

**PUD WRITTEN DESCRIPTION**

**3036 Philips Highway PUD**

**September 14, 2021**

**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 5.64 contiguous acres of property from CCG-2 to PUD to facilitate re-use of the property located at 3036 and 3114 Philips Highway and 0 St. Augustine Road (RE#s 130412 0100, 130413 0000 and 130411 0600) as more particularly described in Exhibit 1 (the “Property”). The Property is located within an Urban Priority Development Area. Applications for a small scale land use amendment and site specific text amendment have been filed for the Property, seeking a change in the Property’s land use category from CGC to CGC with a specific text amendment permitting residential use on the ground floor of a property abutting an arterial roadway and single use residential development on one hundred percent (100%) of the site.

Applicant seeks to develop a four-story apartment complex offering one hundred seventy-two (172) units of affordable housing on the Property.

The area surrounding the Property is located within the CGC land use category of the 2030 Comprehensive Plan Future Land Use Element and is zoned CCG-2. Specifically, the surrounding area includes the following:

Direction	Land Use	Zoning	Use
North	CGC	CCG-2	Pool service, commercial strip-mall
East	CGC	CCG-2	Gas station, furniture store
South	CGC	CCG-2	Motel
West	CGC	CCG-2	Retention pond, undeveloped

- B. Project name: 3036 Philips Highway PUD
- C. Project engineer: Abbey Civil Engineers, Inc.
- D. Project developer: TVC Development, Inc.
- E. Project agent: Driver, McAfee, Hawthorne & Diebenow, PLLC.
- F. Current land use designation: Urban Priority Area – CGC
- G. Current zoning district: CCG-2

- H. Requested land use designation: Urban Priority Area – CGC
- I. Requested zoning district: PUD.
- J. Real estate numbers: 130412 0100; 130413 0000 and 130411 0600

## II. QUANTITATIVE DATA

- A. Total acreage: 5.64 acres.
- B. Total number of dwelling units: 172.
- C. Total amount of non-residential floor area: 7,900 sf.

## III. STATEMENTS

- A. How does the proposed PUD differ from the usual application of the Zoning Code?  
The proposed PUD adopts CCG-2 uses but also permits multi-family residential use.

- 1. The following uses which would otherwise be permitted have been removed:
  - a. Boatyards
  - b. Racetracks for animals or vehicles
  - c. Adult entertainment
  - d. Dancing entertainment establishments not serving alcohol. This provision shall not supersede any other approvals or requirements for such use found elsewhere in this Chapter or elsewhere in the Ordinance Code.
  - e. The sale of new or used tires, meeting the performance standards and development criteria set forth in Part 4.
  - f. Recycling collection points meeting the performance standards and development criteria set forth in Part 4.
  - g. Textile Recycling Collection Bins meeting the development criteria and performance standards set forth in Part 4, Section 656.421 (Textile Recycling Bins).
- 2. No uses permissible by exception will be allowed.

- 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.

The continued operation and maintenance of the areas and functions described herein and facilities which are not to be provided, operated or maintained by the City will be the sole responsibility of the owner of the Property.

C. Policy 1.1.10 Statement:

A residential density limit of 172 dwelling units per acre has been placed on this property as a result of Future Land Use Element (FLUE) Policy 1.1.10A. This density limit can only be changed through application for a rezoning (administrative and minor modifications to increase the density are not permitted) and the requirements of FLUE Policy 1.1.10A must be applied to determine the appropriateness of any increase in residential density.

#### IV. USES AND RESTRICTIONS

A. Permitted uses:

1. Multi-family residential.
2. Commercial Retail Sales and Service Establishments.
3. Retail sales of new or used automobiles, trucks and tractors, mobile homes, boats, pawnshops subject to Part 4, automotive vehicle parts (but not automobile wrecking yards, junkyards or scrap processing yards), heavy machinery and equipment, dairy supplies, feed, fertilizer, plant nurseries, lumber and building supplies and similar products.
4. Service stations, truck stops, automated car wash meeting the performance standards and development criteria set forth in Part 4, auto laundry, mobile car detailing services, major automotive repair, car or truck rental, restaurants, laundromat or dry cleaners, veterinarians, animal boarding kennels meeting the performance standards and development criteria set forth in Part 4, pest control, carpenter or cabinet shops, home equipment rentals, job printing or newspapers, radio or television offices and studios, blood donor stations and similar uses.
5. Commercial, recreational and entertainment facilities such as carnivals or circuses, theaters (including open-air theaters), skating rinks, athletic complexes, arenas, auditoriums, convention centers, go-cart tracks, driving ranges, indoor and outdoor facilities operated by a licensed pari-mutuel permitholder, adult arcade amusement centers operated by a licensed permitholder, 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.
6. Fruit, vegetable, poultry or fish markets.
7. All types of professional and business offices.

8. Small scale operations including wholesaling, warehousing, storage, distributorship business where the total operation does not require more than 10,000 square feet of floor space, no vehicle is used in excess of one and one-half ton capacity, all merchandise is stored within an enclosed building and no heavy machinery or manufacturing is located on the premises.
  9. Hotels and motels.
  10. Day care centers and care centers meeting the performance standards and development criteria set forth in Part 4.
  11. Hospital, nursing homes, assisted living facilities, group care homes, housing for the elderly or orphans and similar uses.
  12. Light manufacturing, processing (including food processing but not slaughterhouse), packaging or fabricating.
  13. Off-street commercial parking lots meeting the performance standards and development criteria set forth in Part 4.
  14. Retail outlets for sale of used wearing apparel, toys, books, luggage, jewelry, cameras, sporting goods, home furnishing and appliances, furniture and similar uses.
  15. Recycling collection points meeting the performance standards and development criteria set forth in Part 4.
  16. Essential services, including water, sewer, gas, telephone, radio, television and electric, meeting the performance standards and development criteria set forth in Part 4.
  17. Private clubs.
  18. Churches, including a rectory or similar use.
  19. Personal property storage establishments meeting the performance standards and development criteria set forth in Part 4.
  20. Vocational, trade and business schools.
  21. Banks, including drive-thru tellers.
  22. A restaurant which includes the retail sale and service of all alcoholic beverages including liquor, beer or wine for on-premises consumption.
  23. An establishment or facility which includes the retail sale of all alcoholic beverages including liquor, beer or wine for off-premises consumption.
- B. Permitted accessory uses and structures:
1. As permitted pursuant to Section 656.403.

## V. DESIGN GUIDELINES

### A. Lot requirements:

1. Minimum lot area: None, except as otherwise required for certain uses.
2. Minimum lot width: None, except as otherwise required for certain uses.
3. Maximum lot coverage: None, except as otherwise required for certain uses.
4. Minimum front building setback: Zero feet (0').
5. Minimum side building setback: Zero feet (0').
6. Minimum rear building setback: Ten feet (10').
7. Maximum height of structures: Sixty feet (60').

### B. Ingress, egress and circulation:

1. Parking requirements: Parking shall comply with Part 6 of the Zoning Code to the extent possible.
2. Vehicular access: Vehicular access to the Property shall be by way of Philips Highway and St. Augustine Road substantially as shown in the Site Plan. The final location of all access points is subject to the review and approval of the Development Services Division.
3. Pedestrian access: Pedestrian access shall comply with the Zoning Code to the extent possible.

### C. Signs: Signage shall comply with the provisions of Part 13 applicable to a CCG-2 zoning district.

### D. Landscaping: Landscaping shall comply with Part 12 of the Zoning Code to the extent possible.

### E. Lighting: Project lighting shall be designed and installed to localize illumination onto the Property and to minimize unreasonable interference or impact on any residential zoning districts outside of the project. Directional lighting fixtures designed to cast illumination downward and within the site shall be used rather than broad area illumination.

### F. Recreation and open space: The PUD will conform with the 2030 Comprehensive Plan and the Zoning Code to the extent possible.

### G. Utilities: Essential services including gas, telephone, water, sewer, cable, and electric as required to serve the project shall be permitted on the site. Water, sanitary sewer, and electric will be provided by JEA.

- H. Wetlands: The Property is not located on a designated wetland. Any development which would impact wetlands will be permitted in accordance with local, state, and federal requirements.

## **VI. JUSTIFICATION FOR PLANNED UNIT DEVELOPMENT CLASSIFICATION FOR THIS PROJECT**

The project is consistent with the general purpose and intent of the City of Jacksonville 2030 Comprehensive Plan and Land Use Regulations. The project will be beneficial to the surrounding neighborhood and community, meeting the following zoning and land use initiatives:

- A. Is more efficient than would be possible through strict application of the Zoning Code:

The PUD will permit re-use of the Property to provide affordable housing including one-, two-, and three-bedroom units. The residential density of the PUD is within the contemplated density outlined in the 2030 Comprehensive Plan for properties located in the Urban Priority - CGC land use category.

- B. Is compatible with surrounding land uses and will improve the characteristics of the surrounding area:

The PUD is consistent and compatible with the surrounding area, which is also located within the CGC land use category and zoned CCG-2. Redeveloping the Property from an abandoned motel, a vacant lot, and an assisted living facility to a multi-family use will improve the aesthetics of the area and bring additional business to the area.

- C. Will promote the purposes of the City of Jacksonville 2030 Comprehensive Plan:

The PUD is consistent with the general purpose and intent of the City of Jacksonville 2030 Comprehensive Plan and Land Use Regulations, and specifically contributes to:

1. Objective 1.1 of the Future Land Use Element of the 2030 Comprehensive Plan – 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.
2. Policy 1.1.8 of the Future Land Use Element of the 2030 Comprehensive Plan – 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.

3. Policy 1.1.10 of the Future Land Use Element of the 2030 Comprehensive Plan – Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
4. Policy 1.1.12 of the Future Land Use Element of the 2030 Comprehensive Plan – Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
5. Policy 1.1.16 of the Future Land Use Element of the 2030 Comprehensive Plan – Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:
  - a. Creation of like uses;
  - b. Creation of complementary uses
  - c. Enhancement of transportation connections;
  - d. Use of noise, odor, vibration, and visual/aesthetic controls; and/or
  - e. Other appropriate mitigation measure such as requirement for buffer zones and landscaping between uses.
6. Objective 1.2 of the Future Land Use Element of the 2030 Comprehensive Plan – 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.
7. Policy 2.2.8 of the Future Land Use Element of the 2030 Comprehensive Plan – Encourage the redevelopment and revitalization of run-down and/or under-utilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.
8. Goal 3 of the Future Land Use Element of the 2030 Comprehensive Plan – 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.

9. Objective 3.1 of the Future Land Use Element of the 2030 Comprehensive Plan – Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.
10. Policy 3.1.17 of the Future Land Use Element of the 2030 Comprehensive Plan – The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.
11. Objective 3.2 of the Future Land Use Element of the 2030 Comprehensive Plan – Continue to 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.
12. Objective 6.3 of the Future Land Use Element of the 2030 Comprehensive Plan – The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.
13. Objective 1.2 of the Housing Element of the 2030 Comprehensive Plan – The City shall increase the availability of affordable housing by assisting the private sector in reducing the cost of providing a diverse housing stock and in rehabilitating housing, which is affordable and available to all socioeconomic groups and special needs households, in order to ensure that approximately 19,000 additional dwelling units shall be added to the housing stock by 2030 to meet the needs of low and very low income households. The above needed dwelling units are based on the assumption that the ratio of low and very low income households remains constant at 37% of the total households. The number of affordable units provided will be higher if this ratio increases, and lower if the ratio decreases.
14. Policy 1.2.2 of the Housing Element of the 2030 Comprehensive Plan – The City shall continue to offer incentives to encourage the private sector to provide more housing in price ranges accessible to very low, low, and moderate income families.



15. Objective 1.3 of the Housing Element of the 2030 Comprehensive Plan – The City shall ensure that Land Development Regulations allow for the provision of sites for low and moderate income housing, manufactured homes, elderly housing, and group homes, in an amount equal to the needs indicated in Objective 1.2, utilizing both new locations and in-fill sites.
16. Policy 1.3.2 of the Housing Element of the 2030 Comprehensive Plan – The City shall facilitate the availability of housing for low and moderate income families by:
  - a. Increasing home ownership for low and moderate income families;
  - b. Renovating existing dwelling units for affordable rental units;
  - c. And building new affordable rental units.

Such funding sources as HOME, Community Development Block Grants (CDBG), State Housing Initiatives Partnership Program (SHIP), and private funding will be employed.

## **VII. PUD REVIEW CRITERIA**

- A. **Consistency with the Comprehensive Plan:** The uses proposed herein are consistent with the Urban Priority – CGC land use category of the 2030 Comprehensive Plan. The PUD utilizes compact development and promotes the revitalization and advancement of existing commercial properties in the vicinity.
- B. **Consistency with the Concurrency Management System:** The project will comply with the Concurrency and Mobility Management System applicable to the Property.
- C. **Allocation of Residential Land Use:** The planned density of 31 units per acre is consistent with the Urban Priority – CGC land use allocations under the Future Land Use Element of the 2030 Comprehensive Plan.
- D. **Internal Compatibility:** The PUD provides an integrated multi-family development with internal roadways to facilitate access throughout the Property.
- E. **External Compatibility/Intensity of Development:** The PUD proposes uses and provides design mechanisms which are compatible with surrounding uses. The surrounding areas are located within the CGC land use category, and the multi-family units will complement the adjacent areas by providing nearby residences and bring additional business to the area.
- F. **Maintenance of Common Areas and Infrastructure:** All areas will be maintained by Applicant.
- G. **Usable Open Spaces, Plazas, Recreation Areas:** The PUD is consistent with the 2030 Comprehensive Plan for CGC land use categories to the extent possible.

- H. **Impact on Wetlands:** The Property is not located on a designated wetland. Any development impacting wetlands will be permitted pursuant to local, state, and federal permitting requirements.
- I. **Listed Species Regulations.** The Property is less than fifty (50) acres and therefore a listed species survey is not required.
- J. **Parking Including Loading and Unloading Areas:** The PUD provides parking pursuant to Part 6 of the Zoning Code to the extent possible.
- K. **Storm Water Retention:** The PUD will have adequate water retention area(s).
- L. **Sidewalks, Trails, and Bikeways:** The PUD will provide pedestrian access as required by the Zoning Code to the extent possible.
- M. **Policy 1.1.10A of the Future Land Use Element of the 2030 Comprehensive Plan:**

- 1. **Potential for the development of blighting or other negative influences on abutting properties.**

There is no potential for the development of blighting or other negative influences on abutting properties. The PUD will be replacing an abandoned motel with a new multi-family residential community that will bring renewed vibrance to the area. The residents of the multi-family units will bolster the surrounding commercial businesses, including various restaurants, convenience stores, and other local establishments. The CGC – Urban Priority Area Intent outlined in the 2030 Comprehensive Plan is to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization of existing commercial districts and the use of existing infrastructure. Development which includes residential uses is preferred to provide support for commercial and other uses.

- 2. **Traffic Impacts.**

The PUD contemplates one hundred seventy-two units, with over a third having only one bedroom. Both Philips Highway and St. Augustine Road are classified highways on the Functional Highway Classification System of the Transportation Element of the 2030 Comprehensive Plan, such that any additional traffic generated should be adequately managed.

- 3. **Site Access.**

The PUD contemplates two access points into the Property. The first point of access will be along St. Augustine Road near the northwestern corner of the Property. The second access point will be along Philips Highway near the southeastern corner of the Property. Both proposed access points are consistent with Policy 1.3.6 of the Future Land Use Element of the 2030 Comprehensive Plan, which provides that developing parcels with frontage along two or more roadways should have only one

access point along each roadway. Additionally, such access points coincide with Policy 1.3.7 of the Future Land Use Element of the 2030 Comprehensive Plan and Policy 2.3.7 of the Transportation Element of the 2030 Comprehensive Plan, which provide that access for corner lots should be the greatest distance from the corner commensurate with property dimensions.

**4. Transition of densities and comparison of percentage increase in density above average density of abutting developed properties.**

The PUD creates a smooth transition between the single-family residences to the west of the Property and the Philips Highway commercial corridor. The single-family residences, which do not abut the Property, are located within the LDR - Urban Area with a maximum density of 7 units to the acre and are zoned RLD-60. The PUD provides a density of 31 units per acre. The relative intensities of the properties to the north, east, and south of the Property are all within the CGC land use category and zoned CCG-2, comparable to the PUD.

**5. Configuration and orientation of the Building and Property.**

The configuration of the PUD utilizes multiple CGC – Urban Priority Area Development Characteristics. The PUD masses, to the extent possible, the multi-family units along Philips Highway, which is the highest abutting classified road on the Functional Highway Classification map. Further, the PUD promotes internal pedestrian and vehicular circulation and limits the number of access points along both St. Augustine Road and Philips Highway. Finally, the PUD promotes a more compact, pedestrian-friendly environment by placing the off-street parking behind and to the side of the buildings.

**6. Natural or manmade buffers and boundaries.**

There are strong buffers separating the Property and the single-family residences to the west, including a retention pond, vacant property, and railroad tracks. The area to the north is buffered by East St. Augustine, and the area to the east is buffered by Philips Highway. All required yards and landscaping will conform with the provisions of the PUD.

**7. Height of development.**

The building will be four stories high and within the maximum height provided in the Zoning Code applicable to the CCG-2 zoning district.

**8. Bulk and scale of development.**

The bulk and scale of the PUD is consistent with the surrounding area. The parcel to the immediate north features multiple buildings in a lot slightly smaller than the Property. The parcels to the east are utilized by large retail and warehousing outfits.

To the south of the Property is an Economy Inn motel that is comparable in size to the contemplated multi-family structure.

**9. Building orientation.**

As discussed above, the configuration of the PUD utilizes multiple CGC – Urban Priority Area Development Characteristics. The PUD masses, to the extent possible, the multi-family units along Philips Highway; promotes internal pedestrian and vehicular circulation; limits the number of access points along abutting roadways; and promotes a more compact, pedestrian-friendly environment by placing the off-street parking behind and to the side of the buildings.

**10. Site layout.**

See paragraphs 5 and 9 above.

**11. Parking layout.**

The parking layout of the PUD utilizes CGC – Urban Priority Development Characteristics by placing the parking to the rear and side of the buildings, while massing the units along the highest classification roadway abutting the Property. The amount of parking is provided pursuant to Part 6 of the Zoning Code, such that there should be no off-site impact.