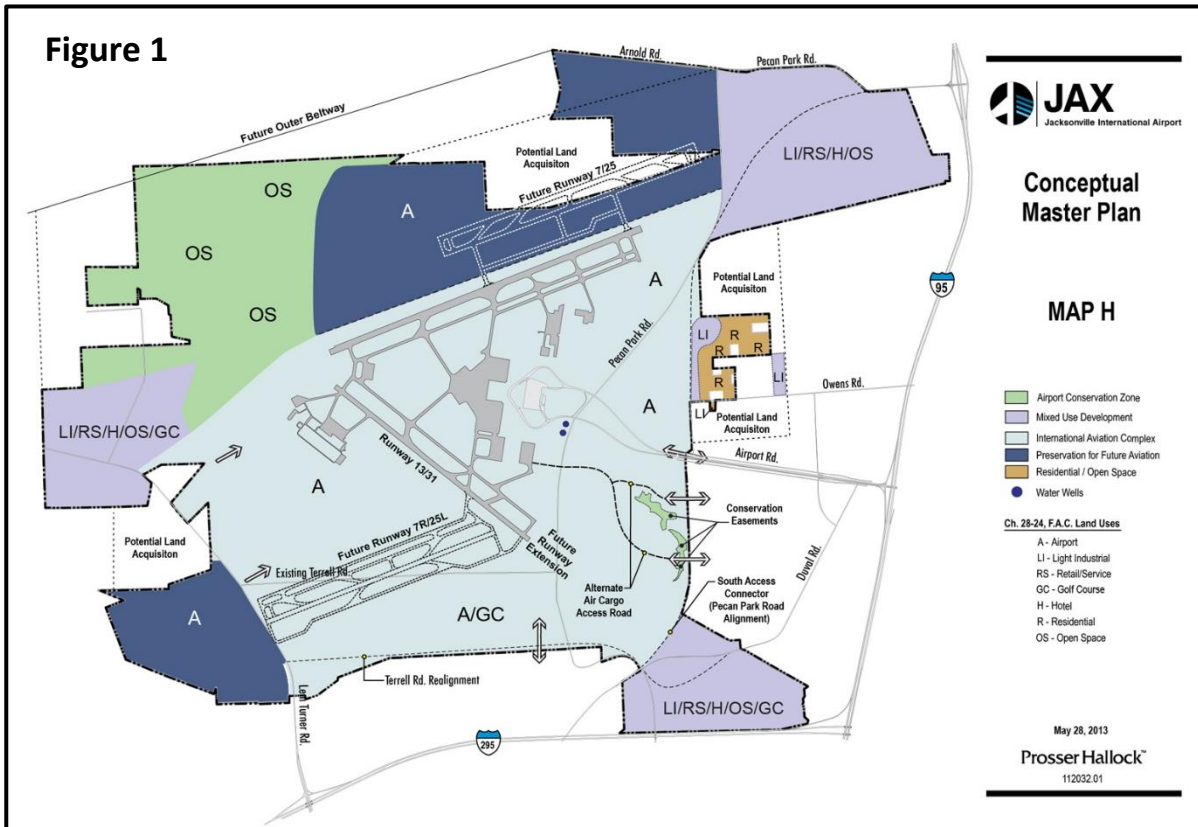


BACKGROUND

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 1 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.

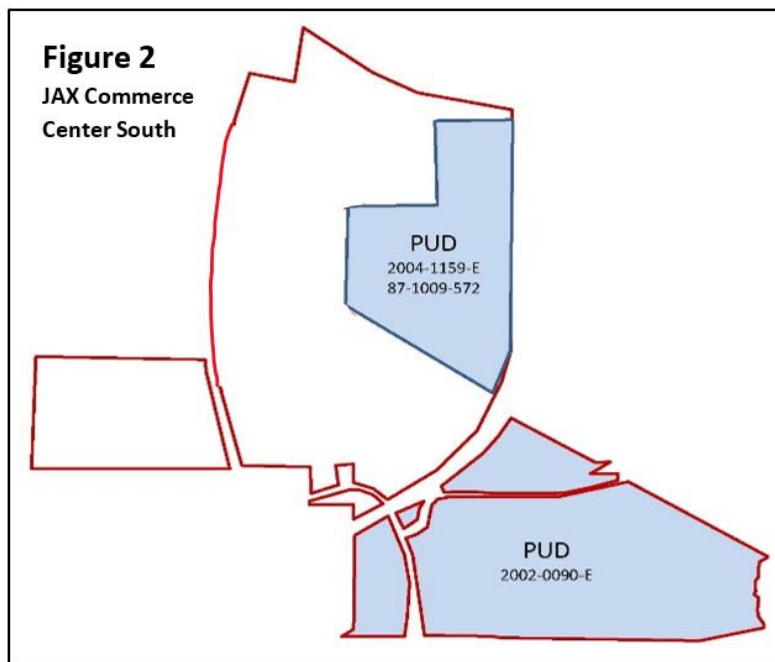
An update to the Airport Layout Plan for JIA is currently under review by the Federal Aviation Administration. The updated ALP eliminates the northernmost future runway illustrated on Figure 1. This modification will no longer require property adjacent to the former location to be classified as Preservation for Future Aviation. Instead, this property will be reclassified as Mixed Use Development.

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 8.1.1** 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 8.1.4** 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 8.2.1** 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.



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

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- 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 Number(s):**
- 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%)
- Total amount of land coverage of all buildings and structures (Indiv. lot):** Eighty-five percent (85%)

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

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.

The land uses permitted in this PUD have been determined to be "Acceptable development" under the provisions of Section 656.1011 and Table 656-3 of the Zoning Code and

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accordingly are permitted without additional restriction or condition under those provisions except as outlined below.

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		•			

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	Commercial	Flex Industrial	Hotel	Specialty Entertainment	Recreation
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	•				
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.

V. DESIGN GUIDELINES

A. Lot Requirements:

- (1) **Minimum lot area:** None
- (2) **Minimum lot width:** One hundred (100) feet
- (3) **Max. lot coverage (PUD-wide):** Seventy-five percent (75%)
Max. lot coverage (Indiv. lot): Eighty-five percent (85%)
- (4) **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.
- (5) **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.
- (6) **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:

- (1) **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.

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.

- (3) 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 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.

G. 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;
- 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.