

EXHIBIT D

WRITTEN DESCRIPTION

Pitts Road Auto PUD

July 25, 2025

I. PROJECT DESCRIPTION

The fee simple owners of the real properties identified in the attached Exhibit A, RE#'s 003905-0000, 003906-0000, and 003916-0020 the ("Property"), which encompass approximately 5.5 acres is designated both Community General Commercial (CGC) and Low Density Residential (LDR), according to the City's 2045 Comprehensive Plan. The LDR portion represents approximately 1.88 acres or about 33 percent of the total land area. Consequently, the current zoning of the property is Commercial Community General-2 (3.67 acres) and Rural Residential (RR – 1.88 acres). The zoning line bifurcates the western parcel, creating a flag area with about 50 feet of frontage along Pitts Road. CCG-2 is the most intensive zoning district in the City of Jacksonville, and it permits numerous intensive operations by right. It is the intent of this PUD to permit some auto-related uses to occur on the property, but to otherwise limit the allowable activities, and to provide a buffer to the Rural Residential uses lying to the west. The split designation of the western parcel severely limits its useability, and the owner is therefore seeking a small-scale land use amendment for the LDR portion and a Planned Unit Development Zoning, to permit commercial uses and implement appropriate transition and buffering.

The Property has frontage along both New Kings Road and Pitts Road, with New Kings Road being an FDOT maintained, Principal Arterial Roadway. According to the City's Geographic Information System (GIS) New Kings Road is a Preferred Truck Route and Pitts Road between Slay Road and New Kings Road is Neutral, not prohibited to such traffic. This section being Neutral is likely due to the existence of a warehouse operation existing along this portion of Pitts Road, with its only access being from this city road. The parcel to the immediate west is designated LDR/RR and is developed with a single-family dwelling, originally constructed in 1968. The home recently sold in May of last year and was featured in the multiple listing service including photos of the existing use on the Subject Property. The property to the north is also designated LDR/RR and is developed with 3 dwellings and a large storage building and was used as the offices of J & M Construction and Wrecking from 1996 until 2016.

To the east, is a 3.3 acre parcel designated CGC/ CCG-2 which advertises auto sales, but is almost completely covered by junk vehicles, trailers, and bins of scrap metals, appearing to be operating as a scrapyards. This parcel has no access from Pitts Road and has a 6-foot fence along its boundaries.

New Kings Road is a major corridor, with traffic counts exceeding 34,000 vehicles per day. There are many auto related and truck-intensive uses located along this roadway from I-295 north, well beyond Dunn Avenue. This roadway has seen significant traffic volume increases over the past four years and has significantly higher truck volume compared to most roadways.

The PUD will permit the operation of an auto sales company, primarily operating without the need for a display area or having customers coming to the property. The auto sales occurring here are online sales, primarily being vehicles that are being sold to overseas buyers, including insurance claim vehicles which may be in disrepair or have been deemed “totaled” due to flooding or accidents. These vehicles are purchased at auctions, or from insurance sales, and are brought to this location, being listed for sale and typically loaded into containers and headed to overseas markets. There are no new vehicles sold at this location, rather the operator purchases the vehicles at wholesale, intending to sell these vehicles outside of the United States. This could include the cutting of vehicles, but not the dismantling or breaking down of vehicles for parts. No parts are offered for sale, and no scrap processing is permitted. All parts stay with each of the vehicles.

The development would include several enclosed structures to be utilized for offices or other operations and the vehicles will be staged along or inside the internal driveways as depicted on the site plan accompanying this submittal. The vehicles are then loaded into shipping containers for pick up by tractor trailers headed to the port. As the vehicles are often in dis-repair, some are cut to permit the portions to be put into a container, being that the parts are still valuable in the overseas markets.

The PUD differs from the conventional zoning district in relation to the type of vehicle sales and the operations involved. Many uses have been removed from the comparable CCG-2 Zoning District and significant increases in buffering are provided, in effort to create a transition between the residential and commercial land use classifications. All other provisions of the district are applicable.

The applicant has utilized the professional services of Mr. Michael Herzberg in preparing this PUD request. No other professionals have yet been engaged. The intended user is operating currently, but only on the portions that are currently zoned for such uses. The property has no significant or unique characteristics, variation of elevations or natural features worth noting.

The implementation of this PUD would further the goals, objectives and policies of the city’s comprehensive plan.

The Property is to be operated and used in accordance with the terms and limitations of this PUD ordinance and its supporting exhibits, as an Auto Dealer/ auto storage development. The property will be developed in consonance with the goals and objectives of the CGC Land Use Category of the City of Jacksonville 2045 Comprehensive Plan Future Land Use Element. It is the intent of the owner to continue operations using all existing enclosed buildings and improvements immediately after zoning approval. Further, all future maintenance and operations will be the sole responsibility of the landowner(s), in compliance with the Municipal Ordinance for the City of Jacksonville and this PUD.

II. USES AND RESTRICTIONS

The Property may be further divided or developed as depicted on the attached site plan which is incorporated herein by this reference.

A. Permitted Uses:

1. Retail or wholesale of new or used automobiles and trucks (but not automobile wrecking yards, junkyards or scrap processing yards)
2. Automobile and truck storage, incidental to the sale of the same, but prohibiting the sale of individual components or parts.
3. Loading vehicles into containers for shipping.

(b) Permitted accessory uses. See [Section 656.403](#).

III. DEVELOPMENT STANDARDS

A. Dimensional Standards.

1. *Minimum parcel area and yard areas:* The minimum lot size, lot width and yard areas for structures shall be as follows:

Lot Size – minimum of 5.5 Acres

Lot Width – minimum of 200 feet

Yards -

Front: 10 feet

Side: 0 feet, except where adjacent to a Residential Zoning District, which shall be 20 feet.

Rear – 20 feet

2. *Maximum parcel or sub-parcel coverage by all buildings and structures:* 35%
3. *Maximum height of structures:* Thirty-Five (35) feet.

B. Ingress, Egress and Circulation.

1. Vehicular ingress and egress shall be substantially as shown on the Site Plan. While large vehicle access is intended to utilize New Kings Road, the owner shall have the right to limited access from Pitts Road.

C. *Signs.*

1. The number, location size and height of signage to be located on the property shall be as follows:

One double-faced monument sign not to exceed (50) Fifty square feet in area and (20) twenty feet in height may be permitted along Pitts Road.

One double-faced monument sign not to exceed (100) One Hundred square feet in area and twenty feet in height may be permitted along New Kings Road.

Illumination: internal or indirect lighting, will be permitted as appropriate.

D. *Site Design and Landscaping.*

1. Loading facilities, storage of heavy equipment and any operations will be located inside the internal driveways and visually screened from any abutting residentially designated parcel or public right-of-way. Screening may consist of buildings or fencing being a minimum of 6 feet in height and 95% opaque.
2. Off-street parking shall be exempt from the requirements of Part 12 Landscaping Requirements and as provided for on the Site Plan. As the development is not intended to have customers, but will primarily be used by large vehicles, and will be completely screened from all boundaries, landscaping within the development is unnecessary.
3. Lighting associated with any use of this PUD will be of a design that does not permit trespass lighting onto adjacent properties. More specifically, sag lenses, drop lenses and convex lenses are prohibited. Furthermore, all lighting poles will not exceed 15 feet and will utilize metal halide, compact fluorescent or LED bulbs with cutoffs as appropriate.

E. *Building Orientation*

1. The buildings as depicted on the site plan will be utilized and any additional buildings will be subject to the provisions of this PUD.

F. *Parking*

1. Parking spaces will be permitted as depicted on the Site Plan and meet the requirements of Part 6, Zoning Code, but will be exempt from Part 12, relating to the same.

IV. 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 2045 Comprehensive Plan and Land Use Regulations. The proposed rezoning is a reasonable manner by which to permit the continued use of the property, especially considering the surrounding uses to the east and the nature of the adjacent roadway. Implementation of the larger buffer areas to the west and north will act to protect the residential developed properties in the vicinity.

The proposed zoning will act as a logical development plan and permit the property to be developed for a specific permitted use as outlined in this PUD. This PUD is designed to protect the usable nature of the property while promoting numerous Goals, Objectives, and Policies of the 2045 Comprehensive Plan.

This PUD:

Is more efficient and effective than would be possible through strict application of the City of Jacksonville Land Use Regulations or a conventional zoning district which are broad based and cannot be subject to generalized site plans;

Represents an appropriate intensity for intensive commercial uses located along an intensive commercial corridor (New Kings Road). The PUD offers a significant reduction of possible uses, offers larger buffer areas, and is designed to promote a logical transition between the established uses in the area.

Will promote the purposes of the 2030 Comprehensive Plan, including the following:

4. FLUE Objective 1.1
5. FLUE Objective 3.2
6. FLUE Policy 3.2.2
7. FLUE Policy 3.2.12

V. SUCCESSORS IN TITLE

All successors in title to the Property, or any portion of the Property, shall be bound to the conditions of this PUD.

VI. PUD REVIEW CRITERIA

- A. *Consistency with Comprehensive Plan.* The Property is designated CGC pursuant to the City's Future Land Use Map Series of the City's 2045 Comprehensive Plan. The uses and amounts (intensity) proposed in the PUD would be consistent with this designation as well as the established uses in the vicinity.
- B. *Consistency with the Concurrency Management System.* The development of the Property will comply with the requirements of the Concurrency Management/Mobility System.
- C. *Allocation of Residential Land Use.* No residential use is intended for this PUD.
- D. *Internal Compatibility/Vehicular Access.* Vehicular access to the site is currently available from New Kings Road and Pitts Road. Any revisions to these driveways will necessitate the review and approval of the City of Jacksonville.
- E. *External Compatibility/Intensity of Development.* The PUD reduces the otherwise allowable uses of the CCG-2 Zoning District. All uses listed herein are similar to, or less intensive than the activities occurring on properties in close proximity.
- F. The development will be appropriately screened from adjacent properties and structures will be oriented in a manner that will foster an inward approach to the operations. The uses are consistent with the character of the area along New Kings Road.
- G. *Recreation/Open Space.* The PUD will not include recreational uses.
- H. *Impact on Wetlands.* Any development activity which would impact wetlands will be permitted in accordance with local, state and federal requirements.
- I. *Listed Species Regulations.* Not Applicable.
- I. *Off-Street Parking & Loading Requirements.* Parking areas will be provided for all uses as per Part 6, Zoning Code and loading and unloading will be accommodated only within the development boundaries.
- J. *Sidewalks, Trails, and Bikeways.* The development will be consistent with the 2045 Comprehensive Plan.
- K. *Stormwater Retention.* Stormwater shall be conveyed, treated and stored in accordance with all City of Jacksonville and St. Johns River Water Management District requirements.
- L. *Utilities.* Electric power, water and sewer services are furnished to the Property by the Jacksonville Electric Authority.

EXHIBIT F

PUD Name PETTS ROAD AUTO PUD

Land Use Table

Total gross acreage	5.55	Acres	100 %
Amount of each different land use by acreage			
Single family		Acres	 %
Total number of dwelling units		D.U.	
Multiple family		Acres	 %
Total number of dwelling units		D.U.	
Commercial	5.55	Acres	100 %
Industrial		Acres	 %
Other land use		Acres	 %
Active recreation and/or open space		Acres	 %
Passive open space		Acres	 %
Public and private right-of-way		Acres	 %
Maximum coverage of buildings and structures	84,65	Sq. Ft.	35 %