

intersection. If the signal is warranted, then the developer will have one year to construct the signal from date of warrant analysis approval. If the design, permitting, and construction period exceeds 12 months, the Developer shall post a bond to the COJ for full cost of the improvement. No building permits shall be approved, if after one year, the signal isn't complete, or a bond is not posted.

3. A strip of land along Lem Turner Road abutting the project property will be reserved to accommodate the future widening. The project will reserve a strip of land for future right of way at a location acceptable to the FDOT and the Developer. This strip, when combined with the existing right-of-way, will create a right-of-way approximately 200' wide. The Developer will be allowed to clear, fill, grade, landscape, place signage, access driveways and utilities, etc. within the reserved land but will be prohibited from constructing parking, buildings and required stormwater ponds within the reserved land. The ROW will be purchased by the FDOT, in the future, at the time of right-of-way acquisition for the widening project.
4. No Multi-Family uses shall be allowed in the area of the site plan located south of Braddock Road and West of Lem Turner Road. Any new non-residential uses in this area shall also provide an appropriate buffer and visual screen between any existing residential uses, including either a minimum 50-foot buffer and wall or a minimum 100-foot buffer and landscaping to achieve the visual screen.
- 5.) Any uses, other than those uses allowed in the AGR Land Use Category and Zoning Category in the future may only be permitted through a PUD Rezoning, which shall be consistent with the policies set forth in the Future Land Use Elements description of the MU Land Use Category.

Planning Department conditions:

1. Prior to, approval of the first civil engineering (10 set) construction plan approval, the applicant will submit to the FDOT the ICE analysis for the Lem Turner Road/Braddock Road intersection to determine the final approved buildout and phased construction plan. The ICE analysis will also determine the subsequent proposed connections to Lem Turner Road to determine type of connection and spacing requirements.
2. A signal warrant analysis shall be provided prior to approval of 10-set civil plans for the 301st dwelling unit and for every 100 subsequent dwelling units based on dwelling units proposed during the PUD verification of substantial compliance process. The warrant analysis is to be submitted to the FDOT to determine if a signal is needed at the Lem Turner Road/Braddock Road intersection. If the signal is warranted, then the developer will have one year to construct the signal from date of warrant analysis approval. If the design, permitting, and construction period exceeds 12 months, the Developer shall post a bond to the COJ for full cost of the improvement. No building permits shall be approved, if after one year, the signal isn't complete, or a bond is not posted.
3. A strip of land along Lem Turner Road abutting the project property will be reserved to accommodate the future widening. The project will reserve a strip of land for future right of way at a location acceptable to the FDOT and the Developer. This strip, when combined with the existing right-of-way, will create a right-of-way approximately 200' wide. The Developer will be allowed to clear, fill, grade, landscape, place signage, access driveways and utilities, etc. within the reserved land but will be prohibited from constructing parking, buildings and required stormwater ponds within the reserved land. The ROW will be purchased by the FDOT, in the future, at the time of right-of-way acquisition for the widening project.

- 4. No Multi-Family uses shall be allowed in the area of the site plan located south of Braddock Road and West of Lem Turner Road. Any new non-residential uses in this area shall also provide an appropriate buffer and visual screen between any existing residential uses, including either a minimum 50-foot buffer and wall or a minimum 100-foot buffer and landscaping to achieve the visual screen.**
- 5.) Any uses, other than those uses allowed in the AGR Land Use Category and Zoning Category in the future may only be permitted through a PUD Rezoning, which shall be consistent with the policies set forth in the Future Land Use Elements description of the MU Land Use Category.**

Recommended Planning Commission Conditions that can be incorporated into the Written Description: **None**

Planning Commission Commentary: There were three speakers in opposition whose concerns were access to their property via a private road owned by the Braddock family. The Commissioners debated whether to keep some or all of the conditions. The agent and the staff indicated the conditions were negotiated with the State and the agent accepted the conditions.

Planning Commission Vote:	7-0
Charles Garrison, Chair	Aye
Daniel Blanchard, Vice Chair	Aye
Lamonte Carter	Aye
Amy Fu	Aye
Julius Harden	Absent
Mone Holder	Absent
Ali Marar	Aye
Jack Meeks	Aye
Tina Meskel	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 2023-0658 TO
PLANNED UNIT DEVELOPMENT

OCTOBER 19, 2023

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 **2023-0658** to Planned Unit Development.

Location: Between Gold Star Family Highway and New Kings Road
West of Jacksonville International Airport

Real Estate Numbers: 019234 0100; 019234 0210; 019234 0250; 019235 0000;
019236 0010; 019241 0010; 019241 0020; 019245 0000;
019246 0000; 019247 0100; 019247 0200; 019247 0300;
019248 0000; 019250 0000; 002477 0100; 002474 0100;
002476 0000; 019250 0500; 019252 0000; 019254 0000;
019254 1000; 019254 2000; 019254 3000; 019254 4000;
019254 5000; 019255 0005; 019437 0010; 002475 0000;
002477 0010; 002480 0000; 002480 0500; 019233 0000;
019234 0000

Current Zoning District: Agriculture (AGR)

Proposed Zoning District: Planned Unit Development (PUD)

Current Land Use Category: Multiuse (MU) Site Specific Police 4.3.18 of the FLUE in
the 2045 Comprehensive Plan

Planning District:

6-North

Applicant/Agent:

Wyman Duggan, Esq.
Rogers Towers, P.A.
1301 Riverplace Boulevard, Suite 1500
Jacksonville, Florida 32207

Owners:

William R. Braddock; Estate of Mozelle Water Braddock;
Marshall B. Williams; Vincent E. Williams; William R.
Braddock Jr; Thomas H. Braddock, Jr. Trust; GJLB Huntley
LLC; JEMC Huntley LLC; LBBJR LLC; LBR Partners
LLP; Phyllis A. Braddock; Robert Lee Rowe III; Thomas B.
Rowe; jennie B. Rowe; Julia Rowe Lawless; Andrew M.
Lawless; William Braddock; Estate of William R.

Braddock; Jennifer B. Whitmer; James B Huntley Jr &
Glenda N. Huntley Trust

Staff Recommendation:

APPROVE with CONDITIONS

GENERAL INFORMATION

Application for Planned Unit Development **2023-0658** seeks to rezone approximately 2,235± acres of land from AGR to PUD. The rezoning to a new PUD is being sought in order to allow for a mixed-use development comprised of a maximum of 2,350 dwelling units, and 700,000 square feet of commercial uses. The subject sites are located to the west of Jacksonville International Airport with the center of the subject area located at the intersection of Braddock Road and Lem Turner Road.

The subject site's Land Use Category was previously approved through a Large Scale Land Use Amendment (2022-747) to change the Land Use to Multi Use (MU). Additionally, The Developer and the City have initiated a Mobility Fee and Credit contract that will grant mobility fee credits in exchange for conveyance by the developer, at no cost to the city, of land for the right-of-way of a new road to be known as Braddock Road East. This contract is a companion to the PUD under Ordinance 2023-0657.

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.

STANDARDS, CRITERIA AND FINDINGS

Pursuant to the provisions of Section 656.131 (c) of the Zoning Code, the Planning Commission shall grant an exception only if it finds from a preponderance of the evidence that the exception meets, to the extent applicable, the following standards and criteria:

(A) Is the proposed zoning district consistent with the 2045 Comprehensive Plan?

Yes. The 2,235 acre subject site is currently mostly undeveloped land with some silviculture uses located east, north, south and west of the intersection with Braddock Road and Lem Turner Road. The site is located in the North Planning District and within the boundaries of both Council District 8. Lem Turner Road is classified as a minor arterial roadway; Braddock Road is classified as a collector roadway.

The site is located in the Multi-Use (MU) land use category and is subject to FLUE Policy 4.3.18

for the Braddock Family Parcel Multi-Use Area. Ordinance 2022-747-E approved revised FLUE Policy 4.3.18 for the subject Multi-Use Area. The Braddock Family Parcel MU Area is subject to the FLUE MU land use category description as amended pursuant to Ordinance 2010-400-E. The MU land use category pursuant to Ordinance 2010-400-E is intended to accommodate the progress of large scale projects allowing some flexibility of intensities and densities during the development phase. A mix of residential and non-residential uses is encouraged within the MU land use category. The proposed development potential of the MU Area includes a maximum of 2,350 residential dwelling units and a maximum of 700,000 square feet of non-residential uses. In order to allow some flexibility of the density and intensity of these uses, each use includes a proposed percentage distribution that allows for a change in the density and intensity that would not exceed the 4,304 maximum number of p.m. peak hour trips as indicated in FLUE Policy 4.3.18.

The applicant seeks to rezone from AGR to PUD to allow for the mixed use development that includes residential and commercial/office uses.

Policy 4.3.4

The Westport Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Business Park (BP), Light Industrial (LI), Community/General Commercial (CGC), Residential-Professional-Institutional (RPI), Medium Density Residential (MDR), Low Density Residential (LDR), Conservation (CSV), Recreation and Open Space (ROS), and Public Buildings and Facilities (PBF), consistent with the Multi-Use Land Use Category. The proposed PUD is required to provide consistency with FLUE Policy 4.3.18 provided below:

FLUE Policy 4.3.18

The Braddock Family Parcel which is a 2,235 acre Multi-Use Area on the Future Land Use Map, as approved with Ordinance 2020-390-E and amended by Ordinance 2020-001-E, and 2022-747-E, shall include the following provisions consistent with the Multi-Use land use category:

1. The types of land uses permitted in the MU land use category at the Property consist of those land uses permitted in the AGR, LDR, MDR, CGC, PBF, ROS and CSV land use categories.
2. The percentage (by gross acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:
 - 25-40% acres residential;
 - 1-5% acres non-residential uses;
 - 30-70% parks and green/open space; and
 - 3%-10% public uses, including the right-of-way for the future extension of Braddock Road described below.
3. There shall be a mix of residential densities in the MU land use category at the Property, with the following applicable maximums (in percentage of gross acres devoted to residential uses):
 - Up to 95% a maximum of four (4) units/acre;
 - Up to 30% a maximum of eight (8) units/acre; and

- Up to 10% a maximum of twenty (20) units/acre.
4. The maximum number of residential units shall be 2,350 units. The maximum non-residential (CGC) intensity is 700,000 sq. ft., generally located at the intersection of Braddock Road and Lem Turner Road.
 5. Uses on the Property other than those permitted in the AGR land use category and AGR zoning district may be permitted only by a Planned Unit Development rezoning, which shall be consistent with these MU policies and the policies set forth in the Future Land Use Element's description of the Multi-Use land use category. Such PUD shall provide for connectivity and functional relationship among uses and phasing to address the provision of supporting uses and services. Within the portion of the Property which lies south of Braddock Road and west of Lem Turner Road, the PUD (i) will not permit multifamily uses and (ii) will provide an appropriate buffer and visual screen between any new non-residential use and any existing residential uses, including either an minimum 50-foot buffer and wall or a minimum 100-foot buffer and landscaping (to achieve the visual screen).
 6. Prior to or contemporaneous with the PUD rezoning sought within the Property under this MU land use category, one or more development agreements shall be entered into with the City providing for: (i) a reservation of the right-of-way described below, and (ii) the provision of central water and sewer.
 7. The development agreement(s) described above shall provide for a reservation of right-of-way for the future extension of Braddock Road east to the eastern boundary of the Property (providing for the potential of an extension east to Pecan Park Road). The right-of-way width, alignment and term shall be as mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of the right-of-way for anything less than fair market value entitles the landowner to credit against transportation-related fees, including proportionate share fees and mobility fees.
 8. The mix of uses at build-out within the property shall not be projected to exceed 4,304 p.m. peak hour external trips.
 9. Development of the property will avoid and minimize wetland impacts consistent with the regulations of the State and Federal regulatory agencies and will address buffers around, and the conservation of, non-impacted wetlands through the permitting and mitigation processes with these regulatory agencies. Pursuant to those processes and where practicable, (i) wetland impacts will be limited to road and utility crossings at narrow portions of wetland systems or along existing trail systems, and (ii) development will provide an average buffer of 25-feet, with a minimum buffer of 15- feet, around wetlands (not including wetlands which, pursuant to permits from the regulatory agencies, may be impacted or created).
 10. Passive parks, green/open space, and conservation areas should be located so as to connect wetland areas and buffers as much as possible and provide viable habitat and wildlife corridors.

The Master PUD shall include any such wildlife corridors and provisions for the ability of the wildlife to traverse.

11. The provisions identified within this policy must also be included in the accompanying Master PUD application.

12. The Planned Unit Development (PUD) zoning to implement this MU land use designation shall not be filed prior to review and approval of the traffic study by the Chief of the Transportation Planning Division, the Chief of the Traffic Engineering Division, and the Florida Department of Transportation (FDOT).

13. The PUD ordinance implementing this MU land use designation shall include conditions as agreed upon between the applicant and the FDOT to address impacts to transportation resources and facilities of state importance. These conditions shall be included in the adoption transmittal book to the Florida Department of Economic Opportunity for amendment package No. 22-02 ESR.

Additionally, the PUD conditions referred to in FLUE Policy 4.3.18, item No. 13, are as follows and are to be included as requirements in the companion PUD zoning. The applicant reviewed these conditions and agreed to the language prior to filing the land use map amendment for adoption.

1. Prior to, approval of the first civil engineering (10 set) construction plan approval, the applicant will submit to the FDOT the ICE analysis for the Lem Turner Road/Braddock Road intersection to determine the final approved buildout and phased construction plan. The ICE analysis will also determine the subsequent proposed connections to Lem Turner Road to determine type of connection and spacing requirements.

2. A signal warrant analysis shall be provided prior to approval of 10-set civil plans for the 301st dwelling unit and for every 100 subsequent dwelling units based on dwelling units proposed during the PUD verification of substantial compliance process. The warrant analysis is to be submitted to the FDOT to determine if a signal is needed at the Lem Turner Road/Braddock Road intersection. If the signal is warranted, then the developer will have one year to construct the signal from date of warrant analysis approval. If the design, permitting, and construction period exceeds 12 months, the Developer shall post a bond to the COJ for full cost of the improvement. No building permits shall be approved, if after one year, the signal isn't complete, or a bond is not posted.

3. A strip of land along Lem Turner Road abutting the project property will be reserved to accommodate the future widening. The project will reserve a strip of land for future right of way at a location acceptable to the FDOT and the Developer. This strip, when combined with the existing right-of-way, will create a right-of-way approximately 200' wide. The Developer will be allowed to clear, fill, grade, landscape, place signage, access driveways and utilities, etc. within the reserved land but will be prohibited from constructing parking, buildings and required stormwater ponds within the reserved land. The ROW will be purchased by the FDOT, in the future, at the time of right-of-way acquisition for the widening project.

Staff finds the proposed rezoning to be consistent with the FLUMs adopted as part of the 2045 Comprehensive Plan pursuant to Chapter 650 Comprehensive Planning for Future Development of the Zoning Code.

(B) Does the proposed rezoning further the goals, objectives and policies of the 2045 Comprehensive Plan?

This proposed rezoning to Planned Unit Development is consistent with the 2045 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

Future Land Use Element (FLUE):

Policy 1.1.21 Rezoning's and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

GOAL 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

(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 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 2045 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): Multiuse (MU). Furthermore, Staff finds the proposed rezoning to Planned Unit Development is consistent with the 2045 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, as previously 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, as well as any agreed upon contract for mobility with the City.

(3) Allocation of residential land use

This proposed Planned Unit Development intends to utilize the subject parcels for a mixed-use development. Moreover, this proposed development will not exceed the projected holding capacity reflected in Table L-20, Land Use Acreage Allocation Analysis For 2045 Comprehensive Plan's Future Land Use Element, contained within the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan.

(4) Internal compatibility

This proposed PUD is consistent with the internal compatibility factors with specific reference to the following:

The streetscape: The internal streetscape of the project contains several thoroughfares to each respective residential communities. Meanwhile, main ingress/egress points will be provided along the existing portion of Braddock Road south of Lem Turner Road, and a proposed extension of Braddock Road north of Lem Turner Road. The proposed new road north of Lem Turner Road will possibly connect to Gold Star Family Parkway through interconnectivity with another development north of the subject site in the future.

The existence or absence of, and the location of open spaces, plazas, recreational areas and common areas: The written description indicates at least of 21 acres of land will be provided for active and recreational parks, and other recreational areas. Additionally, the site plan shows a large portion of the site will remain as undeveloped nature areas.

The treatment of pedestrian ways: The written description states that an internal sidewalk system will be provided on one side of the internal road system throughout the property.

The variety and design of dwelling types: The proposed development will have a mix of Single Family Residential that will be a minimum of 40 feet wide and 4,000 square feet, and Multi-Family or Townhomes.

Compatible relationship between land uses in a mixed-use project: Developing the site for single-family dwellings and commercial uses creates an opportunity for unique and compact compatibility in the given area. The residential uses are spread throughout the project while the commercial uses are limited to the area near the intersection of Lem Turner Road and Braddock Road.

(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 type, number and location of surrounding external uses: The proposed development is located between New Kings Road and Gold Star Family Highway centered on Lem Turner Road. The surrounding area is residential and agricultural in nature. Recent developments have been approved to reduce lot sizes in the area as the rural area is slowly transitioning into suburban developments. Although being developed for mixed-use, the subject site will preserve the residential character of the area, while also offering an assortment of commercial retail uses within the immediate area.

Nonetheless, the adjacent uses, zoning and land use categories are as follows:

Adjacent Property	Land Use Category	Zoning District	Current Property Use
North	AGR/LDR/RR/PBF	AGR/PUD/RR-Acre/PBF-3	Farm/ Vacant/ SFR/ Airport
South	AGR/PBF/MU/LDR	AGR/PUD/PBF-3	Vacant/ SFR/ Airport
East	PBF/AGR	AGR/PBF-3	Vacant/ SFR/ Airport
West	CSV/RR/LDR	PUD/CSV	Vacant/ Conservation

(6) Intensity of Development

The proposed development is consistent with the MU functional land use category.

The availability and location of utility services and public facilities and services: The subject site will be serviced by JEA for city water and sewer.

School Capacity: A review of the PUD's impact on the Duval County Public School District was requested but has not been received as of October 12, 2023. When a review is submitted to the department, a copy of the review will be included in the Application File.

The existence and treatment of any environment hazards to the proposed PUD property or surrounding lands: The subject site is located in close proximity to the Jacksonville International Airport and has some areas that are in line with the two runways that the airport utilizes. The PUD has been reviewed by the **Jacksonville Aviation Authority** who provided the following comments:

The proposed development is located west of the Jacksonville International Airport and adjacent to airport property and Runway 8/26. There are several parcels that fall within the 65 DNL noise contour of the future south runway. The Federal Aviation Administration (FAA) considers noise sensitive land uses, which includes residential, within the 65 DNL to be significantly impacted. Additionally, there are a few parcels that fall within the 60 DNL contour. Although the FAA does not consider this area to be significantly impacted, aircraft noise is present and may be an annoyance to noise sensitive land uses.

The FAA requires all airports to protect approach, departure, and circling airspace up to five miles from the air operations area including mitigating potential wildlife attractants. Guidance is provided in Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or near Airports. Stormwater and/or aesthetic ponds are known to attract birds. It is recommended in the Advisory Circular that stormwater detention be designed with a maximum 48-hour detention period. Other best practices to reduce wildlife attractants are listed below:

- Keep all trash contained in a proper place
- Eliminate the use of any fruit or berry producing vegetation in landscaping
- Eliminate the use of water features (fountains, ponds, etc.) for aesthetic value
- Do not feed the wildlife (e.g. bird seed, cat food, etc.)
- Report significant wildlife observations to JAA

The parcels also fall within the Airport's FAR Part 77 Surfaces. Development heights should remain below these Surfaces to prevent creating an airspace obstruction for the existing airfield configuration and the future south runway. Airport staff are available to discuss Part 77 limitations in further detail. A 7460-1 Notice of Proposed Construction should be submitted through the FAA's website at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> prior to construction. The FAA will conduct an airspace analysis to determine if the final structures or construction activities, such as the use of a crane, will interfere with flight operations. A Notice to Airmen may be required during construction.

(7) Usable open spaces plazas, recreation areas.

The project will be developed with the required amount of open space in accordance with Section 656.420 of the Zoning Code and Policies the Recreation and Open Space Element of the 2045 Comprehensive Plan.

(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 confirmed the presence of wetlands on site. The PUD site plan appears to set aside many of the wetland areas, the PUD written description acknowledges that any development on site that may impact wetlands will be permitted pursuant to local, state and federal permitting requirements. These impact will be limited to road and utility crossing and additional buffers will be required around any wetland areas.

(9) Listed species regulations

Bio-Tech Consulting Inc. prepared the Environmental Assessment Report for the proposed project. A copy of the report and any impact on wildlife can be found in the application packet.

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

The parking requirements for the single-family uses will follow Part 6 of the Zoning Code. Parking and Loading Spaces for Multi-Family uses will require 1.35 spaces per apartment and 2 per townhome, and no loading spaces will be required. Parking for commercial spaces will follow the guidelines provided within the PUD Written Description.

(11) Sidewalks, trails, and bikeways

The project will contain a pedestrian system that meets the 2045 Comprehensive Plan, however, the developer only wants to provide a sidewalk on one side of the main roadway system.

SUPPLEMENTARY INFORMATION

Upon visual inspection of the subject property on **October 11, 2023** by the Planning and Development Department, the Notice of Public Hearing signs **were not** posted.

RECOMMENDATION

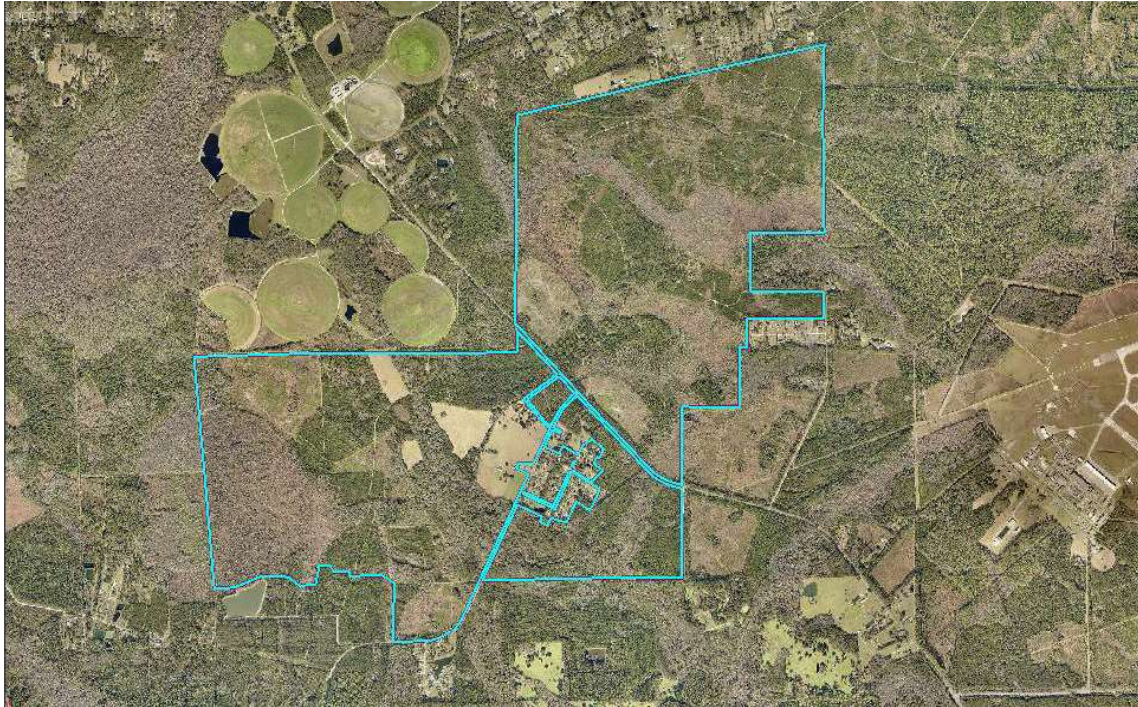
Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning Ordinance **2023-0658** be **APPROVED** with the following exhibits:

1. **The original legal description dated September 27, 2021**
2. **The original written description dated June 28, 2023**
3. **The original site plan dated January 6, 2023**

Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2023-0658** be **APPROVED** with the following **CONDITIONS**:

1. **Prior to, approval of the first civil engineering (10 set) construction plan approval, the applicant will submit to the FDOT the ICE analysis for the Lem Turner Road/Braddock Road intersection to determine the final approved buildout and phased construction plan. The ICE analysis will also determine the subsequent proposed connections to Lem Turner Road to determine type of connection and spacing requirements.**
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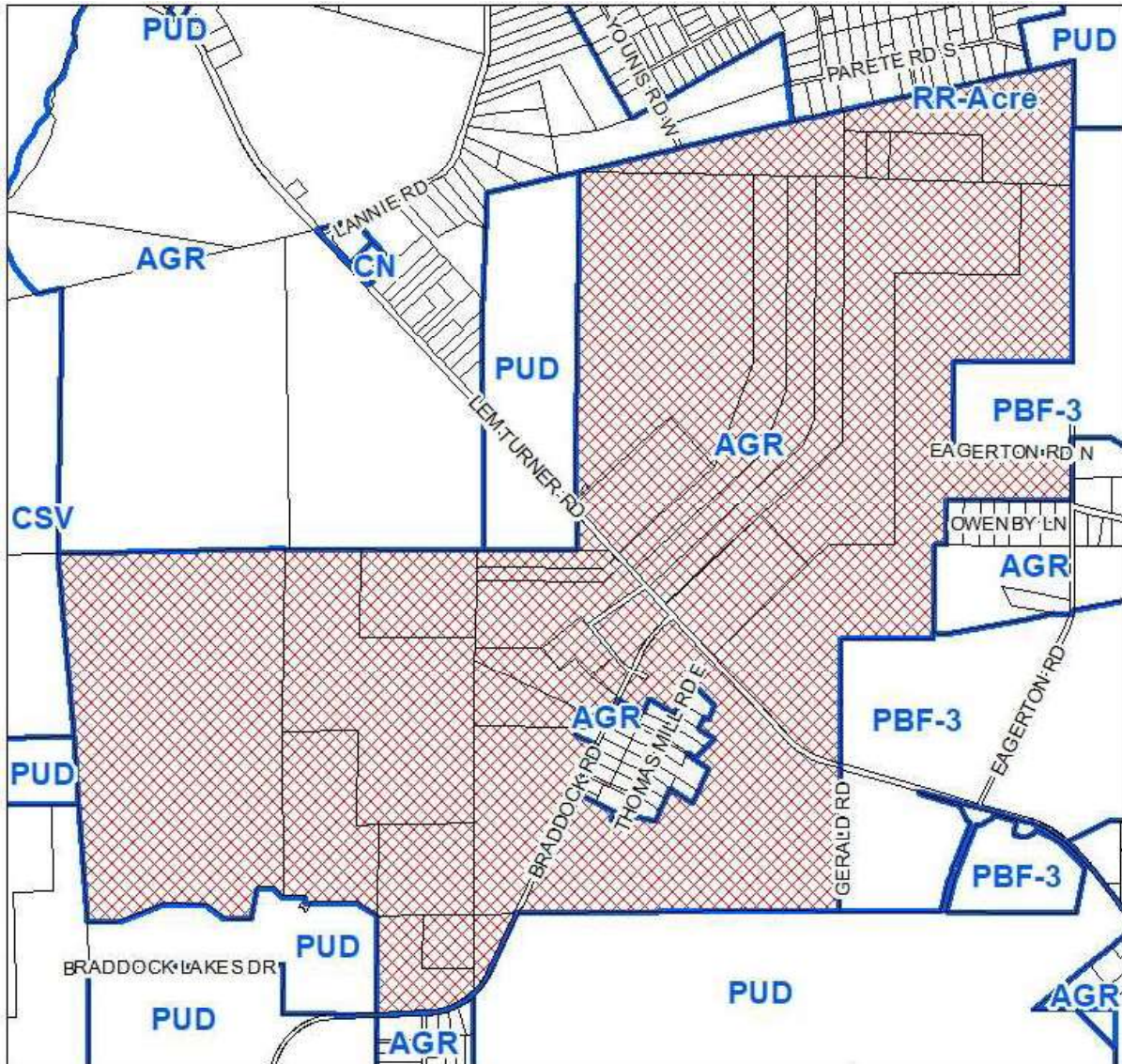
Aerial Photo

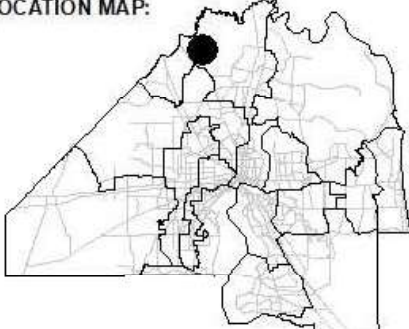
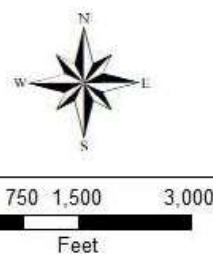


View of the Subject Site from Lem Turner Road



View of the existing uses within the Subject Site from Braddock Road



<p>REQUEST SOUGHT:</p> <p>FROM: AGR</p> <p>TO: PUD</p>	<p>LOCATION MAP:</p> 	 <p>COUNCIL DISTRICT: 7 & 8</p>
<p>ORDINANCE NUMBER ORD-2023-0658</p>	<p>TRACKING NUMBER T-2022-4372</p>	<p>EXHIBIT 2 PAGE 1 OF 1</p>

Legal Map