATION STUDY

1. Timuquana and Roosevelt Park
2. Old St. Augustine Road Park
3. Liberty Street Park
4. Brentwood Park



OTHER ACTION PROGRAMS

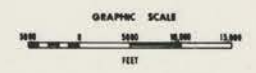
for
The Consolidated City
of Jacksonville

Jacksonville Area Planning Board

LEGEND

- IMPACT STUDIES**
- Mass Transit Station Area ●
 - Street Construction and Widening —
 - Imeson Industrial Park and Blount Island Area
- RECREATION STUDY**
- FLOOD PLAIN STUDY**
- NEIGHBORHOOD and RENEWAL AREA STUDY**
- TRANSPORTATION STUDIES**
- Additional Bikeway ✱
 - Railroad Track Consolidation and Grade Crossing Improvements +++++
 - Additional Transit Station ●

NOTE:
Areas Identified by Number Are Listed at Left.



JUNE 1974



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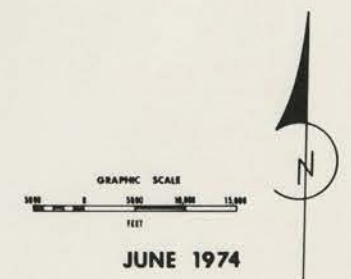
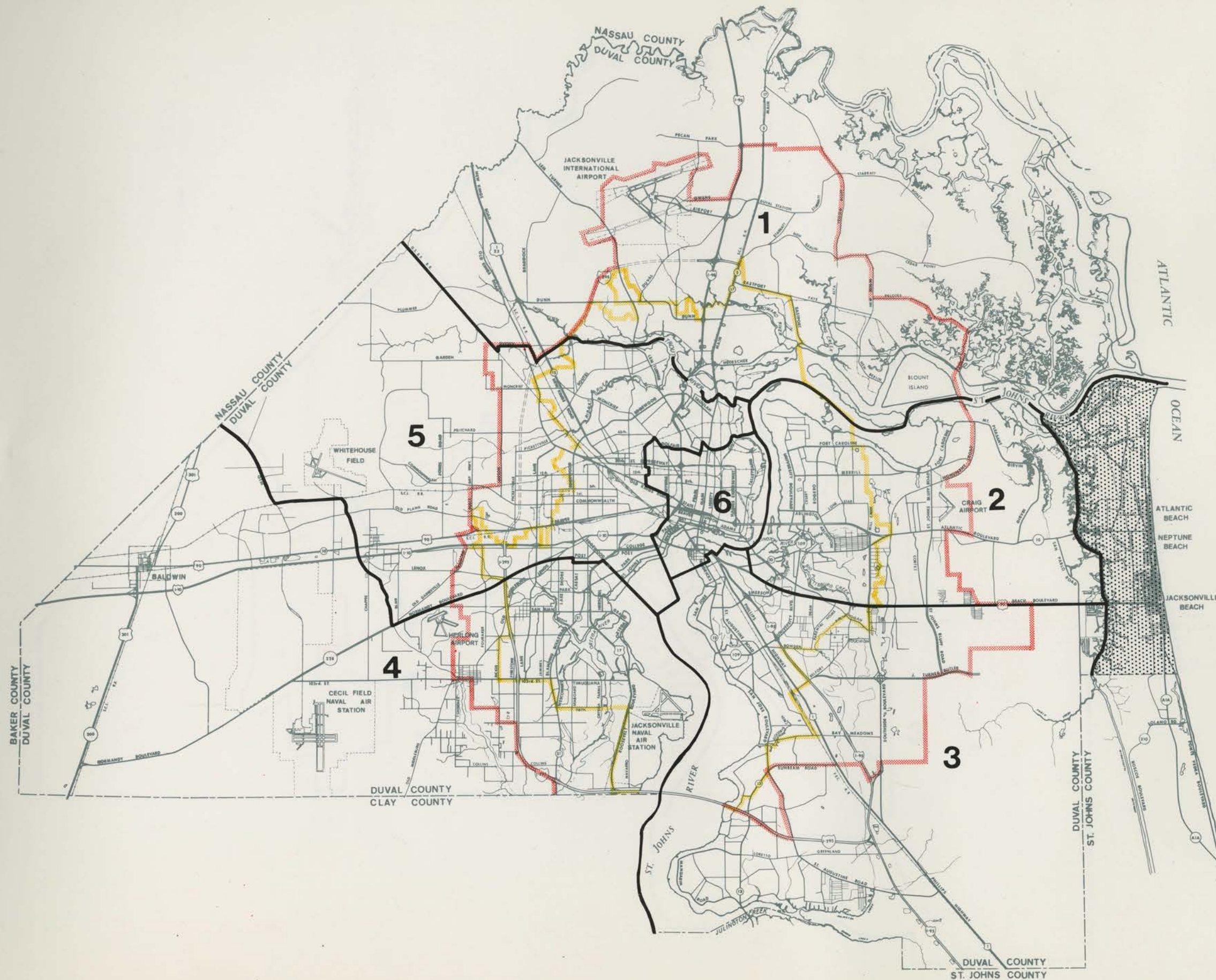
STUDY AREA PLAN BOUNDARY MAP

for
The Consolidated City
of Jacksonville

Jacksonville Area Planning Board

LEGEND

- Study Area Plan Boundary ———
- 1980 Assignment Line ———
- Planning Sub-Area Boundary
- Sub-Area Number **6**



JUNE 1974

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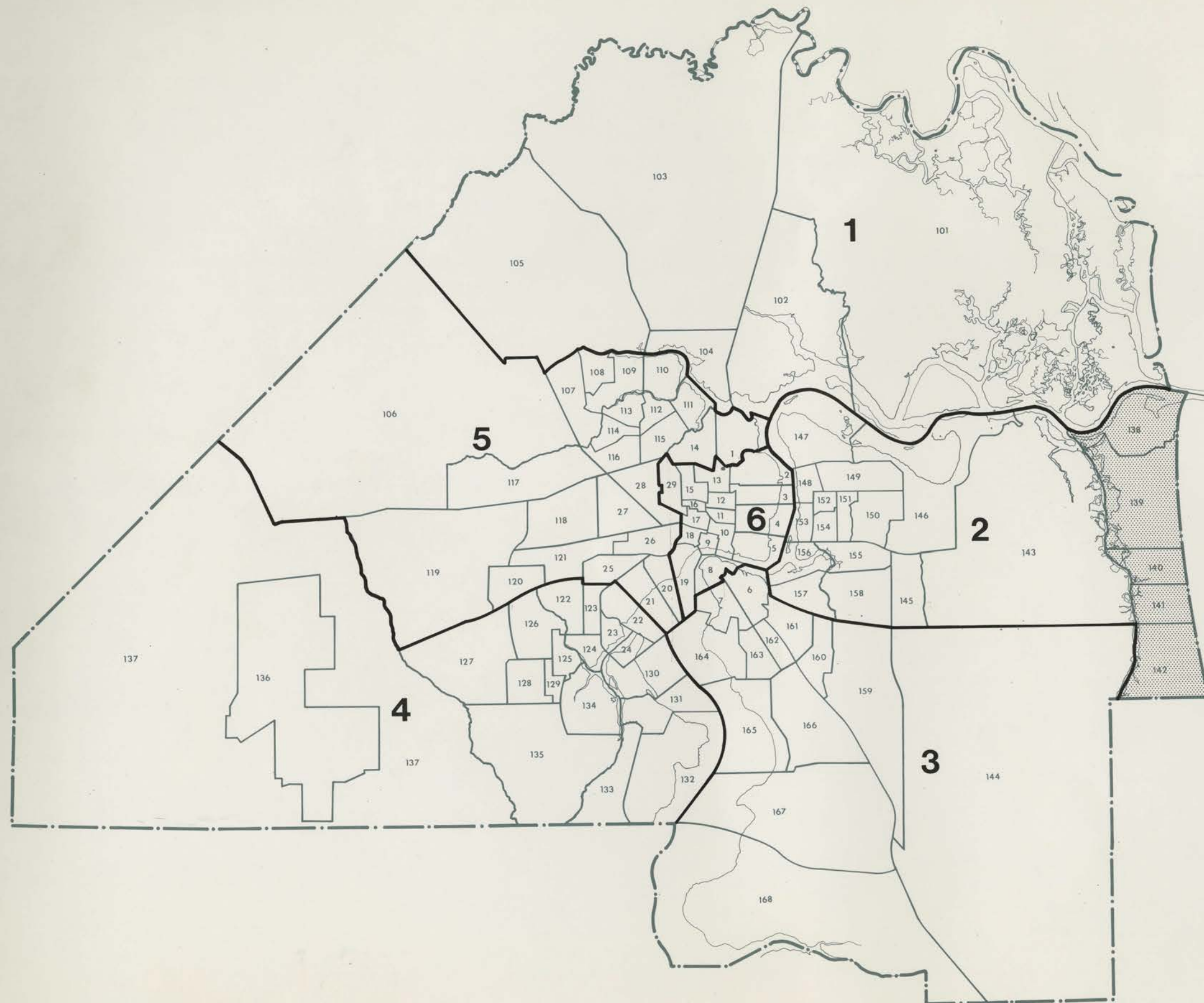
U.S. CENSUS TRACTS 1970

for
The Consolidated City
of Jacksonville

Jacksonville Area Planning Board

LEGEND

Census Tract Boundary Line	———
Census Tract Number	167
Sub-Area Boundary Line	———
Sub-Area Number	3



JUNE 1974

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