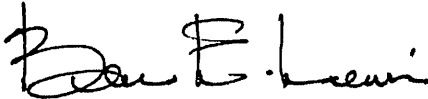


Joshua Garrison, Chair	Aye
Dawn Motes, Vice Chair	Absent
David Hacker, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Ian Brown	Aye
Alex Moldovan	Aye
Jason Porter	Aye

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



Bruce E. Lewis
City Planner Supervisor – Current Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7820
blewis@coj.net

REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR

APPLICATION FOR REZONING ORDINANCE 2020-658 TO

PLANNED UNIT DEVELOPMENT

NOVEMBER 19, 2020

The Planning and Development Department hereby forwards to the Planning Commission, Land Use and Zoning Committee, and City Council its comments and recommendation regarding Application for Rezoning Ordinance 2020-658 to Planned Unit Development.

Location: West of I-95, south of Pecan Park Road and Arnold Road, east of Pecan Park Road North and north of I-295

Real Estate Number(s): 019579-0000, 019580-0000, 019580-0100, 019580-1000, 019580-2000, 019380-5000, 019542-0010, 019542-0015, 019542-9000, 019700-0900, 019700-1000, 019280-0005, 019280-0090

Current Zoning District(s): Industrial Light (IL)
Agriculture (AGR)
Public Buildings and Facilities-2 (PBF-2)
Public Buildings and Facilities-3 (PBF-3)
Planned Unit Development (PUD 2004-1159)
Planned Unit Development (PUD 2002-90)

Proposed Zoning District: Planned Unit Development (PUD)

Current Land Use Category: Light Industrial (LI)
Agriculture-ii (AGR-ii)
Agriculture-iii (AGR-iii)
Agriculture-iv (AGR-iv)
Conservation (CSV)
Public Buildings and Facilities (PBF)

Planning District: North, District 6

Applicant/Agent: Tony Robbins, AICP
Prosser, Inc.
13901 Sutton Place Drive South, Suite 200
Jacksonville, Florida 32224

Owner: Jacksonville Airport Authority (JAA)
14201 Pecan Park Road
Jacksonville, Florida 32218

Staff Recommendation: APPROVE WITH CONDITIONS

GENERAL INFORMATION

Application for Planned Unit Development 2020-658 seeks to rezone approximately 2,004 acres of land from Industrial Light (IL), Agriculture (AGR), Public Buildings and Facilities-2 (PBF-2), Public Buildings and Facilities-3 (PBF-3), Planned Unit Development (PUD) to PUD. The rezoning to PUD is being sought to allow development of land within the Airport Development of Regional Impact (DRI). The Jacksonville Airport Authority (JAA) has determined the fourth runway is no longer needed, which allows the land to be developed instead of being classified as preservation. The DRI and this PUD will allow for light industrial, office, retail and service use, hotel and recreation uses.

The current PUD, 2004-1159-E, increase the square footage of retail commercial and service establishments uses as well as the existing warehousing, distribution and light manufacturing.

The PUD was approved with the following conditions:

- (a) Any access connection to International Airport Boulevard shall be permitted by the appropriate legal authority.
- (b) Prior to final plat approval, the Covenants, Deeds, and Restrictions governing the development shall state that individual lots may be located in an airfield environ Air Installation Compatible Use Zone (AICUZ) and may be subject to increased noise levels associated with air traffic operations.
- (c) Permitted uses and structures approved for Parcels 1, 2, 4, and 10 by this development order, which were not permitted under previous development orders, shall comply with Part 10 of the Zoning Code, as amended from time to time. Permitted uses and structures approved for Parcels 1, 2, 4, and 10 by previous development orders, shall comply with Part 10 of the Zoning Code in effect on September 22, 1987.
- (d) The maximum height of buildings shall be one hundred fifty (150) feet.
- (e) Building setbacks shall conform to the Tradeport Development Guidelines, as amended from time to time.

The Planning & Development Department has reviewed the conditions of the enacted ordinance and has determined the conditions do not need to be continued as the conditions are already contained in Part 10 of the Zoning Code.

The current PUD, 2002-90-E, allowed the same uses that the PUD is proposing.

The PUD was approved with the following conditions:

- (a) The development shall be subject to the review and approval of the Department of Public Works, Traffic Engineering Division, pursuant to the memorandum dated February 22, 2002,

attached hereto as Exhibit B, or as otherwise approved by the Traffic Engineering Division and the Planning and Development Department.

(b) A signage master plan shall be submitted prior to verification of substantial compliance with the PUD and shall be subject to the review and approval of the Planning and Development Department.

(c) If historic resources are discovered during the course of construction, further review by the Planning and Development Department, in consultation with the Florida Division of Historic Resources, will be required for compliance under Section 654.122, Code of Subdivision Regulations.

(d) The permitting criteria of the St. Johns River Water Management District and the U.S. Army Corps of Engineers shall be applicable to the proposed development within jurisdictional areas.

The Planning & Development Department has reviewed the conditions of the enacted ordinance and has determined the conditions do not need to be continued as the conditions are already contained in Part 10 of the Zoning Code or will be reviewed during development review.

CRITERIA FOR REVIEW

Pursuant to the provisions of Section 656.125 of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria of an application for rezoning to Planned Unit Development.

(A) Is the proposed zoning district consistent with the 2030 Comprehensive Plan?

Yes. The Planning and Development Department finds that the subject property is located in the Light Industrial (LI), Agriculture-ii (AGR-ii), Agriculture-iii (AGR-iii), Agriculture-iv (AGR-iv), Conservation (CSV), Public Buildings and Facilities (PBF) functional land use categories as defined by the Future Land Use Map series (FLUMs) contained within the Future Land Use Element (FLUE) adopted as part of the 2030 Comprehensive Plan. The proposed PUD will allow a mixed use of aviation uses, light manufacturing, industrial, commercial retail and service establishments, hotel, and recreation uses. Therefore, the proposed rezoning is consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive Planning for Future Development of the Ordinance Code.

(B) Does the proposed rezoning further the goals, objectives and policies of the 2030 Comprehensive Plan?

Yes. This proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

Future Land Use Element:

Policy 1.1.9 Permit development only if it does not exceed the densities and intensities established in the Future Land Use Element as defined by the Future Land Use map category description and their associated provisions.

Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial, and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

(C) Does the proposed rezoning conflict with any portion of the City's land use Regulations?

The written description and the site plan of the intended plan of development, meets all portions of the City's land use regulations and furthers their intent by providing specific development standards.

Pursuant to the provisions of Section 656.341(d) of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria for rezoning to Planned Unit Development district:

(1) Consistency with the 2030 Comprehensive Plan

In accordance with Section 656.129 Advisory recommendation on amendment of Zoning Code or rezoning of land of the Zoning Code, the subject property is within the following functional land use categories as identified in the Future Land Use Map series (FLUMs): Light Industrial (LI), Agriculture-ii (AGR-ii), Agriculture-iii (AGR-iii), Agriculture-iv (AGR-iv), Conservation (CSV), Public Buildings and Facilities (PBF). The Planning and Development Department finds that the proposed PUD is consistent with the 2030 Comprehensive Plan, as evaluated in Criteria (B).

(2) Consistency with the Concurrency Mobility and Management System

Pursuant to the provisions of Chapter 655 Concurrency and Mobility Management System of the Ordinance Code, the development will be required to comply with all appropriate requirements of the Concurrency and Mobility Management System (CMMSO) prior to development approvals.

(3) Allocation of residential land use

This proposed Planned Unit Development intends to utilize lands for light industrial, office, retail and service use, hotel and recreation uses. This proposed development will not exceed the projected holding capacity reflected in Table L-20, Land Use Acreage Allocation Analysis for

2030 Comprehensive Plan's Future Land Use Element, contained within the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

(4) Internal compatibility

This proposed PUD is consistent with the internal compatibility factors. An evaluation of the internal compatibility of a proposed Planned Unit Development shall be based on the following factors:

- The use of existing and proposed landscaping: The PUD indicates it will comply with Part 12 Landscaping Regulations in the Zoning Code.
- Traffic and pedestrian circulation patterns: The PUD Site Plan shows a network of existing and proposed roads throughout the development.
- The use and variety of building setback lines, separations, and buffering: The Written Description includes setbacks which are in excess of commercial and industrial zoning districts.
- The particular land uses proposed and the conditions and limitations thereon: The proposed uses are similar to existing uses adjacent to the proposed PUD. The proposed uses will comply with the Airport Environs Table 656-2 in the Zoning Code.
- Compatible relationship between land uses in a mixed use project: The PUD is proposing uses which are generally compatible. The Written Description includes a provision for an uncomplementary buffer meeting 656.1216 of the Zoning Code.

(5) External Compatibility

Based on the written description of the intended plan of development and site plan, the Planning and Development Department finds that external compatibility is achieved by the following:

- The Comprehensive Plan and existing zoning on surrounding lands: The adjacent uses, zoning and land use categories are as follows:

Adjacent Property	Land Use Category	Zoning District	Current Use
North	AGR-ii	PBF-2	Undeveloped
	AGR-iii	PBF-2	Undeveloped
	AGR-iv	AGR	Undeveloped
South	LDR	PUD / RLD-60	Single-family dwellings
	MDR	RMD-C	Multi-family dwellings
	LI	IL / IBP	Distribution center, undeveloped
East	BP	IL	Warehousing, distribution center
	CGC	PUD	Warehousing, distribution center

	LI	IL	Undeveloped
West	PBF	PBF-3	Jacksonville International Airport (JIA)

(6) Intensity of Development

The proposed development is consistent with the LI, AGR-ii, AGR-iii, AGR-iv, CSV, and PBF functional land use categories as a mixed use development. The PUD is appropriate at this location because the PUD will allow an expansion of the uses that already existing in the area and will complement the vehicular freight and the airline freight network.

- The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries: The PUD will have access to JIA, I-295 and I-95 through International Airport Blvd. and Pecan Park Road.

(7) Usable open spaces plazas, recreation areas.

The project will be developed with the required amount of open space. Recreation areas are not required for commercial/industrial use.

(8) Impact on wetlands

Review of a 2004 Florida Land Use and Cover Classification System map provided by the St. Johns River Water Management District did identify wetlands in the PUD. However, any development impacting wetlands will be permitted pursuant to local, state and federal permitting requirements.

(9) Listed species regulations

No wildlife survey was required as the project is less than the 50-acre threshold.

(10) Off-street parking including loading and unloading areas.

The site will be developed in accordance with Part 6 of the Zoning Code.

(11) Sidewalks, trails, and bikeways

The project will contain a pedestrian system that meets the 2030 Comprehensive Plan.

SUPPLEMENTAL INFORMATION

Upon visual inspection of the subject property on November 9, 2020, the required Notice of Public Hearing sign was posted.



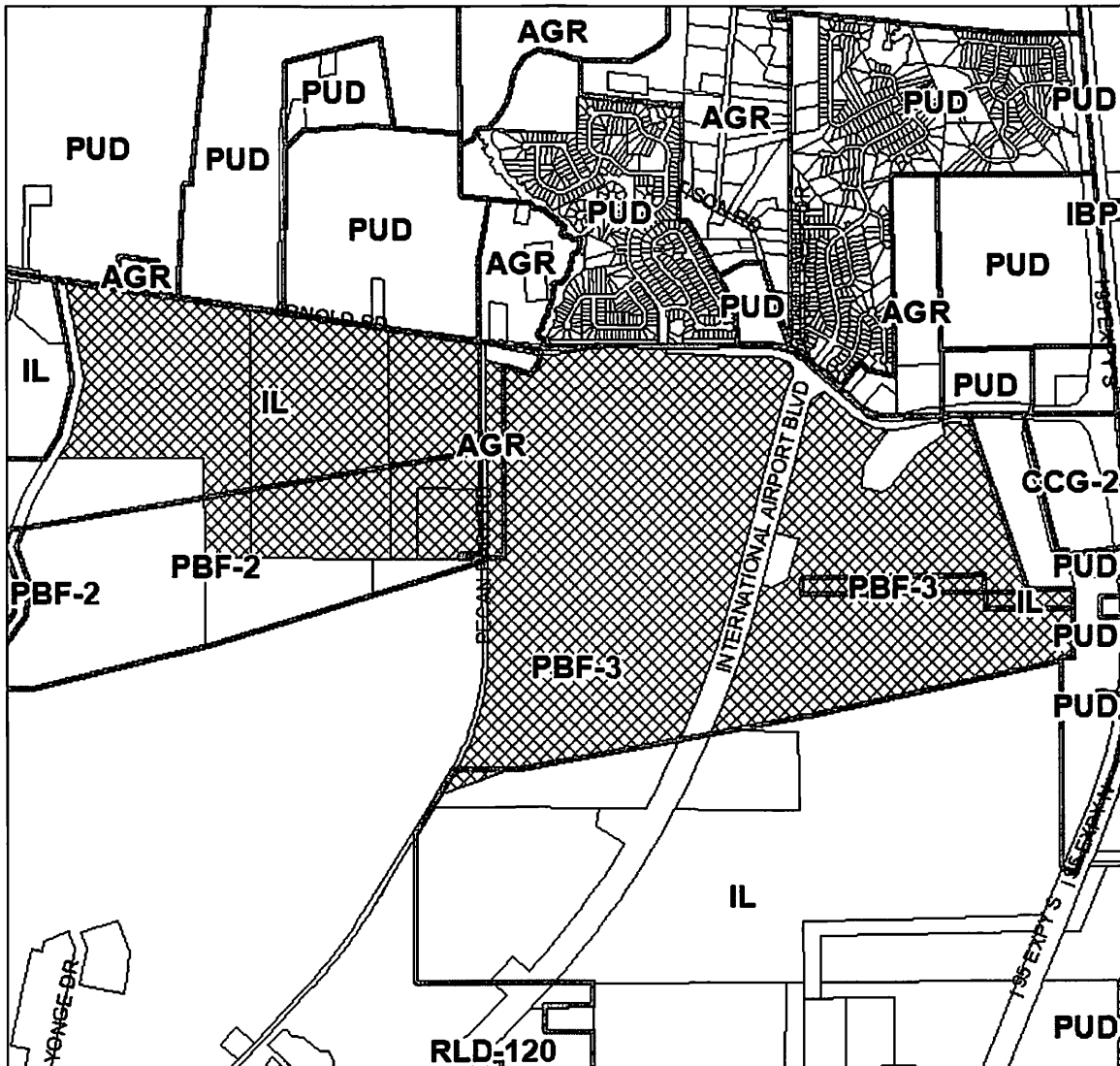
RECOMMENDATION

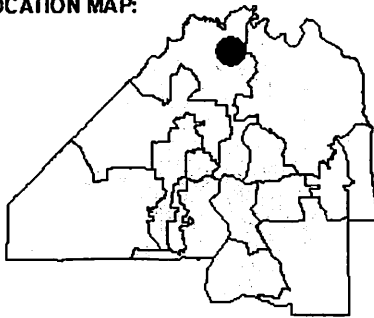
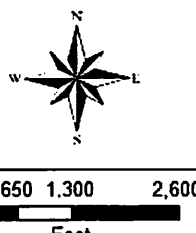
Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning **2020-658** be **APPROVED with the following exhibits:**

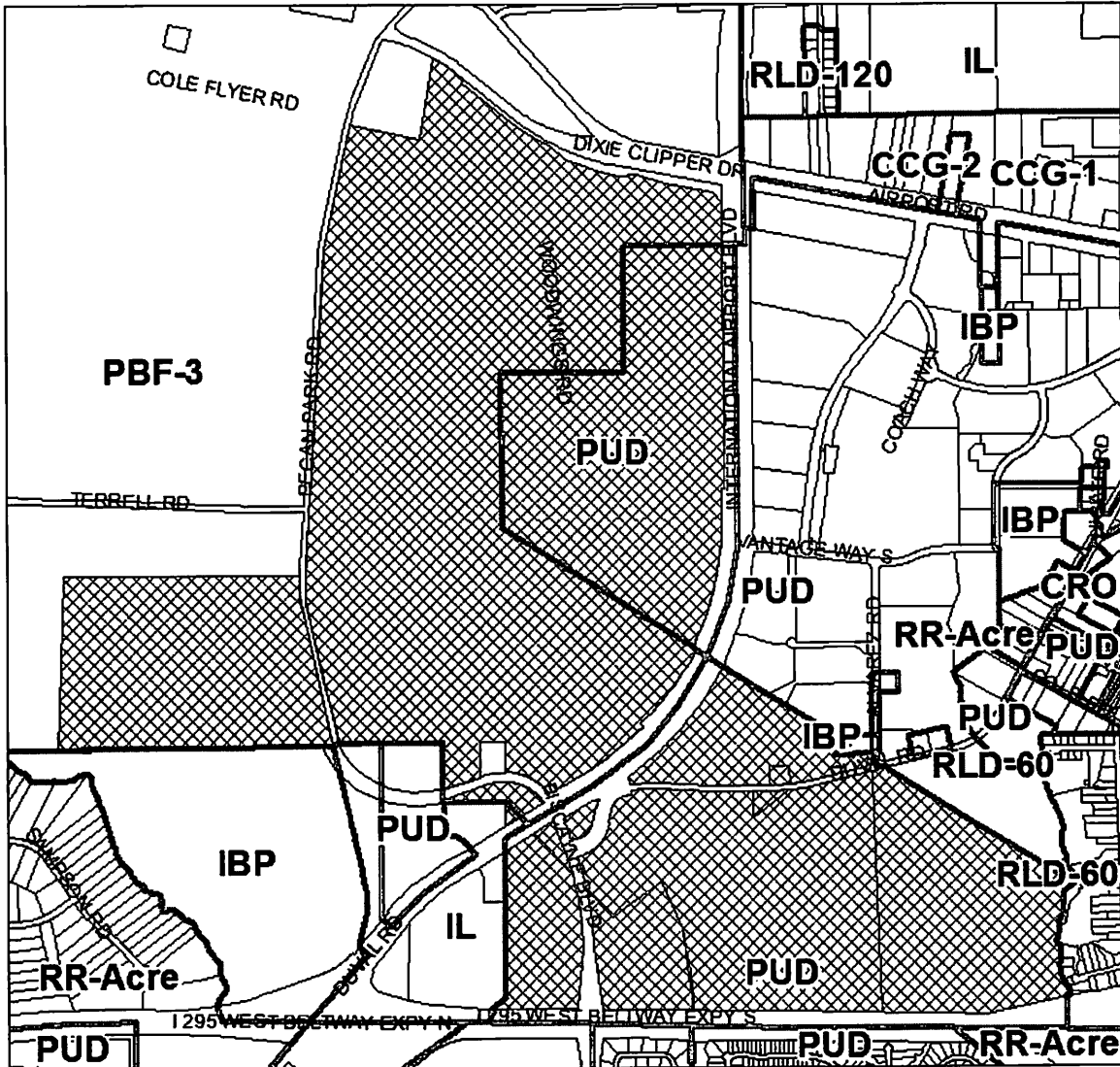
1. The original legal description dated October 10, 2020.
2. The original written description dated October 10, 2020.
3. The original site plan dated August 26, 2020.

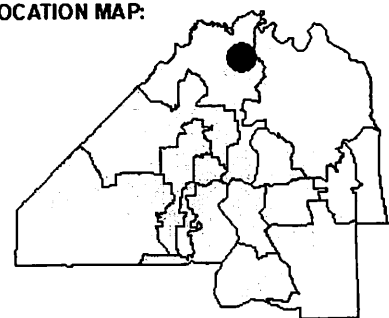
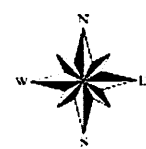
Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2020-658** be **APPROVED subject to the following conditions, which may only be changed through a rezoning:**

1. A Traffic Impact Study shall be required prior to or at the time of verification of substantial compliance. All Traffic Impact Studies shall require a methodology meeting with the Transportation Planning Division and Traffic Engineering prior to conducting the study.



<p>REQUEST SOUGHT:</p> <p>FROM: IL, PBF-2, PBF-3, & AGR</p> <p>TO: PUD</p>	<p>LOCATION MAP:</p> 	 <p>COUNCIL DISTRICT:</p> <p>7</p>
<p>ORDINANCE NUMBER</p> <p>ORD-2020-0658</p>	<p>TRACKING NUMBER</p> <p>T-2020-2951</p>	<p>EXHIBIT 2</p> <p>PAGE 1 OF 2</p>



<p>REQUEST SOUGHT:</p> <p>FROM: PBF-3 & PUD</p> <p>TO: PUD</p>	<p>LOCATION MAP:</p> 	 <p>0 550 1,100 2,200 Feet</p> <p>COUNCIL DISTRICT: 7</p>
<p>ORDINANCE NUMBER ORD-2020-0658</p>	<p>TRACKING NUMBER T-2020-2951</p>	<p>EXHIBIT 2 PAGE 2 OF 2</p>

Application For Rezoning To PUD

Planning and Development Department Info

Ordinance # 2020-0658 **Staff Sign-Off/Date** BEL / 10/09/2020

Filing Date 10/21/2020 **Number of Signs to Post** 100

Hearing Dates:

1st City Council 11/24/2020 **Planning Commission** 11/19/2020

Land Use & Zoning 12/01/2020 **2nd City Council** N/A

Neighborhood Association COUNCILMAN R GAFFNEY, CEDAR NORTH HOA, THE EDEN GROUP INC., NORTHLAKE HOA

Neighborhood Action Plan/Corridor Study JIA CRA

Application Info

Tracking # 2951

Application Status PENDING

Date Started 06/12/2020

Date Submitted 06/12/2020

General Information On Applicant

Last Name **First Name** **Middle Name**

Company Name

Mailing Address

City **State** **Zip Code**

Phone **Fax** **Email**

General Information On Owner(s)

Check to fill first Owner with Applicant Info

Last Name **First Name** **Middle Name**

Company/Trust Name

Mailing Address

City **State** **Zip Code**

Phone **Fax** **Email**

Property Information

Previous Zoning Application Filed For Site?

If Yes, State Application No(s)

Map	RE#	Council District	Planning District	From Zoning District(s)	To Zoning District
Map	019579 0000	7	6	PBF-3	PUD
Map	019580 0000	7	6	IL,PBF-2	PUD

Map	019580 0100	7	6	PBF-2	PUD
Map	019580 1000	7	6	IL,PBF-2	PUD
Map	019580 2000	7	6	IL,PBF-2	PUD
Map	019380 5000	7	6	PUD	PUD
Map	019542 0010	7	6	PUD	PUD
Map	019542 0015	7	6	PBF-3	PUD
Map	019542 9000	7	6	PUD	PUD
Map	019700 0900	7	6	PUD	PUD
Map	019700 1000	7	6	PUD	PUD
Map	019280 0005	7	6	PBF-3	PUD
Map	019280 0090	7	6	PBF-3,PUD	PUD

Ensure that RE# is a 10 digit number with a space (##### #)

Existing Land Use Category

Land Use Category Proposed?

If Yes, State Land Use Application #

Total Land Area (Nearest 1/100th of an Acre)

Development Number

Proposed PUD Name

Justification For Rezoning Application

THE JACKSONVILLE AVIATION AUTHORITY (JAA) PERFORMED AN ANALYSIS AND PLANNING PROCESS FOR UNDEVELOPED NON-AERONAUTICAL LANDS LOCATED WITHIN THE JACKSONVILLE INTERNATIONAL AIRPORT DRI. THE PROPOSED PUD REPRESENTS A TARGETED STRATEGY TO ENSURE APPROPRIATE TYPES OF LAND USES ARE DEVELOPED IN AND AROUND JIA.

Location Of Property

General Location

House #	Street Name, Type and Direction	Zip Code
<input type="text"/>	<input type="text" value="PECAN PARK RD"/>	<input type="text" value="32218"/>

Between Streets

 and

Required Attachments For Formal, Complete application

The following items must be labeled as exhibits and attached to application in the order prescribed below. All pages of the application must be on 8½" X 11" paper with provision for page numbering by the staff as prescribed in the application instructions manual. Please check each item below and the PUD Check List for inclusion of information required.

- Exhibit 1** A very clear, accurate and legible legal description of the property that must be only and entirely placed on the JP&DD formatted forms provided with the application package. The legal description may be either lot and block or metes and bounds.
- Exhibit A** Property Ownership Affidavit – Notarized Letter(s).
- Exhibit B** Agent Authorization - Notarized letter(s) designating the agent.
- Exhibit C** Binding Letter.

- Exhibit D** Written description in accordance with the PUD Checklist and with provision for dual page numbering by the JP&DD staff.
- Exhibit E** Scalable site plan with provision for dual page numbering by the JP&DD staff drawn at a scale large enough to clearly indicate the following: (a) North arrow and scale; (b) Property lines and dimensions of the site; (c) Building locations and building lot coverage; (d) Parking area; (e) Required Landscaped Areas; (f) All ingress and egress locations (driveways, alleys and easements) within 660 feet; (g) Adjacent streets and rights-of-way; (h) jurisdictional wetlands; and (i) existing site conditions and improvements that will be undisturbed.
- Exhibit F** Land Use Table
- Exhibit G** Copy of the deed to indicate proof of property ownership.

Supplemental Information

Supplemental Information items are submitted separately and not part of the formal application

- Exhibit H** Aerial Photograph.
- Exhibit I** Listed Species Survey (If the proposed site is greater than fifty acres).
- Exhibit J** Other Information as required by the Department (i.e.-*building elevations, *signage details, traffic analysis, etc.).
- Exhibit K** Site Location Map.

Public Hearings And Posting Of Signs

No application will be accepted until all the requested information has been supplied and the required fee has been paid. Acceptance of a completed application does not guarantee its approval by the City Council. The applicant will be notified of public hearing dates on this application upon the filing of the application. The applicant or authorized agent **MUST BE PRESENT** at the public hearings. The required SIGN(S) must be POSTED on the property BY THE APPLICANT within 5 days after the filing of an application. The sign(s) may be removed only after final action of the Council and must be removed within 10 days of such action.

The applicant must also pay for the required public notice stating the nature of the proposed request which is required to be published in an approved newspaper AT LEAST 14 DAYS IN ADVANCE OF THE PUBLIC HEARING. (The Daily Record - 10 North Newnan Street, Jacksonville, FL 32202 • (904) 356-2466 • Fax (904) 353-2628) Advertising costs are payable by the applicant directly to the newspaper and the applicant must furnish PROOF OF PUBLICATION to the Planning and Development Department, 214 North Hogan Street, Ed Ball Building, Suite 300, Jacksonville, Florida, 32202, prior to the public hearing.

Application Certification

I, hereby, certify that I am the owner or the authorized agent of the owner(s) of the property described herein, that all answers to the questions in this application and all information contained in the material attached to and made a part of this application, are accurate and true to the best of my knowledge and belief. I also attest that all required information for this rezoning application is completed and duly attached in the prescribed order. Furthermore, if the package is found to be lacking the above requirements, I understand that the application will be returned for correct information.

- Agreed to and submitted

Filing Fee Information

- 1) Rezoning Application's General Base Fee:** \$2,269.00
- 2) Plus Cost Per Acre or Portion Thereof**
1837.00 Acres @ \$10.00 /acre: \$18,370.00
- 3) Plus Notification Costs Per Addressee**

159 Notifications @ \$7.00 /each: \$1,113.00

4) Total Rezoning Application Cost (Not to Exceed \$15,000.00): \$15,000.00

NOTE: Advertising Costs To Be Billed to Owner/Agent

ORDINANCE

Legal Description

JAX Commerce Center North Parcels A, B and C

NORTH PARCEL A CONTAININ 2.08 ACRES, MORE OR LESS

A PORTION OF LOTS 3, 4, 5 AND 7, TISON'S SUBDIVISION AS RECORDED IN PLAT BOOK 1, PAGE 150 OF THE FORMER PUBLIC RECORDS OF DUVAL COUNTY FLORIDA, LYING IN AND BEING A PORTION OF SECTION 39, CHARLES SETON GRANT, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A 60 FOOT RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE SOUTHERLY RIGHT OF WAY LINE OF ARNOLD ROAD (A 66 FOOT RIGHT OF WAY, AS NOW ESTABLISHED); THENCE SOUTH 00°07'03" EAST, ALONG SAID WESTERLY RIGHT OF WAY LINE OF PECAN PARK ROAD, 2644.83 FEET TO THE NORTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 8732, PAGE 1729 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE NORTH 88°53'18" WEST, ALONG LAST SAID LINE, 265.17 FEET TO THE WESTERLY LINE OF LAST SAID LANDS; THENCE SOUTH 00°06'44" EAST, ALONG LAST SAID LINE, 66.00 FEET TO THE SOUTHERLY LINE OF SAID LOT 7; THENCE NORTH 88°53'18" WEST, ALONG LAST SAID LINE, 3251.29 FEET TO THE WESTERLY LINE OF SAID LOT 7; THENCE NORTH 01°16'01" WEST, ALONG LAST SAID LINE, 1228.19 FEET TO THE SOUTHERLY LINE OF SAID LOT 4; THENCE SOUTH 89°26'08" WEST, ALONG LAST SAID LINE AND ALONG THE SOUTHERLY LINE OF SAID LOT 3, A DISTANCE OF 1754.64 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2639, PAGE 451 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTHEASTERLY AND NORTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: NORTH 30°17'07" EAST, 213.57 FEET; COURSE NO. 2: NORTH 14°05'07" EAST, 731.14 FEET; COURSE NO. 3: NORTH 08°21'53" WEST, 1314.58 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF ARNOLD ROAD; THENCE SOUTH 81°39'27" EAST, ALONG LAST SAID LINE, 5253.13 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

NORTH PARCEL B CONTAININ 80 ACRES, MORE OR LESS

A PORTION OF TISON'S SUBDIVISION AS RECORDED IN PLAT BOOK 1, PAGE 150 OF THE FORMER PUBLIC RECORDS OF DUVAL COUNTY FLORIDA, LYING IN AND BEING A PORTION OF SECTION 39, CHARLES SETON GRANT, TOWNSHIP 1 NORTH, RANGE 26 EAST, AND A PORTION OF SECTION 40, CHARLES SETON GRANT, TOWNSHIP 1 NORTH, RANGE 27 EAST, DUVAL COUNTY FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A 60 FOOT RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE SOUTHERLY AND SOUTHWESTERLY, ALONG SAID EASTERLY RIGHT OF WAY LINE OF PECAN PARK ROAD, RUN THE FOLLOWING FOUR (4) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 00°07'03" EAST, 186.31 FEET TO THE POINT OF BEGINNING; COURSE NO. 2: CONTINUE SOUTH 00°07'03" EAST, 3674.85 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING SOUTHERLY; COURSE NO. 3: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 2924.79 FEET, AN ARC DISTANCE OF 1617.44 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 15°43'30" WEST, 1596.91 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 4: SOUTH 31°34'03" WEST, 339.56 FEET TO THE NORTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 8253, PAGE 958 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE NORTH 70°30'40" EAST, ALONG LAST SAID LINE, 981.22 FEET; THENCE NORTH 79°32'18" EAST, CONTINUING ALONG LAST SAID LINE, 2162.83 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) AND THE ARC OF A CURVE LEADING NORTHERLY; THENCE NORTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FOUR (4) COURSES AND DISTANCES: COURSE NO. 1: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 11294.00 FEET, AN ARC DISTANCE OF 1774.80 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 19°33'09" EAST, 1772.97 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 2: NORTH 15°03'02" EAST, 2748.21 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHERLY; COURSE NO. 3: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 1597.00 FEET, AN ARC DISTANCE OF 282.60 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 20°07'12" EAST, 282.24 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE LEADING NORTHERLY; COURSE NO. 4: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 135.00 FEET, AN ARC DISTANCE OF 212.41 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 19°53'10" WEST, 191.17 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD AND THE POINT OF COMPOUND CURVATURE OF A CURVE LEADING WESTERLY; THENCE WESTERLY, NORTHERLY AND SOUTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING TWELVE (12) COURSES AND DISTANCES: COURSE NO. 1: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 674.00 FEET, AN ARC DISTANCE OF 303.06 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 77°50'34" WEST, 300.51 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 2: SOUTH 89°16'33" WEST, 283.34 FEET; COURSE NO. 3: NORTH 86°22'15" WEST, 790.44 FEET; COURSE NO. 4: SOUTH 89°16'33" WEST, 15.42 FEET; COURSE NO. 5: SOUTH 89°54'43" WEST, 134.17 FEET; COURSE NO. 6: NORTH 00°43'27" WEST, 50.00 FEET; COURSE NO. 7: SOUTH 89°54'43" WEST, 740.33 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 8: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 2120.83 FEET, AN ARC DISTANCE OF 289.65 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 85°59'58" WEST, 289.42 FEET; COURSE NO. 9: SOUTH 07°54'47" EAST, 20.00 FEET; COURSE NO. 10: SOUTH 82°05'13" WEST, 176.88 FEET; COURSE NO. 11:

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SOUTH 79°03'25" WEST, 105.45 FEET TO THE ARC OF A CURVE LEADING WESTERLY; COURSE NO. 12: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 1224.98 FEET, AN ARC DISTANCE OF 265.09 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 87°46'54" WEST, 264.58 FEET TO THE CENTERLINE OF WILLIAMSON CREEK; THENCE SOUTHWESTERLY, ALONG THE MEANDERINGS OF LAST SAID LINE, 300 FEET, MORE OR LESS, TO THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 18505, PAGE 353 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTH 72°01'57" WEST, ALONG LAST SAID LINE, 600 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

TOGETHER WITH

NORTH PARCEL C CONTAININ 2 .2 ACRES, MORE OR LESS

A PORTION OF TISON'S SUBDIVISION AS RECORDED IN PLAT BOOK 1, PAGE 150 OF THE FORMER PUBLIC RECORDS OF DUVAL COUNTY FLORIDA, LYING IN AND BEING A PORTION OF SECTION 39, CHARLES SETON GRANT, TOWNSHIP 1 NORTH, RANGE 26 EAST, AND A PORTION OF SECTION 40, CHARLES SETON GRANT, TOWNSHIP 1 NORTH, RANGE 27 EAST, DUVAL COUNTY FLORIDA, AND A PORTION OF A SUBDIVISION OF PART OF G.N. TISON ESTATE AS RECORDED IN PLAT 6, PAGE 71 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY, LYING IN AND BEING A PORTION OF SAID SECTION 40, CHARLES SETON GRANT, TOWNSHIP 1 NORTH, RANGE 27 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE SOUTHWESTERLY, SOUTHERLY, EASTERLY AND WESTERLY, ALONG SAID EASTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD, RUN THE FOLLOWING NINE (9) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 64°03'18" WEST, 174.37 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 2: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 1267.00 FEET, AN ARC DISTANCE OF 81.91 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 16°54'10" WEST, 81.90 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: SOUTH 15°03'02" WEST, 1674.13 FEET; COURSE NO. 4: SOUTH 74°56'58" EAST, 300.00 FEET; COURSE NO. 5: SOUTH 15°03'02" WEST, 524.84 FEET; COURSE NO. 6: SOUTH 65°29'29" WEST, 233.42 FEET; COURSE NO. 7: NORTH 74°56'58" WEST, 120.04 FEET; COURSE NO. 8: SOUTH 15°03'02" WEST, 400.58 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING SOUTHERLY; COURSE NO. 9: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 11624.00 FEET, AN ARC DISTANCE OF 1601.21 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 18°59'48" WEST, 1599.94 FEET TO THE NORTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 8253, PAGE 958 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTH 79°32'18" EAST, ALONG LAST SAID LINE AND ALONG THE NORTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 14178, PAGE 849 OF SAID CURRENT PUBLIC RECORDS, 4467.52 FEET TO THE WESTERLY LINE OF THOSE LANDS DESIGNATED AS PARCEL 2, DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 18499, PAGE 2243 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTHERLY AND EASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: NORTH 00°18'56" WEST, 156.31 FEET; COURSE NO. 2: NORTH 89°53'43" EAST, 157.22 FEET; COURSE NO. 3: NORTH 00°12'15" WEST, 888.15 FEET TO THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 17616, PAGE 1698 OF SAID CURRENT PUBLIC RECORDS; THENCE SOUTH 89°11'15" WEST, ALONG LAST SAID LINE, 549.95 FEET TO THE WESTERLY LINE OF LAST SAID LANDS; THENCE NORTH 19°02'29" WEST, ALONG LAST SAID LINE, 2179.60 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD; THENCE WESTERLY, NORTHERLY, SOUTHERLY, SOUTHWESTERLY, NORTHEASTERLY AND NORTHWESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THIRTEEN (13) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 85°30'05" WEST, 147.64 FEET; COURSE NO. 2: NORTH 04°29'55" WEST, 45.00 FEET; COURSE NO. 3: SOUTH 85°30'05" WEST, 139.93 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 4: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 2747.00 FEET, AN ARC DISTANCE OF 82.32 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 84°38'34" WEST, 82.32 FEET; COURSE NO. 5: SOUTH 06°12'57" EAST, 142.43 FEET; COURSE NO. 6: SOUTH 53°37'27" WEST, 412.28 FEET; COURSE NO. 7: SOUTH 40°50'01" WEST, 522.12 FEET; COURSE NO. 8: SOUTH 54°03'52" WEST, 148.49 FEET; COURSE NO. 9: NORTH 77°55'08" WEST, 268.50 FEET; COURSE NO. 10: NORTH 04°33'31" EAST, 282.12 FEET; COURSE NO. 11: NORTH 35°36'40" EAST, 556.63 FEET TO THE ARC OF A CURVE LEADING WESTERLY; COURSE NO. 12: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 806.00 FEET, AN ARC DISTANCE OF 540.83 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 67°47'29" WEST, 530.74 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 13: NORTH 48°34'07" WEST, 417.11 FEET TO THE POINT OF BEGINNING.

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JAX Commerce Center South Parcels A, B, C, D, E, F and

SOUTH PARCEL A CONTAININ . ACRES, MORE OR LESS

A PORTION OF SECTIONS 26 AND 27, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWESTERLY CORNER OF SAID SECTION 26; THENCE NORTH 89°18'41" EAST, ALONG THE SOUTHERLY LINE OF SAID SECTION 26, A DISTANCE OF 814.98 FEET TO THE WESTERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE NORTH 12°50'43" WEST, ALONG LAST SAID LINE, 1631.42 FEET; THENCE NORTH 03°29'42" EAST, CONTINUING ALONG LAST SAID LINE, 218.63 FEET; THENCE SOUTH 89°49'23" WEST, 2510.79 FEET; THENCE SOUTH 01°46'02" WEST, 1865.64 FEET TO THE SOUTHERLY LINE OF SAID SECTION 27; THENCE NORTH 88°31'55" EAST, ALONG LAST SAID LINE, 2103.45 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

SOUTH PARCEL B CONTAININ 22.0 ACRES, MORE OR LESS

A PORTION OF SECTIONS 23, 26 AND 35, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWESTERLY CORNER OF SAID SECTION 26; THENCE NORTH 89°18'41" EAST, ALONG THE SOUTHERLY LINE OF SAID SECTION 26, A DISTANCE OF 876.36 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 89°18'41" EAST, ALONG LAST SAID LINE, 1098.08 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 11696, PAGE 639 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTH 00°55'25" EAST, ALONG LAST SAID LINE, 501.97 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE EASTERLY, NORTHERLY, SOUTHERLY AND SOUTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FIVE (5) COURSES AND DISTANCES: COURSE NO. 1: NORTH 71°04'16" EAST, 404.64 FEET; COURSE NO. 2: NORTH 00°57'26" WEST, 375.32 FEET; COURSE NO. 3: NORTH 89°18'41" EAST, 275.00 FEET; COURSE NO. 4: SOUTH 00°57'26" EAST, 319.58 FEET TO THE ARC OF A CURVE LEADING SOUTHEASTERLY; COURSE NO. 5: SOUTHEASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 618.04 FEET, AN ARC DISTANCE OF 540.79 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF SOUTH 62°35'12" EAST, 523.70 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE NORTHEASTERLY, NORTHWESTERLY, NORTHERLY AND EASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING NINE (9) COURSES AND DISTANCES: COURSE NO. 1: NORTH 58°11'07" EAST, 456.14 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHEASTERLY; COURSE NO. 2: NORTHEASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 3188.95 FEET, AN ARC DISTANCE OF 783.48 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF NORTH 51°08'49" EAST, 781.51 FEET; COURSE NO. 3: NORTH 45°53'29" WEST, 46.85 FEET TO THE ARC OF A CURVE LEADING NORTHERLY; COURSE NO. 4: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 3142.10 FEET, AN ARC DISTANCE OF 2456.52 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF NORTH 21°42'41" EAST, 2394.43 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: NORTH 00°41'09" WEST, 276.71 FEET; COURSE NO. 6: NORTH 89°18'51" EAST, 32.81 FEET; COURSE NO. 7: NORTH 00°41'09" WEST, 787.40 FEET; COURSE NO. 8: NORTH 89°18'51" EAST, 14.04 FEET; COURSE NO. 9: NORTH 00°41'09" WEST, 2230.08 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF AIRPORT ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE WESTERLY, NORTHWESTERLY AND NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THIRTEEN (13) COURSES AND DISTANCES: COURSE NO. 1: NORTH 39°40'59" WEST, 143.34 FEET; COURSE NO. 2: NORTH 79°18'00" WEST, 500.00 FEET; COURSE NO. 3: NORTH 73°47'33" WEST, 316.38 FEET; COURSE NO. 4: SOUTH 87°06'24" WEST, 205.76 FEET; COURSE NO. 5: NORTH 78°45'04" WEST, 200.01 FEET; COURSE NO. 6: NORTH 70°20'22" WEST, 324.87 FEET; COURSE NO. 7: NORTH 69°31'08" WEST, 55.21 FEET; COURSE NO. 8: NORTH 47°08'38" WEST, 231.97 FEET TO THE ARC OF A CURVE LEADING NORTHWESTERLY; COURSE NO. 9: NORTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2020.00 FEET, AN ARC DISTANCE OF 475.92 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF NORTH 58°51'53" WEST, 474.82 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 10: NORTH 52°06'54" WEST, 700.00 FEET; COURSE NO. 11: NORTH 37°53'06" EAST, 76.03 FEET; COURSE NO. 12: NORTH 51°29'43" WEST, 73.29 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHWESTERLY; COURSE NO. 13: NORTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1864.35 FEET, AN ARC DISTANCE OF 349.86 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF NORTH 56°52'21" WEST, 349.34 FEET; THENCE SOUTH 08°50'21" WEST, 909.34 FEET; THENCE NORTH 78°37'41" WEST, 744.42 FEET TO THE EASTERLY RIGHT OF WAY LINE OF AFORESAID PECAN PARK ROAD; THENCE SOUTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FIVE (5) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 12°15'44" WEST, 1267.56 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING SOUTHERLY; COURSE NO. 2: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 606.62 FEET, AN ARC DISTANCE OF 93.92 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF SOUTH 07°49'37" WEST, 93.83 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: SOUTH 03°23'30" WEST, 2729.83 FEET; COURSE NO. 4: SOUTH 03°29'42" WEST, 919.82 FEET; COURSE NO. 5: SOUTH 12°50'43" EAST, 1635.73 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

SOUTH PARCEL C CONTAININ . ACRES, MORE OR LESS

A PORTION OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE NORTHWESTERLY RIGHT OF WAY LINE OF DUVAL ROAD (A VARIABLE WIDTH R/W, AS NOW ESTABLISHED); THENCE SOUTH 58°11'07" WEST, ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF DUVAL ROAD, 450.36 FEET TO THE EASTERLY LINE OF THOSE LANDS DESIGNATED PARCEL 3, DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 11696, PAGE 639 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE NORTH 00°57'26" WEST, ALONG LAST SAID LINE, 223.35 FEET TO THE NORTHERLY LINE OF LAST SAID LANDS; THENCE SOUTH 89°21'24" WEST, ALONG LAST SAID LINE, 660.00 FEET TO THE EASTERLY LINE OF THOSE LANDS DESIGNATED PARCEL 2, DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 11696, PAGE 639 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTH 00°55'25" WEST, ALONG LAST SAID LINE AND ALONG THE SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD, 52.36 FEET; THENCE NORTH 71°04'16" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF PECAN PARK ROAD 491.27 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING EASTERLY; THENCE EASTERLY, CONTINUING ALONG LAST SAID LINE AND ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 508.98 FEET, AN ARC DISTANCE OF 657.58 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF SOUTH 71°55'01" EAST, 612.79 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

SOUTH PARCEL D CONTAININ .2 ACRES, MORE OR LESS

A PORTION OF SECTION 35 AND A PORTION THE JOHN BROWARD GRANT, SECTION 38, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF BISCAYNE BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE SOUTHEASTERLY RIGHT OF WAY LINE OF DUVAL ROAD (A VARIABLE WIDTH R/W, AS NOW ESTABLISHED); THENCE SOUTH 58°11'07" WEST, ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF DUVAL ROAD, 582.69 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 14610, PAGE 210 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTH 00°57'26" EAST, ALONG LAST SAID LINE AND ALONG THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 8696, PAGE 1079 OF SAID CURRENT PUBLIC RECORDS, 1521.65 FEET; THENCE SOUTH 54°29'10" WEST, CONTINUING ALONG LAST SAID LINE, 272.31 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 295 (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE SOUTH 89°06'49" EAST, ALONG LAST SAID LINE, 931.00 FEET TO THE AFORESAID WESTERLY RIGHT OF WAY LINE OF BISCAYNE BOULEVARD; THENCE NORTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: NORTH 06°22'44" EAST, 640.59 FEET TO THE ARC OF A CURVE LEADING NORTHERLY; COURSE NO. 2: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 2814.79 FEET, AN ARC DISTANCE OF 1027.00 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF NORTH 09°58'54" WEST, 1021.31 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: NORTH 20°26'03" WEST, 382.82 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

SOUTH PARCEL E CONTAININ . ACRES, MORE OR LESS

A PORTION OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF BISCAYNE BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE SOUTHEASTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD (A VARIABLE WIDTH R/W, AS NOW ESTABLISHED); THENCE NORTH 58°11'07" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD, 363.98 FEET; THENCE NORTH 69°52'49" EAST, CONTINUING ALONG LAST SAID LINE, 81.97 FEET TO THE NORTHWESTERLY RIGHT OF WAY LINE OF DUVAL ROAD RELOCATION (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) AND THE POINT OF CURVATURE OF A CURVE LEADING SOUTHERLY; THENCE SOUTHERLY AND SOUTHWESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FOUR (4) COURSES AND DISTANCES: COURSE NO. 1: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 374.01 FEET, AN ARC DISTANCE OF 93.02 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF SOUTH 21°54'31" WEST, 92.78 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 2: SOUTH 14°47'02" WEST, 197.27 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING SOUTHWESTERLY; COURSE NO. 3: SOUTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 216.53 FEET, AN ARC DISTANCE OF 203.11 FEET, SAID ARC BEING SUBTENDE BY A CHORD BEARING AND DISTANCE OF SOUTH 41°39'22" WEST, 195.74 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 4: SOUTH 68°31'42" WEST, 89.57 FEET TO THE AFORESAID EASTERLY RIGHT OF WAY LINE OF BISCAYNE BOULEVARD; THENCE NORTH 20°26'03" WEST, ALONG LAST SAID LINE, 251.61 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

SOUTH PARCEL F CONTAININ 0.2 ACRES, MORE OR LESS

A PORTION OF SECTIONS 25, 26, 35 AND 36, A PORTION OF THE JOHN BROWARD GRANT, SECTION 38, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF ALVAREZ ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE NORTHERLY RIGHT OF WAY LINE OF DUVAL ROAD (A 60 FOOT RIGHT OF WAY, AS NOW ESTABLISHED); THENCE WESTERLY, ALONG SAID NORTHERLY RIGHT OF WAY LINE OF DUVAL ROAD, RUN THE FOLLOWING SEVEN (7) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 76°20'44" WEST, 757.96 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 2: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 788.51 FEET, AN ARC DISTANCE OF 194.68 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 83°25'06" WEST, 194.18 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: NORTH 89°30'31" WEST, 796.44 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 4: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 5730.42 FEET, AN ARC DISTANCE OF 260.26 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 88°12'27" WEST, 260.24 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: NORTH 86°54'23" WEST, 292.21 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 6: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 983.19 FEET, AN ARC DISTANCE OF 198.07 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 87°19'20" WEST, 197.74 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 7: SOUTH 81°33'03" WEST, 67.30 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE NORTH 08°26'57" WEST, ALONG LAST SAID LINE, 92.90 FEET TO THE ARC OF A CURVE LEADING NORTHEASTERLY; THENCE NORTHEASTERLY, CONTINUING ALONG LAST SAID LINE AND ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 3488.95 FEET, AN ARC DISTANCE OF 1557.42 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 39°13'49" EAST, 1544.52 FEET TO A JOG IN SAID SOUTHEASTERLY RIGHT OF WAY LINE OF INTERNATIONAL AIRPORT BOULEVARD; THENCE SOUTH 57°35'33" EAST, ALONG LAST SAID LINE AND ALONG THE SOUTHWESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1844, PAGE 1345, OFFICIAL RECORDS BOOK 18052, PAGE 2116 AND OFFICIAL RECORDS BOOK 18052, PAGE 2123, ALL OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY, 1485.95 FEET TO THE SOUTHERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 18052, PAGE 2123; THENCE NORTH 89°18'51" EAST, ALONG LAST SAID LINE, 235.26 FEET TO THE NORTHWESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 12053, PAGE 1692 OF SAID CURRENT PUBLIC RECORDS; THENCE SOUTH 53°50'59" WEST, ALONG LAST SAID LINE, 334.03 FEET TO THE SOUTHERLY LINE OF LAST SAID LANDS; THENCE NORTH 86°08'38" EAST, ALONG LAST SAID LINE, 398.04 FEET TO THE AFORESAID WESTERLY RIGHT OF WAY LINE OF ALVAREZ ROAD; THENCE SOUTH 00°10'01" EAST, ALONG LAST SAID LINE, 95.44 FEET; THENCE SOUTH 44°30'59" WEST, CONTINUING ALONG LAST SAID LINE, 55.32 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

SOUTH PARCEL CONTAININ 2 ACRES, MORE OR LESS

A PORTION OF SECTIONS 35 AND 36 AND A PORTION OF THE JOHN BROWARD GRANT, SECTION 38, TOWNSHIP 1 NORTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF BISCAYNE BOULEVARD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) WITH THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 295 (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE NORTH 08°33'37" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE OF BISCAYNE BOULEVARD, 664.30 FEET TO THE ARC OF A CURVE LEADING NORTHERLY; THENCE NORTHERLY, CONTINUING ALONG LAST SAID LINE AND ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 2914.79 FEET, AN ARC DISTANCE OF 987.66 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 09°34'09" WEST, 982.94 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF DUVAL ROAD RELOCATION (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE NORTHEASTERLY, NORTHERLY, WESTERLY AND EASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING EIGHT (8) COURSES AND DISTANCES: COURSE NO. 1: NORTH 68°31'42" EAST, 102.43 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHEASTERLY; COURSE NO. 2: NORTHEASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 393.70 FEET, AN ARC DISTANCE OF 369.30 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 41°39'22" EAST, 355.91 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: NORTH 14°47'02" EAST, 65.09 FEET; COURSE NO. 4: NORTH 75°12'58" WEST, 19.69 FEET; COURSE NO. 5: NORTH 14°47'02" EAST, 132.18 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHEASTERLY; COURSE NO. 6: NORTHEASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 216.53 FEET, AN ARC DISTANCE OF 252.32 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 48°10'02" EAST, 238.29 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 7: NORTH 81°33'03" EAST, 51.52 FEET; COURSE NO. 8: NORTH 08°26'57" WEST, 48.74 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF DUVAL ROAD (A 60 FOOT RIGHT OF WAY, AS NOW ESTABLISHED); THENCE EASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING SEVEN (7) COURSES AND DISTANCES: COURSE NO. 1: NORTH 81°33'03" EAST, 67.30 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING EASTERLY; COURSE NO. 2: EASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 923.19 FEET, AN ARC DISTANCE OF 185.99 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 87°19'20" EAST, 185.67

October 0, 2020

EXHIBIT

Page of

ORDINANCE _____

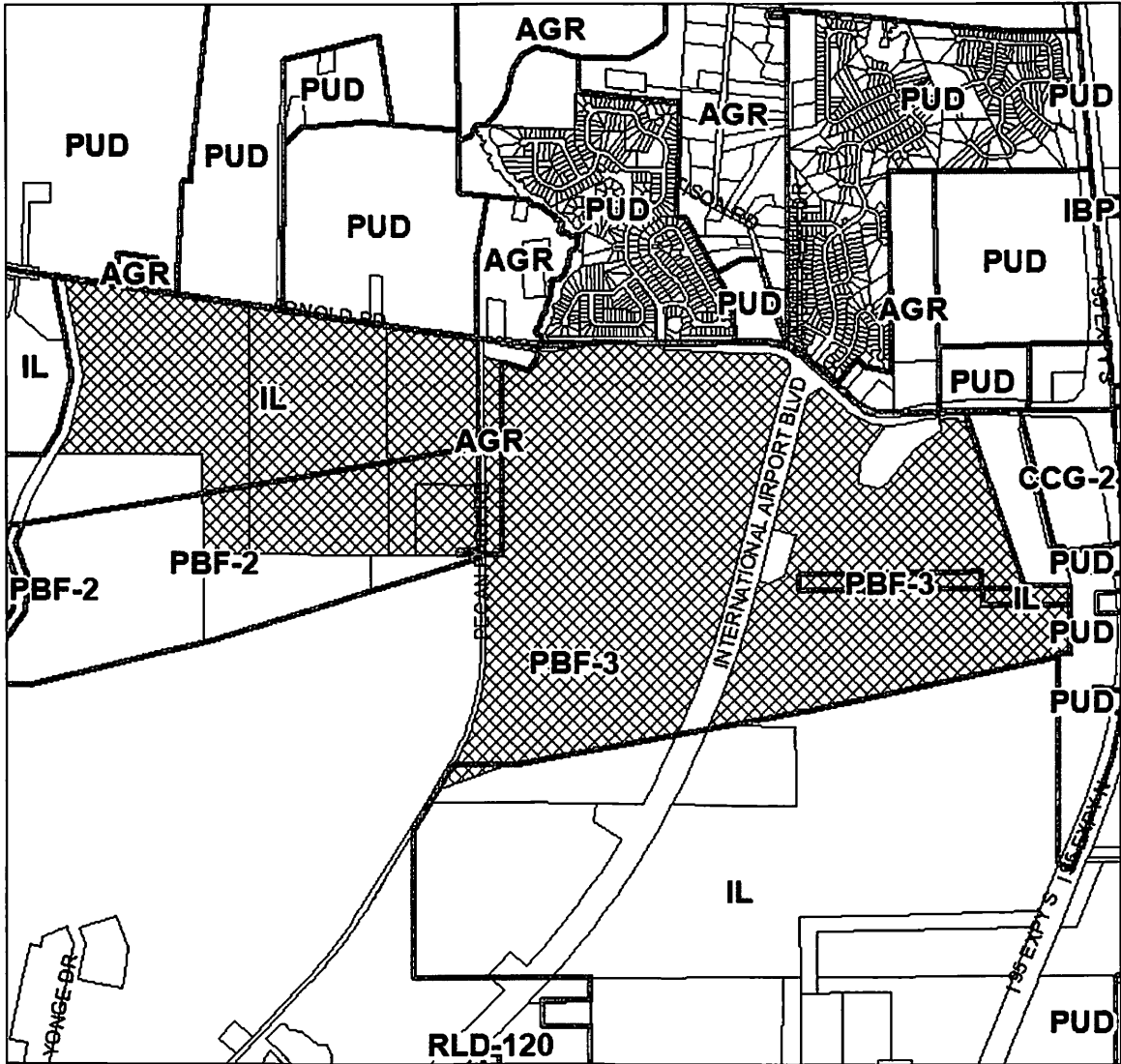
Legal Description

FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: SOUTH 86°54'23" EAST, 292.21 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING EASTERLY; COURSE NO. 4: EASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 5790.42 FEET, AN ARC DISTANCE OF 262.99 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88°12'27" EAST, 262.96 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: SOUTH 89°30'31" EAST, 796.44 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING EASTERLY; COURSE NO. 6: EASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 848.51 FEET, AN ARC DISTANCE OF 209.49 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 83°25'07" EAST, 208.96 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 7: NORTH 76°20'44" EAST, 927.54 FEET TO THE SOUTHWESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 8837, PAGE 1387 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTH 57°33'54" EAST, ALONG LAST SAID LINE, 2305 FEET, MORE OR LESS, TO THE CENTERLINE OF LITTLE CEDAR CREEK; THENCE SOUTHERLY, ALONG THE MEANDERINGS OF LAST SAID LINE, 1460 FEET, MORE OR LESS, TO THE INTERSECTION WITH THE AFORESAID NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 295; THENCE WESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FIVE (5) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 78°28'34" WEST, 840 FEET, MORE OR LESS; COURSE NO. 2: NORTH 89°06'49" WEST, 2804.87 FEET; COURSE NO. 3: NORTH 84°21'00" WEST, 301.04 FEET; COURSE NO. 4: SOUTH 86°07'22" WEST, 301.04 FEET; COURSE NO. 5: NORTH 89°06'49" WEST, 689.82 FEET TO THE POINT OF BEGINNING.

October 0, 2020

EXHIBIT

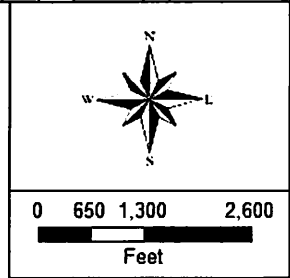
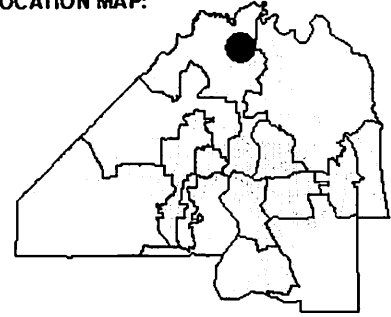
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REQUEST SOUGHT:

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TO: PUD

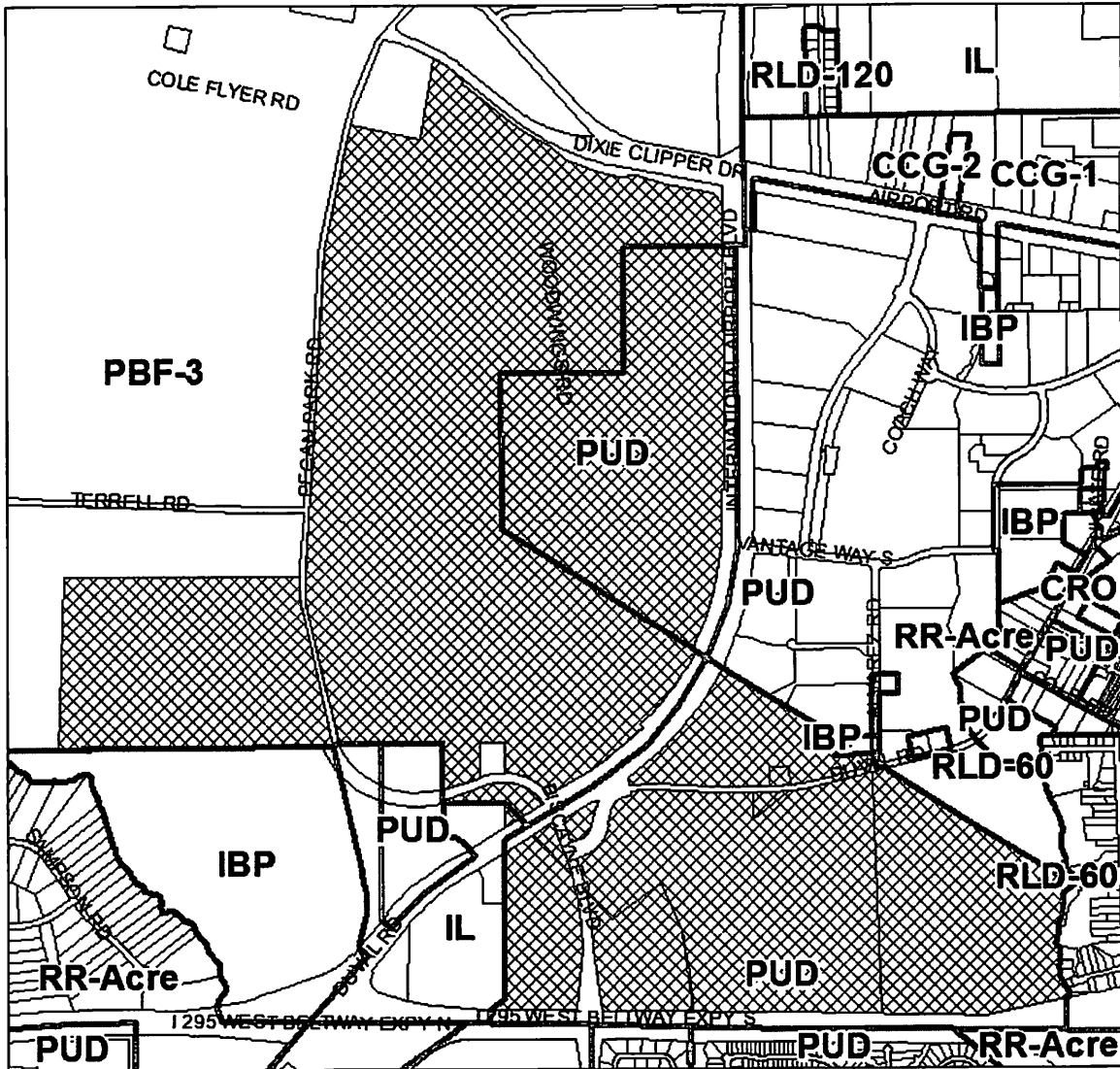
LOCATION MAP:



COUNCIL DISTRICT:
7

TRACKING NUMBER
T-2020-2951

EXHIBIT 2
PAGE 1 OF 2

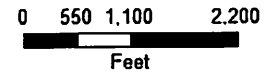
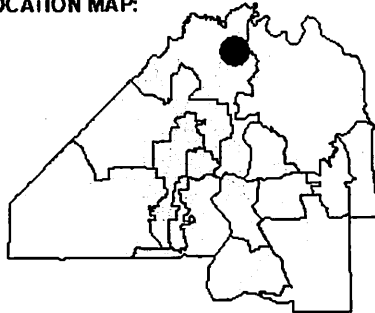


REQUEST SOUGHT:

FROM: PBF-3 & PUD

TO: PUD

LOCATION MAP:



COUNCIL DISTRICT:

7

TRACKING NUMBER

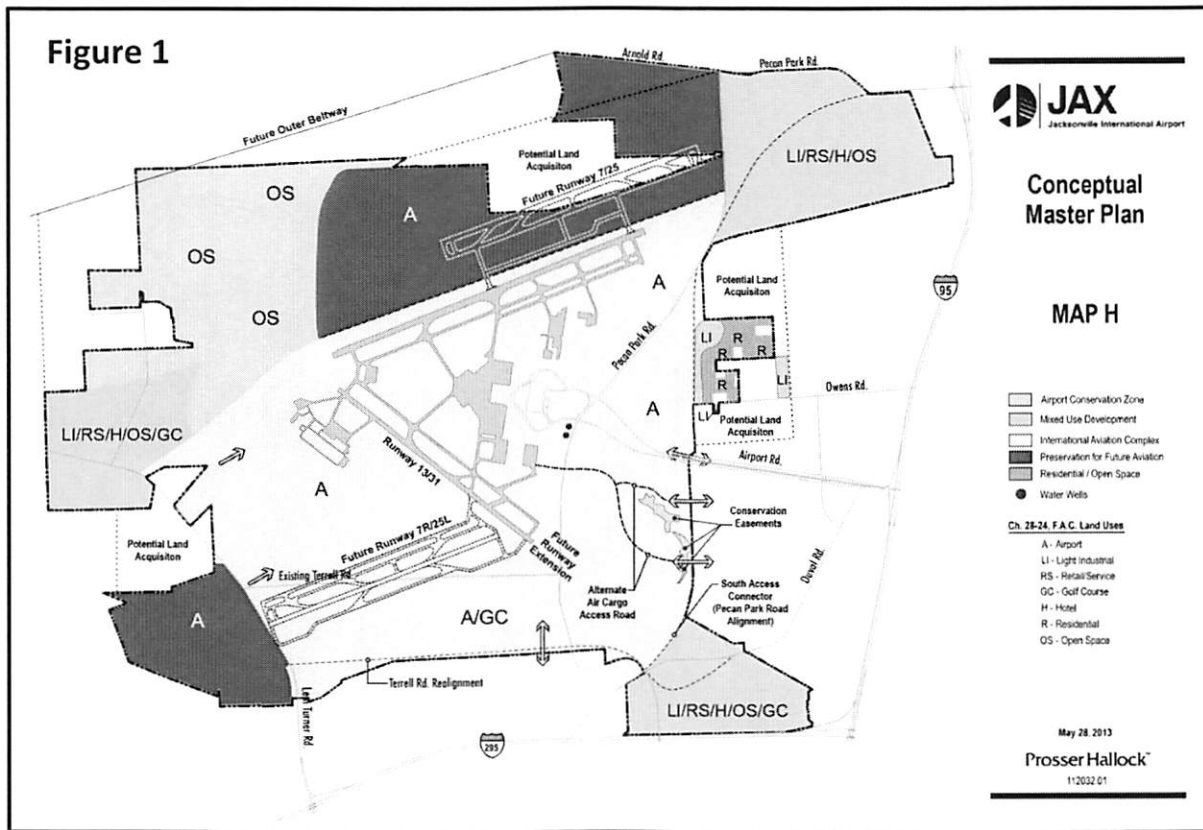
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EXHIBIT 2
PAGE 2 OF 2

**EXHIBIT D
PUD WRITTEN DESCRIPTION**

BAC ROUND

The proposed PUD is located on land located within the Jacksonville International Airport Development of Regional Impact ("Airport DRI"). The Jacksonville City Council approved development of the Airport DRI by Resolution 90-109-35, which has been subsequently amended by Resolutions 91-1213-543, 97-990-A, 2000-286-A, and 2013-257-E approving a non-substantial deviation adding undeveloped real property to the Airport DRI (the "Development Order"). The Development Order allows for development of airport/aviation, light industrial, office, retail/service, hotel, residential, golf course, conservation, and open space uses within the boundaries of the Airport DRI. The boundaries of the proposed PUD are located within areas designated for mixed-use development on the Development Order Conceptual Master Plan (**Figure** below).



The PUD is located within areas designated Mixed Use Development (light industrial, retail/service, hotel) and International Aviation Complex. The Development Order defines the International Airport Complex as inclusive of aviation and non-aviation development such as, but not limited to, garage and surface parking, hotels, general aviation and air cargo facilities, rental car service area, airport maintenance facilities, professional and administrative offices, miscellaneous airport-related light industrial and supporting retail and service establishments.

An update to the Airport Layout Plan for JIA is currently under review by the Federal Aviation Administration. The updated ALP eliminates the northernmost future runway illustrated on **Figure** . This modification will no longer require property adjacent to the former location to be classified as Preservation for Future Aviation. Instead, this property will be reclassified as Mixed Use Development.

EXHIBIT D
PUD WRITTEN DESCRIPTION

The development of this PUD will be consistent with the City of Jacksonville 2030 Comprehensive Plan. While the very nature of airports limits certain types of land uses in and around them, other land uses are particularly conducive to siting in the airport environment. These include uses which support light industrial/warehousing and commercial activities. The City of Jacksonville's land use policies enable the location of these types of facilities on or near the City's airport, particularly Jacksonville International Airport.

The City's Comprehensive Plan supports development plans such as the proposed PUD which provide opportunities for light industrial and commercial development, in addition to the existing aviation, military, recreational and environmental preservation land uses. Several Comprehensive Plan policies that support this PUD include:

- **Transportation Element Policy 8. .** The City shall support development plans for the Airport DRI which further enhance its role as the primary commercial passenger and cargo airport in Northeast Florida and as a site for general aviation and recreational aviation activities.

- **Transportation Element Policy 8. .** The City shall support the Jacksonville Aviation Authority in the implementation of plans and policies which will enable it to provide sufficient airport-related facilities at the City's airports which meet the constrained demands for services and facilities as forecast in the 2030 Comprehensive Plan and which meet the goals, objectives, and performance criteria of Continuing Florida Aviation Systems Planning Process.

- **Transportation Element Policy 8.2.** The City shall continue to participate in the review of development plans for the Airport DRI and shall support, by issuing necessary permits, those development plans which provide opportunities for light industrial and commercial development, in addition to the existing aviation, military, recreational and environmental preservation land uses.

The proposed PUD replaces and shall supersede the existing PUD zoning upon portions of the Property highlighted in **Figure 2** below, specifically Ordinances 87-1009-572, 2002-0090-E, and 2004-1159-E.

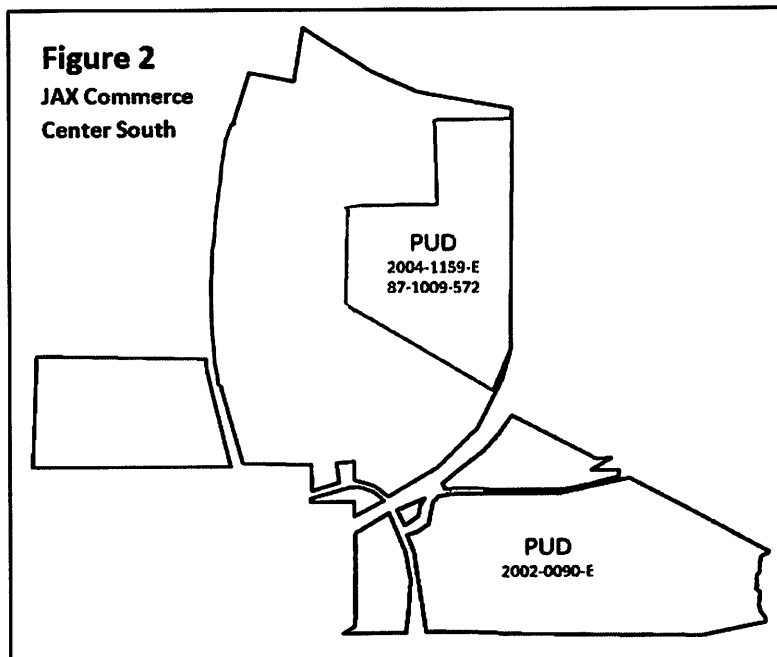


EXHIBIT D
PUD WRITTEN DESCRIPTION

I. PROJECT DESCRIPTION

A. Number of acres, location of site, existing use, surrounding uses, types of businesses, proposed uses.

The subject property (the "Property") consists of approximately 2,014 acres owned by the Jacksonville Aviation Authority and more particularly described in Exhibit "1" to this application. The Property is located proximate to Interstate 95 and I-295 with access options from Pecan Park Road, Dixie Clipper Drive and International Airport Boulevard. The PUD consists of two distinct contiguous parcels: **JAX Commerce Center North** and **JAX Commerce Center South**.

Surrounding JAX Commerce Center North are several single-family residential PUDs to the north; commercially-zoned properties to the east; Jacksonville International Airport (JIA), business park and industrial-zoned properties to the south; and JIA and industrially-zoned properties to the west.

Surrounding JAX Commerce Center South are Interstate 295, several single-family residential neighborhoods, and the Amazon distribution center to the south; business park-zoned properties to the east; Jacksonville International Airport (JIA), business park and industrial-zoned properties to the north and west.

The boundary of JAX Commerce Center South includes the Woodwings East PUD (Ord. 2002-0090-E) and a portion of the Jacksonville International Tradeport PUD (Ord. 1987-1009 and Ord. 2004-1159-E). Those portions are owned by the Jacksonville Aviation Authority, are located within JIA, and are undeveloped. This rezoning request seeks to consolidate the two aforementioned portions with some additional JIA property into JAX Commerce Center South, part of a new, superseding Planned Unit Development.

The PUD provides for a gradual transition of intensity from the residential uses to the north, south and east to the regional transportation complex and business park uses to the south and west. It will also provide for development consistent with both the recently updated Jacksonville International Airport Layout Plan and the North Jacksonville Vision and Master Plan in that it will provide job opportunities and support commercial uses to the residential communities located nearby.

- B. Project Name:** JAX Commerce Center
- C. Project Architect Planner:** Prosser, Inc.
13901 Sutton Park Drive South, Suite 200
Jacksonville, FL 32224
- D. Project Engineer:** Prosser, Inc.
13901 Sutton Park Drive South, Suite 200
Jacksonville, FL 32224
- E. Project Developer:** Jacksonville Aviation Authority
14201 Pecan Park Road
Jacksonville, FL 32218

**EXHIBIT D
PUD WRITTEN DESCRIPTION**

- F. Future Land Use Designation:**
- | | |
|---------|---------------------------------|
| LI | Light Industrial |
| BP | Business Park |
| PBF | Public Buildings and Facilities |
| AGR-III | Agriculture |
| CSV | Conservation |
- G. Current zoning District:**
- | | |
|-------|-----------------------------------|
| IL | Industrial Light |
| PBF-2 | Public Buildings and Facilities-2 |
| PBF-3 | Public Buildings and Facilities-3 |
| PUD | Planned Unit Development |
- H. Requested zoning District:** Planned Unit Development (PUD)
- I. Real Estate Numbers :**
- JAX Commerce Center North**
019579-0000, 019580-0000, 019580-0100, 019580-1000, and 019580-2000
- JAX Commerce Center South**
019380-5000, 019542-0010, 019542-0015, 019542-9000, 019700-0900, 019700-1000, and portions of both 019280-0090 and 019280-0005

II. QUANTITATIVE DATA

- A. Total Acreage:** Approximately 2,014 acres
- B. Total number of dwelling units:** None, there are no residential dwelling units
- C. Total amount of non residential floor area:**
- | | |
|-------------------------------|--------------------------|
| Office | 472,500 square feet |
| Flex / Light Industrial | 5,311,660 square feet |
| Commercial / Retail / Service | 1,107,850 square feet |
| Hotel | 516 rooms ⁽¹⁾ |
- (1) In addition to those rooms contained within the "Existing Hotel" (Microtel Inn & Suites by Wyndham) illustrated on Exhibit E-2 at the southwest quadrant of Airport Road and International Airport Boulevard. The Existing Hotel may be relocated elsewhere within the PUD in the future.
- D. Total amount of recreation area:** None, there are no residential dwelling units
- E. Total amount of open space:** 694 Acres
- F. Total amount of public private rights of way:** 38 Acres
- G. Total amount of land coverage of all buildings and structures PUD wide :** Seventy-five percent (75%)
- H. Total amount of land coverage of all buildings and structures Individual lot :** Eighty-five percent (85%)

**EXHIBIT D
PUD WRITTEN DESCRIPTION**

H. Phase schedule of construction include initiation dates and completion dates :

The proposed PUD's development entitlements are specified in **Table 1** . Any unused entitlements from Phase 1 shall automatically carry forward to Phase 2.

Table 1				
	Office (sq. ft.)	Light Industrial (sq. ft.)	Retail (sq. ft.)	Hotel (rooms)
Phase 1 (2020-2027)	255,000	2,870,370	791,140	516
Phase 2 (2028-2038)	217,500	2,441,290	316,710	-
Total	472,500	5,311,660	1,107,850	516

As part of an authorized and effective Development of Regional Impact ("DRI") that has continued to progress in good faith, the vested development rights prescribed in **Table 2** are exempt from the City's review and payment of the mobility fee. There are sufficient vested Office, Light Industrial, and Hotel development rights to accommodate those proposed within the PUD. As for Retail, only 300,000 square feet are unallocated and assigned to this PUD.

The DRI is permitted to exchange one type of approved land use (Office, Hotel, Commercial, Light Industrial) for another type of approved land use based upon the Land Use Exchange Table contained in the Development Order. JAA may elect to conduct such an exchange to increase the total vested Retail development rights exempt from concurrency and the mobility fee up to 807,850 square feet. This increase would be accompanied by a simultaneous decrease in the total number of remaining vested Office, Hotel or Light Industrial development rights. JAA must provide notification of the exchange to the Planning and Development Department. The Department will issue an acknowledgement of the land use exchange within thirty (30) days of being notified by JAA.

Table 2				
	Office (sq. ft.)	Light Industrial (sq. ft.)	Retail (sq. ft.)	Hotel (rooms)
Unallocated Vested DRI Rights	1,480,000	5,449,800	300,000	516
Vested DRI Rights Allocated to PUD	472,500	5,311,660	300,000	516
Remaining Vested DRI Rights	1,007,500	138,140	0	0

III. STATEMENTS

A. How does the proposed PUD differ from the usual application of the zoning Code

A rezoning consolidating portions of two PUD with additional lands to form a single, collective PUD is sought for approximately 1,837 acres of land located within the Jacksonville International Airport Development of Regional Impact ("the "Airport DRI") owned by the Jacksonville Aviation Authority. The proposed PUD shall allow for a variety of office, light industrial and commercial retail/service uses as part of the Airport DRI that are well-suited for

EXHIBIT D PUD WRITTEN DESCRIPTION

transportation-related businesses such as trucking operations, freight forwarders and distribution firms as well as flex industrial space, light assembly and manufacturing, professional and business offices, hotels, restaurants and service establishments. These uses will supplement the regional transportation mission while assuring the JAA retains control over what uses are located within the Airport DRI.

The PUD includes development standards that meet or exceed the typical standards of Commercial and Light Industrial regulations contained in the Zoning Code:

- Abandoning two existing PUD zoning controls for properties that were never developed as envisioned in favor of a single, contemporary PUD that reflects the current economy and able to address existing market forces.
- Increased screening standards for outside storage.
- Minimum lot area, lot coverage, square footage, yard and height standards where there are no such standards in the existing IL zoning district. These standards exceed the development standards of the PBF-3 zoning district.
- In addition, the PUD prohibits some uses permitted by right or by exception under the conventional zoning districts.
- The PUD provides simplified noise restrictions for each land use category permitted within the Property.

B. Describe the intent for the continued operation and maintenance of those areas and functions described herein and facilities which are not to be provided, operated or maintained by the City.

Roadways and water/sewer infrastructure not dedicated to the public authority of jurisdiction, if any, will be maintained by the Jacksonville Aviation Authority.

IV. USES AND RESTRICTIONS

On June 11, 2013, the Jacksonville City Council adopted Ordinance 2013-257-E approving a non-substantial deviation to the Airport DRI. The Subject Property is located within an area designated for mixed-use development under the terms of the 2013 Amended and Restated DRI Development Order. It allows for development of airport/aviation, light industrial, office, retail/service, hotels, restaurants, golf course, within the Airport DRI. The PUD will incorporate a wide range of uses including office, specialty entertainment, hotel, commercial, and flex/light industrial. The proposed specialty entertainment uses are proximate to the airport. This use is unique to spark excitement to the City allowing a wide range of opportunities for users. Proposed entertainment areas would support adjacent development of restaurants, bars, and game playing.

Along International Airport Boulevard, the visibility and demand for hotel and commercial land uses offer services for growth within the surrounding area. Since Interstates 95 and 295 are so proximate, industrial uses are appropriate allowing primary means for ingress and egress. This circulation is achieved through a corridor that bisects the Property from east to west.

**EXHIBIT D
PUD WRITTEN DESCRIPTION**

A. Permitted Uses: The PUD Concept Master Plan (Exhibit E) shows the locations of JAX Commerce Center North and JAX Commerce Center South. Exhibits E-1 and E-2 specify where five (5) different land use types are permitted: Hotel, Industrial, Flex, Specialty Entertainment and Commercial. The table below identifies which particular land uses are permitted within the development parcels.

	Commercial	Flex Industrial	Hotel	Specialty Entertainment	Recreation
Adult Congregate Living Facility	•				
Agriculture-related activities		•			
Animal hospitals, veterinary clinics, animal boarding places, dog parks	•	•			
Arena for performances, competitions, and other public assembly including amphitheater, music shell and similar uses	•			•	
Art galleries, museums, community centers, dance, art or music studios	•				
Athletic multi-purpose fields				•	
Banks, including drive-thru tellers, savings and loan institutions, and similar uses	•				
Building trades contractors that do not require outside storage or the use of heavy machinery, ditching machines, tractors, bulldozers or other heavy construction equipment and similar uses	•				
Building trades contractors that require outside storage or the use of heavy machinery, ditching machines, tractors, bulldozers or other heavy construction equipment and similar uses		•			
Care centers or day care centers	•				
Churches, including a rectory or similar use	•				•
Commercial indoor recreational or entertainment facilities such as bowling alleys, swimming pools, indoor skating rinks, movie theaters	•			•	
Commercial parking lot	•	•			
Commercial retail/service	•				
Emergency and urgent care centers	•				
Filling or gas stations meeting the performance standards and development criteria set forth in Part 4, Zoning Code	•				
Fitness centers, health clubs, spas and gymnasiums	•				
Flex office space (small office showroom with large warehouse/storage)		•			
Forestry and logging including mulching and composting facilities		•			
Freight, bus, air travel, shipping or other transportation terminals		•			
Golf driving ranges, riding stables and similar uses	•			•	
Group care homes meeting the performance standards and development criteria set forth in Part 4	•				
Hospice facilities	•				
Hotels and motels			•		
Inpatient and outpatient medical facilities including memory care, assisted living, and skilled nursing facilities	•				
Light manufacturing and assembly		•			
Manufacturer's agents and display rooms, offices of building trades contractor		•			
Medical clinics and pharmacies and other health services		•			
Mobile Car Detailing Services and automated car wash facilities meeting the performance standards and development criteria set forth in Part 4	•				

**EXHIBIT D
PUD WRITTEN DESCRIPTION**

	Commercial	Flex Industrial	Hotel	Specialty Entertainment	Recreation
Motocross				•	
Nursing homes	•				
Outside storage subject to the performance standards and development criteria set forth in Part 4		•			
Parks, playgrounds and playfields or recreational or community structures meeting the performance standards and development criteria set forth in Part 4					•
Personal property storage establishments meeting the performance development criteria set forth in Part 4, Zoning Code	•	•			
Private clubs and similar uses which provide for public assembly	•			•	
Professional and business offices including medical and dental	•	•			
Recreational automobile race tracks				•	
Recreational driving/testing centers, museums and showcase facilities				•	
Research, dental and medical laboratories, manufacturers of prosthetic appliances, dentures, eyeglasses, hearing aids and similar products		•			
Recreational vehicle and boat storage (outdoor or indoor)	•	•			
Retail sale and service of alcoholic beverages and similar uses for off-premises consumption or for on-premises conjunction with a restaurant	•				
Vocational, technical, business, trade or industrial schools and similar uses	•	•			
Warehousing, wholesaling, distribution and similar uses, and light manufacturing, fabrication, assembling of components, printing and similar uses		•			
Institutions, including middle and secondary schools, colleges and universities	•				

B. Permissible Uses by Exception: Those uses permissible by exception in the Zoning Code for the IL, PBF-2 and PBF-3 zoning districts subject to approval of a Zoning Exception by the Jacksonville Planning Commission.

C. Limitations on Permitted or Permissible Uses by Exception: All buildings shall conform to Part 10 of the Zoning Code as it relates to noise zones in and around civilian and military airport operations.

D. Permitted Accessory Uses and Structures:

Accessory uses allowed in accordance with Section 656.403. Because of the mixed-use nature of the PUD, locations of accessory uses and structures are not limited from, or assigned to, any specific location on the Property. Off-street parking and loading shall also be permitted. All loading areas will comply with the Zoning Code.

E. Restrictions on Uses: Air conditioning units and/or heating/cooling units may be placed on roofs, provided they are screened from view from adjacent public rights-of-way, or located on the ground and screened from view from any adjacent public right-of-way. Trash receptacles, dumpsters, utility meters, above-ground tanks, satellite dishes (except as provided by Florida law), antenna and other similar structures shall be similarly screened.

**EXHIBIT D
PUD WRITTEN DESCRIPTION**

V. DESIGN GUIDELINES

A. Lot Requirements:

Minimum lot area: None

2 Minimum lot width: One hundred (100) feet

Max. lot coverage PUD wide : Seventy-five percent (75%)

Max. lot coverage Individual lot : Eighty-five percent (85%)

Minimum structure setbacks: Twenty (20) feet from the perimeter of a Parcel illustrated on Exhibits E-1 and E-2

Twenty (20) feet for any frontage of all internal roadways

Forty-five (45) feet for any frontage of International Airport Boulevard and Pecan Park Road.

All structures within the PUD shall be separated from one another by not less than ten (10) feet.

Maximum height of structures: Fifty (50) feet for structures within 100 feet of International Airport Boulevard, Pecan Park Road and Dixie Clipper Drive rights-of-way; one hundred-fifty (150) feet for structures greater than 100 feet from International Airport Boulevard, Pecan Park Road and Dixie Clipper Drive rights-of-way. Any structure greater than 50 feet in height must obtain written certification from JAA Planning and Development that the structure will not result in encroachment into the approach, transitional, horizontal, and control approach surfaces for JIA as established by applicable FAA regulations.

Buffering of incompatible uses: A buffer strip shall be provided along the common boundary between the development parcels, the existing residential communities located to the north on the opposite side of Pecan Park Road, and Interstate 295 right-of-way. This buffer strip shall be at least fifteen (15) feet in width and be consistent with the buffer standards of Section 656.1216 of the Zoning Code, provided that so long as the natural vegetation within the buffer meets the 85% opacity criterion, no additional planting of trees, shrubs, or ground cover shall be required.

B. Ingress, Egress and Circulation:

Parking Requirements. The parking requirements for this development shall be consistent with the requirements of Part 6 of the Zoning Code.

2 Vehicular Access.

- a. Vehicular access to JAX Commerce Center North shall be by way of Pecan Park Road and International Airport Boulevard, substantially as shown in the PUD Concept Master Plan, Exhibit E-1. Vehicular access to JAX Commerce Center South shall be by way of Dixie Clipper Drive, Duval Road, Biscayne Boulevard, Woodwings Road and International Airport Boulevard, substantially as shown in the PUD Concept Master Plan, Exhibit E-2.

EXHIBIT D PUD WRITTEN DESCRIPTION

Driveway access to public roads will be located and spaced in a manner to minimize conflict and provide adequate site distance for entering and exiting traffic. Public road access and internal circulation for each development parcel are shown on the PUD Concept Master Plan. The final location of all access points is subject to the review and approval of the Transportation Planning Division and the City Traffic Engineer.

The preliminary internal circulation system shown on the PUD Concept Master Plan provides access alternatives to individual development parcels via a spine road and a loop road, with extensions from loop roads for secondary loops or cul-de-sacs.

The internal system may be constructed in phases and reconfigured as necessary or desirable to serve development of individual parcels and facilities. Part or all the internal road network may be dedicated to the City subject to applicable City acceptance of the roadways.

- b. Within the Property, internal access shall be provided by reciprocal easements for ingress and egress among the driveways of the various parcels of the Property, if ownership or occupancy of the Property is subdivided among more than one person or entity.

Pedestrian Access: Pedestrian access shall be provided by sidewalks installed in accordance with the 2030 Comprehensive Plan. Sidewalks will be provided to connect buildings sites.

C. Signs:

Any sign located within the boundaries of the PUD will be considered an "on-premise sign", without regard to ownership of individual parcels so long as the sign content is relevant only to development within the PUD. No signage shall be allowed to describe development outside of Property's boundaries; provided, however, these regulations shall be applicable to any properties that may be added to the PUD in the future. Unless stated otherwise herein, all signs shall conform to the requirements of Part 13 of the Zoning Code.

No sign shall be erected that will interfere with clear and free visibility from any roadway intersection or other public right-of-way or that will be confused in shape, color or pattern with any authorized traffic sign, signal or device.

Signs may be pylons, ground signs or may be incorporated into a wall, architectural feature, or building. The sign body may be of any material having structural qualities in accordance with most current Florida Building Code wind load requirements. The body of monument signs may be of cast concrete or epoxy/aggregate materials, concrete, brick, stone, marble, wood, metal or composite materials. Surface finishes may be stucco or stucco-like, paint, enamel or other finishes that may protect and enhance the sign structure materials. Decorative accents may include glass, tile, metal, terra cotta or other material. The structure may have any combination of materials and finishes.

The Property may contain:

- (1) Not more than five (5) business identity pylon signs are permitted within JAX Commerce Center North and not more than five (5) business identity pylon signs are permitted within

EXHIBIT D PUD WRITTEN DESCRIPTION

JAX Commerce Center South. Each of these pylon signs shall not to exceed three hundred (300) square feet in area and fifty (50) feet in height. These pylons shall be designed to complement the architecture within the PUD. Each such pylon is permitted to display the name, logo and/or symbol of one or more businesses or organizations located within the development parcel. Such signs may be either internally lit, downlit or ground up-lighted. Any proposed ground-up lighting must obtain written certification from JAA Planning and Development that no glare or lighting is projected upward within a flight path. Pylons must be no closer than 200 feet from one another. Reader boards (including electronic reader boards) and changing message boards are permitted on pylons.

Each individual business or building may contain:

- (1) One (1) double faced or two (2) single faced sign per lot, not to exceed one (1) square foot for each linear foot of street frontage, to a maximum size of two hundred (200) square feet in area for every two hundred (200) linear feet of street frontage or portion thereof, and ten (10) feet in height is permitted provided such signs are located no closer than two hundred (200) feet apart, as provided in the Zoning Code. Such freestanding signs shall be of a monument style or as otherwise approved by the Planning and Development Department, not to exceed feet in height.
- (2) Wall signs not to exceed ten percent (10%) of the square footage of the occupancy frontage of the building abutting a public right-of-way are permitted.
- (3) One (1) under-the-canopy sign per occupancy, not exceeding a maximum of eight (8) square feet in area per sign, is permitted, provided that any square footage used for an under-the-canopy sign shall be subtracted from the maximum allowable square footage for wall signs on the building in question.
- (4) Directional signs for industrial uses shall not exceed twenty-four (24) square feet in area and eight (8) feet in height. Directional signs for all other uses shall not exceed ten (10) square feet in area and six (6) feet in height.

D. Landscaping:

The Property will be developed in accordance with Part 12 of the Zoning Code. All landscaping plans must secure JAA Planning and Development review and approval to ensure they will not result in the creation of bird attractants as established by applicable FAA regulations.

E. Recreation and Open Space:

No public recreation areas are provided as there are no residential dwelling units within the PUD. Specialty entertainment and recreational uses constructed within the PUD shall be privately-owned and maintained. All areas designated as conserved wetlands shall be encumbered with a conservation easement per the applicable permitting agency.

F. Utilities

All utilities and improvements, as well as any other public works/engineering-related issues will be designed and constructed in accordance with the standards and specifications of the City of Jacksonville Public Works Department and JEA.

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. Wetlands

The Property contains jurisdictional wetlands. Wetlands will be permitted according to local, state and federal requirements. Some jurisdictional areas may be protected and some may be disturbed or impacted depending on the design of individual development parcels. No absolute "preserve areas" are established within the PUD. Any plans to create or enhance wetlands on the Property must be consistent with constraints imposed by FAA Advisory Circular No. 150.5200-33. FAA requirements recommend that any wetland mitigation projects that may attract wildlife be sited at least 10,000 feet away from aircraft movement areas in order to avoid attracting birds into the flight path of airport traffic.

H. Drainage

Stormwater will be treated on site within the PUD's retention and detention areas. All drainage structures and facilities will be designed in compliance with the Zoning Code in effect at the time of permitting, and the applicable rules of the St. Johns River Water Management District. All necessary permits will be acquired and construction plans approved prior to the commencement of any construction on the portion of the Property subject to said permits and plans. The stormwater management system(s) must be reviewed and approved by JAA Planning and Development. The stormwater ponds may have pedestrian bridges and/or fountains and may be designed as site amenities. No permanent structure shall be allowed within any public or private drainage or underground utility easements. Existing, modified, and newly constructed drainage ditches and structures may be located and outfall within the upland buffer areas and wetland areas generally depicted on the PUD Concept Master Plan, Exhibits E-1 and E-2 subject to the requisite permits (e.g., SJRWMD, USACE, etc.). The development of the PUD shall adhere to all FEMA and City regulations related to flood zones, flood plains and compensating storage.

VI. DEVELOPMENT PLAN APPROVAL

With each request for verification of substantial compliance with this PUD, a preliminary development plan shall be submitted to the City of Jacksonville Planning and Development Department identifying all then existing and proposed uses within the Property, and showing the general layout of the overall Property.

VII. JUSTIFICATION FOR PLANNED UNIT DEVELOPMENT CLASSIFICATION FOR THIS PROJECT

The proposed project is consistent with the general purpose and intent of the City of Jacksonville 2030 Comprehensive Plan and Land Use Regulations. The proposed project will be beneficial to the surrounding neighborhood and community by providing a transition in intensity of uses. The design and layout of the PUD accomplishes the following:

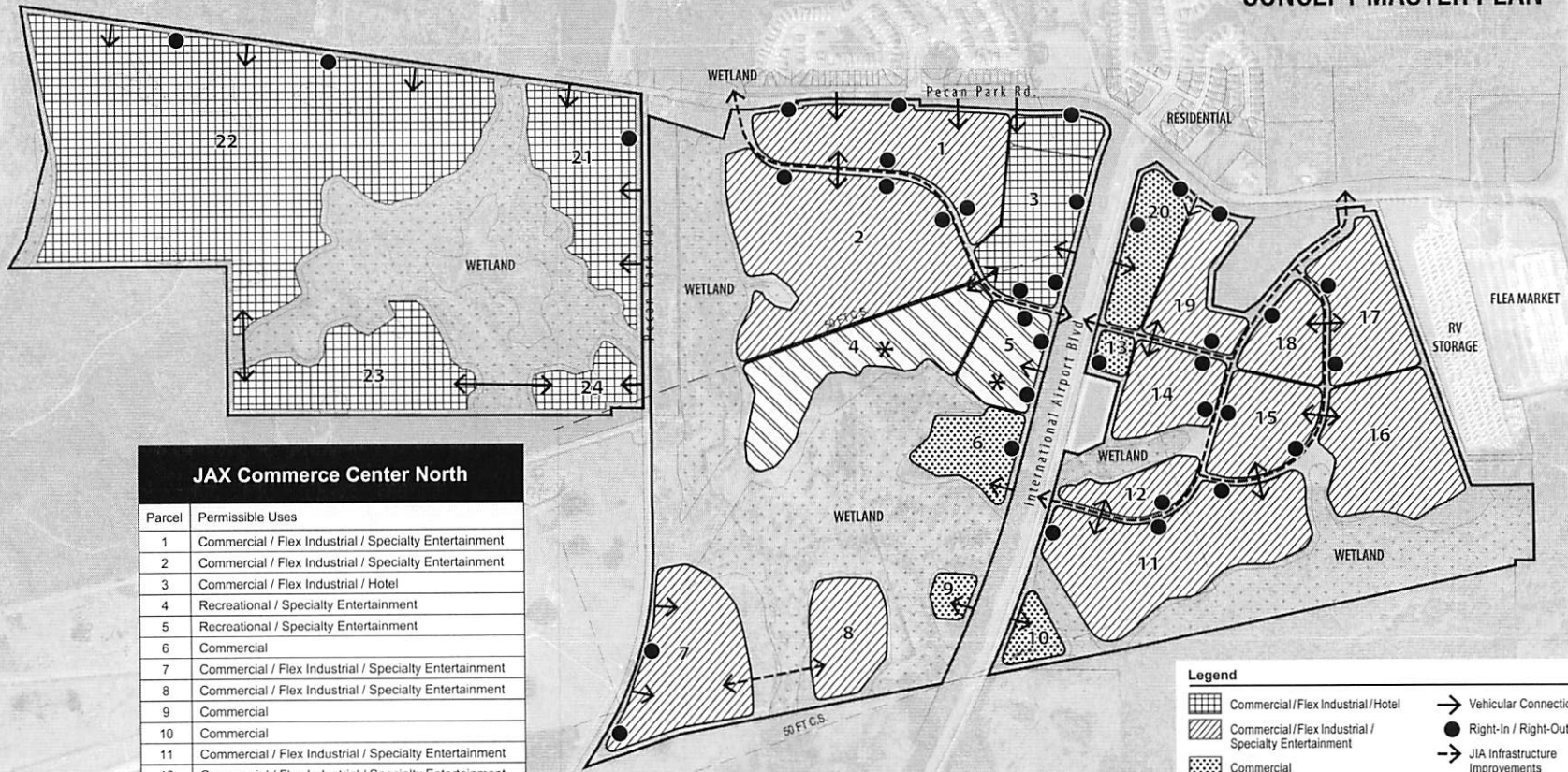
- A. Creative in its approach through the use of existing land use designations;
- B. Provide for more compatible development proximate to JIA than would be possible through strict application of the Zoning Code;
- C. Provide a development that will improve the employment opportunities and offering of goods and services to residents within the general vicinity;

**EXHIBIT D
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- D. Enhance the appearance of the area through the development criteria and buffering;
- E. Supportive of the property values and a substantial improvement of the quality of development on the Property; and
- F. Promote the purposes of the City of Jacksonville 2030 Comprehensive Plan.

EXHIBIT E

JAX Commerce Center CONCEPT MASTER PLAN



JAX Commerce Center North	
Parcel	Permissible Uses
1	Commercial / Flex Industrial / Specialty Entertainment
2	Commercial / Flex Industrial / Specialty Entertainment
3	Commercial / Flex Industrial / Hotel
4	Recreational / Specialty Entertainment
5	Recreational / Specialty Entertainment
6	Commercial
7	Commercial / Flex Industrial / Specialty Entertainment
8	Commercial / Flex Industrial / Specialty Entertainment
9	Commercial
10	Commercial
11	Commercial / Flex Industrial / Specialty Entertainment
12	Commercial / Flex Industrial / Specialty Entertainment
13	Commercial
14	Commercial / Flex Industrial / Specialty Entertainment
15	Commercial / Flex Industrial / Specialty Entertainment
16	Commercial / Flex Industrial / Specialty Entertainment
17	Commercial / Flex Industrial / Specialty Entertainment
18	Commercial / Flex Industrial / Specialty Entertainment
19	Commercial / Flex Industrial / Specialty Entertainment
20	Commercial
21	Commercial / Flex Industrial / Hotel
22	Commercial / Flex Industrial / Hotel
23	Commercial / Flex Industrial / Hotel
24	Commercial / Flex Industrial / Hotel

Legend

- Commercial / Flex Industrial / Hotel
- Commercial / Flex Industrial / Specialty Entertainment
- Commercial
- Recreation / Specialty Entertainment
- Vehicular Connection
- Right-In / Right-Out
- JIA Infrastructure Improvements
- Outside of RPZ (within ht. restriction zone)
- Parcel Number







JAX Commerce Center South

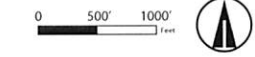
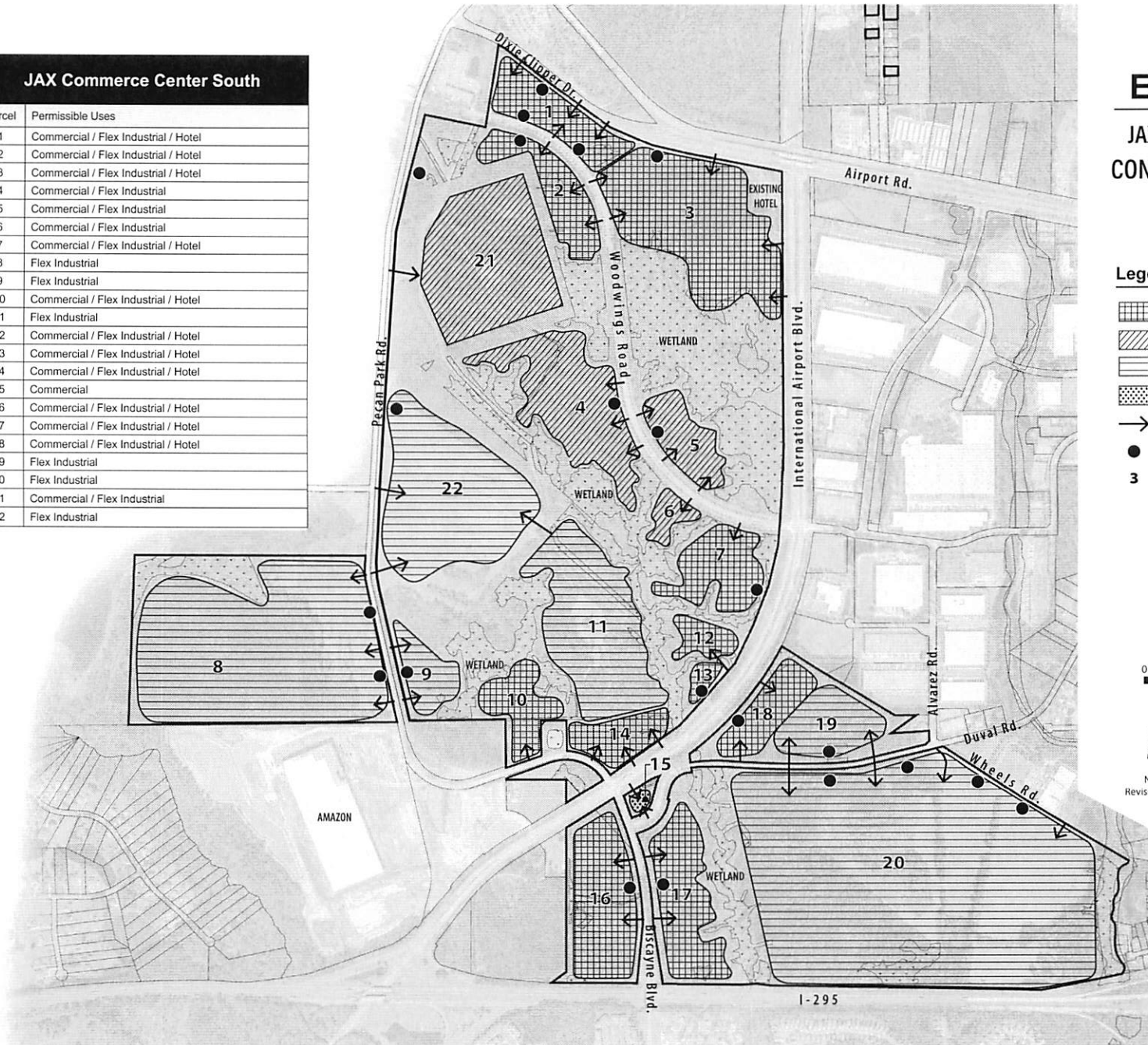
Parcel	Permissible Uses
1	Commercial / Flex Industrial / Hotel
2	Commercial / Flex Industrial / Hotel
3	Commercial / Flex Industrial / Hotel
4	Commercial / Flex Industrial
5	Commercial / Flex Industrial
6	Commercial / Flex Industrial
7	Commercial / Flex Industrial / Hotel
8	Flex Industrial
9	Flex Industrial
10	Commercial / Flex Industrial / Hotel
11	Flex Industrial
12	Commercial / Flex Industrial / Hotel
13	Commercial / Flex Industrial / Hotel
14	Commercial / Flex Industrial / Hotel
15	Commercial
16	Commercial / Flex Industrial / Hotel
17	Commercial / Flex Industrial / Hotel
18	Commercial / Flex Industrial / Hotel
19	Flex Industrial
20	Flex Industrial
21	Commercial / Flex Industrial
22	Flex Industrial

EXHIBIT E 2

JAX Commerce Center CONCEPT MASTER PLAN

Legend

-  Commercial / Flex Industrial / Hotel
-  Commercial / Flex Industrial
-  Flex / Industrial
-  Commercial
-  Vehicular Connection
-  Right-In / Right-Out
- 3** Parcel Number



PROSSER
November 22, 2019 117076.03
Revised September 28, 2020

EXHIBIT F

PUD Name

JAX Commerce Center

Date

Oct 10, 2020

Land Use Table

Total gross acreage	2,014	Acres	100 %
Amount of each different land use by acreage			
Single family	0	Acres	0 %
Total number of dwelling units	0	D.U.	
Multiple family	0	Acres	0 %
Total number of dwelling units	0	D.U.	
Commercial	954	Acres	47 %
Industrial	328	Acres	16 %
Other land use	0	Acres	
Active recreation and/or open space	0	Acres	
Passive open space, wetlands, pond	694	Acres	34 %
Public and private right-of-way	38	Acres	3 %
Maximum coverage of non-residential buildings and structures	7,014,410	Sq. Ft.	50 %