

PUD WRITTEN DESCRIPTION
Arnold Road PUD
August 14, 2024

I. PROJECT DESCRIPTION

A. Number of acres, location of site, existing use, surrounding uses, types of businesses, and proposed uses: Applicant proposes to rezone approximately 315.42 acres of property to allow for light industrial development on the property located at 0 Arnold Road and 0 Pecan Park Road (RE#s 019606 0000 and 019583 0000) as more particularly described in Exhibit 1 (the “Property”) and depicted in the conceptual site plan attached as Exhibit 4 (the “Site Plan”). The Property is located within the AGR, PBF, and LI land use categories, the Suburban Development Area, and is zoned AGR, PBF-2, PBF-3, and IL.

The Property is currently undeveloped and is partially entitled for light industrial development. A large scale land use amendment under Ordinance 2023-821 has been filed requesting LI land use for the portion of the Property within the AGR and PBF land use categories. England-Thims & Miller, Inc. conducted a Traffic Impact Assessment, dated July 2024 (the “Traffic Study”) at the request of the Florida Department of Transportation (“FDOT”) during transmittal review. The Traffic Study determined that the development is not anticipated to have a significant or adverse impact on the State Highway System and as a result, satisfied FDOT comments.

This PUD is filed to unify the Property under a singular zoning and to permit consistent and compatible development with the surrounding area as depicted in the Site Plan (the “Project”), including the Jacksonville International Airport (“JIA”). The surrounding land use and zoning designations are as follows:

<i>Direction</i>	<i>Land Use</i>	<i>Zoning</i>	<i>Existing Use</i>
North	LI	IL/PUD (2020-658)	Solar farm
East	LI/AGR	PBF-2/PUD (2020-658)	Undeveloped
South	PBF	PBF-3	JIA
West	AGR	PBF-2	Undeveloped

The Property is contemplated to be developed in three (3) phases. These phases are conceptual and are for informational purposes only. Any portion of the Property may be developed at any time notwithstanding these conceptual phases at the sole discretion of the Developer or owner of the Property, provided that there are available development rights and the proposed development complies with this PUD.

Phase	General Area	Size (approx.)
1	South and east	110.77 acres
2	North (east of Seaton Creek)	80.59 acres
3	West of Seaton Creek	124.06 acres
Total		315.42 acres

- B. Project name: Arnold Road PUD.
- C. Project engineer: ETM.
- D. Project developer: Flint Development, LLC (the “Developer”).
- E. Project agent: Driver, McAfee, Hawthorne & Diebenow, PLLC.
- F. Current land use designation: AGR, PBF, and LI.
- G. Current zoning district: AGR, PBF-2, PBF-3, and IL.
- H. Requested land use designation: LI.
- I. Requested zoning district: PUD.
- J. Real estate numbers: 019606 0000 and 019583 0000.

II. QUANTITATIVE DATA

- A. Total acreage: 315.42 acres.
- B. Maximum amount of gross floor area: Three million one hundred thousand (3,100,000) square feet (not including outdoor storage areas).

III. STATEMENTS

- A. How does the proposed PUD differ from the usual application of the Zoning Code?

This PUD generally adopts the IL zoning district uses but permits silviculture and other agricultural uses until physical project development is initiated on a particular development parcel. The maximum height of any building may be built up to the maximum height specified in the JIA height plan as referenced in Section V.A.4. of this PUD. Parking (as further described herein) for industrial uses is permitted at a minimum rate of one (1) space per five thousand (5,000) square feet of gross floor area. Any use may also park according to the applicable standard within the most recent edition of the ITE Parking Manual and shared parking may be considered. Internal buffering, landscaping, and screening between uses and/or parcels within the Property shall not be required. Required landscaping may be relocated within the Property subject to the review and approval of the Planning and Development Department.

- B. Explanation for proposed deviations and waivers.

Silviculture and agricultural uses are permitted because the Property is large with a long-term development plan, which allows all areas of the Property to be efficiently used while the industrial uses are constructed throughout the phases. Justification for

the height provisions is set forth in Sections V.A.4., V.I., and VI.D. of this PUD. The parking and landscaping provisions adopted in this PUD are to provide flexibility in the buildout of this 315.42-acre industrial development.

- C. 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.

Developer, an owner, a POA, or other similar entity will be responsible for the operation and maintenance of the areas and functions described herein and any facilities that are not provided, operated or maintained by the City.

IV. USES AND RESTRICTIONS

A. Permitted Uses:

1. Silviculture and other agricultural uses until physical project development is initiated on a particular development parcel. Initiation of physical project development occurs on a portion of the Property when construction of horizontal infrastructure to develop roads, water and sewer, or drainage improvements begin upon such portion to facilitate development at the densities or intensities permitted in this PUD.
2. Wholesaling, warehousing, storage or distribution establishments (but not concrete batch mixing plants) and similar uses.
3. Light manufacturing, processing (including food processing but not slaughterhouse), packaging or fabricating.
4. Printing, publishing or similar establishments.
5. Business and professional offices.
6. Service establishments catering to commerce and industry, including linen supply, laundry and dry cleaning plants, freight movers, communications services, business machine services, hiring and union halls, employment agencies, sign companies.
7. Restaurants, (regulated by DBPR - Division of Hotels and Restaurants) including retail sale and service of beer and wine for consumption on premises.
8. Automobile service stations, major repair garages, mobile car detailing, auto laundry, and automated car wash meeting the performance standards and development criteria set forth in Part 4.
9. Vocational, technical, trade or industrial schools and similar uses.

10. Medical clinics.
11. Freight, bus, trucking, shipping or other transportation terminals, commercial parking lots and garages, truck stops, express offices and terminal facilities and telephone exchanges, repair or installation facilities and similar uses.
12. Radio or television broadcasting offices, studios, transmitters, telephone and cellular telephone towers.
13. Scrap processing, indoor, clean activity, meeting the performance standards and development criteria set forth in Part 4.
14. Bulk storage yards, (but not concrete batch mixing plants) including bulk storage of flammable liquids and acids if storage not within a completely enclosed building or structure is visually screened by a six-foot fence or wall not less than 95 percent opaque.
15. Building trades contractors with outside storage yards and heavy construction equipment if storage, including heavy construction machinery, not within a completely enclosed building or structure, is visually screened by a six-foot fence or wall not less than 95 percent opaque.
16. Outdoor storage yards and lots including truck and trailer parking and auto storage yards (but not scrap processing yards or concrete batch mixing plants) if storage is completely enclosed by a six-foot fence or wall not less than 95 percent (95%) opaque.
17. Retail outlets in conjunction with wholesaling establishments if the area designated for retail sales does not exceed ten percent of the gross floor area of the building of which it is a part.
18. Banks, including drive-thru tellers.
19. Recycling facilities meeting the performance standards and development criteria set forth in Part 4.
20. Retail sales of heavy machinery, farm equipment and building materials including outside display.
21. Essential services, including water, sewer, gas, telephone, radio and electric, meeting the performance standards and development criteria set forth in Part 4.
22. Veterinarians, animal boarding, and dog parks meeting the performance standards and development criteria set forth in Part 4.

B. Permissible Uses by Exception:

1. An industrial or commercial use which is not otherwise permitted or permissible in this Zoning Code, except the following:
 - a. Acid, chemical, fertilizer or insecticide manufacture or storage.
 - b. Explosives manufacturing or storage.
 - c. Paint, oil (including linseed), shellac, turpentine, lacquer or varnish manufacture.
 - d. Paper and pulp manufacture.
 - e. Petroleum refining.
 - f. Stockyards or feeding pens and livestock auctions.
 - g. A use which is potentially dangerous, noxious or offensive to neighboring uses or the public in general by reason of smoke, odor, noise, flare, fumes, gas, vibration, threat of fire or explosion, emission of particulate matter or radiation.
2. Recycling facilities and yards meeting the performance standards and development criteria set forth in Part 4.
3. Care centers meeting the performance standards and development criteria set forth in Part 4.
4. Churches, including a rectory and similar uses, meeting the performance standards and development criteria set forth in Part 4.
5. Retail sales and service of all alcoholic beverages for either off-premises consumption or on-premises consumption or both.
6. Retail sales including outside display.
7. Yard waste composting facility including the mulching process, meeting the performance standards and development criteria set forth in Part 4.
8. Indoor facilities operated by a licensed pari-mutuel permitholder, adult arcade amusement centers operated by a licensed permitholder, or game promotions or sweepstakes utilizing electronic equipment, meeting the performance standards and development criteria set forth in Part 4, drawings by chance conducted in connection with the sale of a consumer product or service utilizing electronic equipment, meeting the performance standards and development criteria set forth in Part 4, and similar uses.

9. Manual car wash.

10. Fitness centers.

C. Permitted Accessory Uses and Structures:

1. As permitted in Section 656.403.

2. Residential facilities (including not more than one mobile home) located on the same premises as an industrial use for the use of watchmen or caretakers whose employment requires residence on the premises.

D. Limitations on Uses:

1. All permitted and permissible uses by exception, other than outside storage, shall be conducted within an enclosed building.

2. Uses specified in Table 656-2, attached hereto as Exhibit J, shall comply with the conditions set forth in the table.

V. DESIGN GUIDELINES

A. Lot Requirements:

1. Minimum lot width and area: None, except as otherwise required for certain uses.

2. Maximum lot coverage by all buildings: None, except as otherwise required for certain uses. Maximum impervious surface ratio shall be eighty-five percent (85%), which may be calculated either on a parcel-by-parcel or PUD-wide basis. Should an individual parcel exceed eighty-five percent (85%) impervious ratio, the development will still meet this requirement so long as the Property, as a whole, does not exceed eighty-five percent (85%) impervious at the time of permitting.

3. Minimum yard requirements:

a. Front – Zero (0) feet.

b. Side – Zero (0) feet.

c. Rear – Zero (0) feet.

4. Maximum height of structures:

a. Development may be built up to, but shall not exceed, the maximum mean sea level (“MSL”) height depicted in the JIA height plan filed as Exhibit J to this

PUD application (the “JIA Height Plan”). Any development located within the 180’ MSL maximum height area as depicted in the JIA Height Plan shall demonstrate compliance with this height requirement at PUD verification of substantial compliance. This provision supersedes any contrary provision set forth in Part 10 of the Zoning Code.

B. Ingress, Egress and Circulation:

1. *Parking Requirements.* Parking for industrial, wholesale, warehouse, storage and similar uses shall be parked at a minimum ratio of one (1) space per five thousand (5,000) square feet of gross floor area with no maximum parking requirement. All other uses shall park according to Part 6 of the Zoning Code. Notwithstanding the above, any use, including any industrial use, may be parked according to the applicable standard within the most recent edition of the ITE Parking Manual. Any such parking calculation may consider shared parking or any other parking metric generally recognized by Transportation Professionals for uses within this PUD.
2. *Vehicular Access.* Vehicular access to the Property will be provided via Pecan Park Road, as conceptually depicted in the Site Plan. Access may be supported by a shared access easement with the parcel immediately north of the Property (14110 Pecan Park Road, RE#019580 0100) currently owned by the Jacksonville Aviation Authority (“JAA”) (the “Proposed Access Easement”), which will ensure safe entry to the Property from Pecan Park Road. The Project shall be entitled to utilize the Proposed Access Easement notwithstanding any future entitlement changes that occur on parcels outside of this PUD but use the Shared Access Easement to access Pecan Park Road. The Proposed Access Easement may also permit the creation of cross-access driveways to the adjacent northern property as shown in the Site Plan. The exact locations of these cross-access driveways are subject to change based on the final engineering plans and shall not require an administrative or minor modification to the Site Plan.
3. *Pedestrian Access.* As required by City regulations.
4. *Project Transportation Mitigation.* Required transportation mitigation responsibility for the entire Project shall be strictly limited to access improvements recommended in the Traffic Study (the “Access Improvements”) and payment of mobility fees as specified herein, so long as the Project does not exceed three million one hundred thousand (3,100,000) square feet of gross floor area. The Traffic Study analyzed the necessary improvements for the Project, and based on its analysis, recommends installing a northbound left turn lane and a southbound right turn lane at the Project entrance on Pecan Park Road. Installing these two (2) turn lanes constitute the entirety of the Access Improvements. No other off-site transportation mitigation shall be required.

No other traffic study, amendments to the Traffic Study, or traffic monitoring shall be required for the Project through the buildout of the three million one hundred thousand (3,100,000) square feet of gross floor area for uses permitted or permissible by exception in this PUD.

- C. Signs: Signs for this development shall be consistent with the requirements for the IL zoning district as set forth in Part 13 of the Zoning Code.
- D. Landscaping: Landscaping shall be provided as required pursuant to Part 12 of the Zoning Code; provided, however, that internal buffering, landscaping, and screening between uses and/or parcels within the Property shall not be required. Required landscaping may be relocated within the Property subject to the review and approval of the Planning and Development Department.
- E. Recreation and Open Space: Recreation and open space shall be provided as required by the 2045 Comprehensive Plan.
- F. Utilities: Essential services, including water, sewer, and gas, as required to serve the project shall be permitted on the site. Development shall occur consistent with the adopted level of service standards for potable water and sanitary sewer in the Comprehensive Plan. Temporary services (e.g., well and septic) may be utilized at the discretion of the Property owner until such time that centralized water and sanitary sewer is required by applicable regulations to service proposed development.
- G. Wetlands: Development which would impact wetlands will be permitted in accordance with local, state and federal requirements.
- H. Conceptual Site Plan: The Site Plan is conceptual in nature and subject to change. Minor changes to stormwater facilities and other infrastructure shall be approved administratively provided such changes comply with all applicable regulations. This PUD may be modified administratively, by minor modification, or by major modification (rezoning) subject to the procedures set forth in Section 656.341 of the Zoning Code.
- I. Regulations Related to Airports and Lands Adjacent Thereto: The Property is located within the Airport Height and Hazard zone (“AHHZ”) set forth in Part 10 of the Zoning Code. Notwithstanding the requirements set forth therein, this PUD permits industrial development up to the heights specified in the JIA Height Plan, which is based on JAA’s current twenty (20) year Master Plan and Airport Layout Plan at JIA.

The Property is also located within Noise Zone B and the Airport Notice Zone of the Airport Environs set forth in Part 10 of the Zoning Code and as conceptually depicted in the JAA Airport Noise Zones site plan attached hereto within Exhibit J. This PUD requires any use to be consistent with the Comprehensive Plan and Table 656-2 filed herewith in Exhibit J. All uses permitted or permissible by exception in this PUD are

permitted or conditionally permitted under Table 656-2. All development shall meet the applicable conditions within Table 656-2.

- J. **Mobility Fees:** Mobility fee calculations shall be based upon the local trip generation study (the “Trip Generation Study”) reviewed and accepted by the City of Jacksonville’s Traffic Engineering and Transportation Planning Departments and included as part of the Traffic Study. The Trip Generation Study estimates 2.180 trips per day per one thousand (1,000) square feet of gross floor area. The three million one hundred thousand (3,100,000) square feet will generate a total of six thousand seven hundred fifty-eight (6,758) daily trips.

VI. JUSTIFICATION FOR PLANNED UNIT DEVELOPMENT CLASSIFICATION FOR THIS PROJECT

In accordance with Section 656.341(d) of the Code the PUD meets the applicable Criteria for review as follows:

- A. **Consistency with the Comprehensive Plan.** The proposed PUD is consistent with the general purpose and intent of the City’s 2045 Comprehensive Plan and Land Use Regulations, will promote the purposes of the City’s 2045 Comprehensive Plan and specifically contributes to:

Future Land Use Element

1. Goal 1 - To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
2. Objective 1.1 - Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
3. Policy 1.1.6 - Ensure that all future development and redevelopment meets or exceeds the requirements of all Land Development Regulations, including, but not limited to zoning, subdivision of land, landscape and tree protection regulations, and signage, as established and adopted by the City, State of Florida and the federal government, unless such requirements have been previously waived by those governmental bodies.
4. Policy 1.1.9 - Promote the use of Planned Unit Development (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or

site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- a. Potential for the development of blighting or other negative influences on abutting properties
 - b. Traffic Impacts
 - c. Site Access
 - d. Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
 - e. Configuration and orientation of the property
 - f. Natural or man-made buffers and boundaries
 - g. Height of development
 - h. Bulk and scale of development
 - i. Building orientation
 - j. Site layout
 - k. Parking layout
 - l. Opportunities for physical activity, active living, social connection, and access to healthy food
5. Policy 1.1.13 - Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:
- a. Creation of complementary uses;
 - b. Enhancement of transportation connections;
 - c. Use of noise, odor, vibration and visual/ aesthetic controls; and/or
 - d. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.
6. Policy 1.1.22 - Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
7. Objective 1.2 - Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with potable water, wastewater, solid waste disposal, stormwater management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.

8. Policy 1.2.8 - Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance with the following provisions:

- a. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
 - b. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
 - c. Subdivision (non-residential and residential) where:
 - i. The collection system of a regional utility company is greater than $\frac{1}{4}$ mile from the proposed subdivision.
 - ii. Each lot is a minimum of $\frac{1}{2}$ acre unsubmerged property.
 - iii. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five-year period.
9. Objective 2.6 - Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.
 10. Policy 2.6.1 - Continue to regulate development in approach zones to airport runways in accordance with the Federal Aviation Authority (FAA), Florida Department of Transportation (FDOT), and United States Military Air Installation Compatible Use Zones (AICUZ) and local land development regulations to protect the safety and welfare of property owners, residents and businesses in the community.
 11. Policy 2.6.2 - Continue to participate in reviews of development plans for Jacksonville's airports (civilian and military) and support opportunities for the development of compatible adjacent agricultural, recreational, industrial, and commercial uses.
 12. Policy 2.6.3 - Continue to review airport development plans to ensure that development is consistent with FAA and United States Military land use guidance noise levels in existing developed areas.

13. 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.
 14. Objective 3.2 - Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
 15. Policy 4.1.2 - The City shall require that all development conform to the densities and intensities established in the Future Land Use Map series and Operative Provisions of this element and be consistent with the plan.
- B. Consistency with the Concurrency Management System.** All development will secure necessary approvals from the CMMSO and pay all required fees in accordance with Chapter 655 of the Code. Mobility fee calculations shall be based upon the Trip Generation Study. The Trip Generation Study estimates 2.180 trips per day per one thousand (1,000) square feet of gross floor area. The three million one hundred thousand (3,100,000) square feet will generate a total of six thousand seven hundred fifty-eight (6,758) daily trips.
- C. Allocation of residential land use.** This PUD permits as an accessory use residential facilities (including not more than one mobile home) located on the same premises as an industrial use for the use of watchmen or caretakers whose employment requires residence on the premises.
- D. Internal compatibility.** The Site Plan attached as Exhibit E addresses access and circulation within the site. Access to the site is available from Pecan Park Road. Location of the access points shown on the Site Plan as well as final design of the access points is subject to the review and approval of the City Traffic Engineer and the Planning and Development Department.
- E. External compatibility / Intensity of development.** The proposed development is consistent with and complimentary to existing uses in the area. A portion of the Property is already entitled for light industrial development. The remaining portion is between industrial-designated property and JIA.

The Property is located within the AHHZ as well as Noise Zone B and Airport Notice Zone of the Airport Environs set forth in Part 10 of the Zoning Code. This PUD permits industrial development up to the heights specified in the JIA Height Plan, which is based on JAA's current twenty (20) year Master Plan and Airport Layout Plan at JIA. The current AHHZ depicted on the City's Land Development Review ("LDR") GIS Application is based on JAA's previous, outdated runway plan for JIA. In recognition

of their updated long range runway planning, JAA executed a letter of no objection to light industrial development up to the heights depicted in the JIA Height Plan (the “JAA Letter”) which exceed the AHHZ heights currently adopted under Part 10 of the Zoning Code and depicted in the City’s LDR GIS Application. The JAA letter was filed as part of the companion land use amendment (Ordinance 2023-821) and is referenced herein as support of this PUD rezoning.

Light industrial development is a compatible use near airports because industrial uses typically generate little traffic, have a small likelihood to congregate large populations of people in a small area, and usually produce noise and other impacts generally not appropriate for proximity near residential uses. Industrial uses are supportive to JIA by encouraging more industrial air travel with the Property potentially containing warehousing and distribution centers strategically located near JIA. JAA acknowledged the consistency and compatibility of light industrial uses in the JAA letter, provided such uses reasonably implement best management practices (“BMPs”) for operations near airports. JAA stated that it is committed to working with the community to find reasonable solutions supportive of regional growth, which is exactly what this PUD permits.

Table 656-2 also demonstrates the consistency of industrial uses near airports. Part 10 conditionally permits certain industrial uses in Noise Zone B and Airport Notice Zone with the conditions of recording an Airport Notice Zone Acknowledgement and, in Noise Zone B, designing construction to provide a noise level reduction of average minimum 25 dBA in reception, office and employee lounge areas. This PUD requires any use to be consistent with Table 656-2.

- F. **Usable open spaces, plazas, recreation areas.** Open space in compliance with the 2045 Comprehensive Plan will be provided substantially provided as shown on the Site Plan attached as Exhibit E.
- G. **Impact on wetlands.** Development which would impact wetlands will be permitted in accordance with local, state and federal requirements.
- H. **Listed species regulations.** A listed species survey has been filed with the companion large scale land use amendment.
- I. **Off-Street parking including loading and unloading areas.** Parking for industrial, wholesale, warehouse, storage and similar uses shall be parked at a minimum ratio of one (1) space per five thousand (5,000) square feet of gross floor area with no maximum parking requirement. All other uses shall park according to Part 6 of the Zoning Code. Notwithstanding the above, any use, including any industrial use, may be parked according to the applicable standard within the most recent edition of the ITE Parking Manual. Any such parking calculation may consider shared parking or any other parking metric generally recognized by Transportation Professionals for uses within this PUD.

- J. **Sidewalks, trails and bikeways.** Pedestrian circulation will be addressed consistent with the City regulations.