

EXHIBIT 3

JACKSONVILLE PORT AUTHORITY PUD TMT EMPLOYEE PARKING WRITTEN DESCRIPTION November 3, 2020

I. SUMMARY DESCRIPTION OF THE PROPERTY

- Parcel RE #115416-0000
- Parcel Location: 2052 Williams Street, between Williams Street and Lucille Road
- Current Land Use Designation: Code 0101 RES MD 8-19 Units Per Acre
- Current Land Use: 8000 Vacant Governmental
- Current Zoning District: Residential Medium Density (RMD-A)
- Proposed Zoning District: Planned Unit Development (PUD)
- Parcel Size: 0.11 +/- acres

II. SUMMARY AND PURPOSE OF THE PUD/COMPREHENSIVE PLAN CONSISTENCY

The Jacksonville Port Authority (the "Owner" and "Applicant") proposes to rezone the subject parcel, which is approximately 0.11 acres of undeveloped property, from its current Residential Medium Density (RMD-A) zoning district to Planned Unit Development (PUD) zoning district. The parcel is proposed for use ONLY for parking JPA employee vehicles. The parcel WILL NOT be used for commercial parking. There are no existing structures on the parcel nor will there be any proposed. The only physical improvement to the site will be the existing fencing on the south and west side of the parcel. This fence will PVC, 6 feet tall, and 100% opaque. The property is more particularly described by the legal description attached hereto as **Exhibit "1"** (the "Property").

Applicant requests the zoning designation be amended to Planned Unit Development (PUD) instead of Industrial Light (IL) zoning so as to provide some limitations as to uses, landscape buffer, and fencing material given that the abutting vacant parcel to the south (RE #115417-0000) is designated land use as MDR.

The PUD will be developed in accordance with this PUD Written Description and the PUD Site Plan attached hereto as **Exhibit "E"**.

The parcel's current land use designation is MDR. Applicant has submitted, under separate cover, a companion Small Scale Land Use Amendment (Tracking # 5479) requesting an amendment for a Light Industrial land use designation.

The property is within the Development Area designated as Urban Priority Area (UPA) and is described in detail in the ***Determination of Future Land Use Map Category Boundaries*** section of the 2030 Comprehensive Plan's Future Land Use Element, as follows:

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The

EXHIBIT 3

UPA does not include the Central Business District Land Use Category boundaries.

In addition, the following Objectives and Policies from Elements of the 2030 Comprehensive Plan support the proposed PUD rezoning:

FUTURE LAND USE ELEMENT

Policy 1.1.12

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.

Policy 1.1.20

Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

Objective 2.4

Ensure the continued economic viability of the Port of Jacksonville, while mitigating adverse impacts on water quality and aquatic plant and animal life in the St. Johns River and its estuarine marshes, through appropriate regulatory measures and management programs, such as concentrating heavy industrial uses within the port and surrounding land areas, and by providing appropriate supporting public facilities.

Policy 2.4.2

Redevelopment of areas in the vicinity of Talleyrand Avenue shall be reviewed by the Planning and Development Department and the Jacksonville Port Authority to ensure coordination with plans for the Port of Jacksonville, particularly the Port Master Plan.

Policy 2.4.3

The City shall revise and evaluate plans and capital improvement projects for development and redevelopment of port and port-related facilities consistent with all applicable elements of the 2030 Comprehensive Plan and federal, State, regional, and local regulations.

PUD JUSTIFICATION SUMMARY

The proposed rezoning would bring the subject parcel into consistency with the parcel abutting it to the north (RE #115415-0000 / Use Description IL), which is also owned by JPA. This rezoning would allow for uses currently taking place on this abutting parcel. Because PUD has more generous requirements concerning landscape buffers, it will permit a more efficient use of the space for its intended purpose of JPA employee parking. This is wholly consistent with Objective 2.4, and Policies 2.4.2 and 2.4.3 of the 2020 Comprehensive Plan.

EXHIBIT 3

This PUD meets the following land use and zoning initiatives:

- A. Is more efficient and restrictive than would be possible through strict application of the Zoning Code.
- B. Is compatible with the surrounding land uses and will enhance efficient operation of the Port of Jacksonville.
- C. Will promote the purpose of the City of Jacksonville's 2030 Comprehensive Plan.

III. SITE SPECIFICS

Surrounding land use designations, zoning districts, and existing uses are as follows:

	Land Use	Zoning	Use
North	LI	IL	Industrial/Commercial (JPA Warehouse)
South	MDR	RMD-A	Abandoned Blighted House
East			Public Street: Williams Street
West	MDR	RMD-A	Single Family Residence

IV. PUD DEVELOPMENT CRITERIA

A. Development Densities/Intensities

The PUD proposes the following permitted density/intensity:

There is no development proposed for this site as it currently is 100% pervious and is being proposed to remain as such. The subject parcel is 0.11 +/- acres, or 36,590.40 square feet.

Permitted Uses

- (a) Permitted uses and structures: Parking ONLY for JPA employee vehicles. Commercial parking will not be allowed on the property.
- (b) Minimum lot requirements (width and area). None.
- (c) Maximum lot coverage by all buildings. None.
- (d) Minimum yard requirements. None.
- (e) Maximum height of structures. None.

V. OVERALL DEVELOPMENT STANDARDS AND CRITERIA

A. Access

Gate access is provided directly from Williams Street just south of the intersection of 11th Street and Williams Street.

EXHIBIT 3

B. Recreation/Open Space

This is a non-residential development therefore recreation and open space are not required.

C. Landscaping/Landscaped Buffers

The parcel will be used ONLY to park JPA employee's personal vehicles. There will be no commercial parking on this parcel. The parcel will be bounded by a 6-foot high 100% opaque fence on the west and south sides to visually screen off nearby residences. The north boundary of the parcel is the wall of the JPA structure on Lot 2064. The east side of the property fronts on Williams Street. The east side will have a 6-foot high chain link fence. To be consistent with the LI zoning and land use of the adjacent JPA property and the JPA non-commercial employee parking area directly across the street from 2052 Williams Street, neither buffers nor landscaping is contemplated.

D. Signage

Signage, if any, shall be provided in accordance with Part 13 of the City's Ordinance Code.

E. Architectural Guidelines

Not Applicable.

F. Modifications

Amendment to this approved PUD district may be accomplished through either an administrative modification, minor modification, or by filing an application for rezoning as authorized by this PUD or by Section 656.341 of the Zoning Code. PUD amendments, including administrative deviations, administrative or minor modifications, or rezonings, may be sought for the Parcel in the PUD. Such PUD amendments may be sought by the Owner of the parcel which is the subject of the amendment.

G. Parking and Loading Requirements

The parcel is proposed for use as a government entity non-commercial parking area ONLY for JPA employee's personal vehicles. Because of this restriction, JPA does not contemplate imposing COJ parking code requirements.

H. Lighting

To minimize the effects of site lighting on the adjacent residential properties to the south, directional site lighting fixtures will be utilized along the southern property boundary with adjacent residential properties to cast light downward onto the subject parcel.

I. Stormwater Retention

There is no existing structure or proposed structure for the subject parcel. It will remain in its current condition having a 100% pervious surface.

J. Utilities

The subject parcel is served by JEA for potable water but not for sewer service. The parent parcel is serviced by JEA for potable water and on-site septic service. There are no structures proposed for this site.

EXHIBIT 3

K. Pre-Application Conference

Pre-application calls were held with Planning and Development Department Staff regarding this application in August 2020.

L. Justification for the PUD Rezoning

The proposed rezoning would bring the subject parcel into consistency with the parcel abutting it to the north (RE #115415-0000 / Use Description IL), which is also owned by JPA. This rezoning would allow for uses currently taking place on this abutting parcel. Because PUD has more generous requirements concerning buffers, it will permit a more efficient use of the space for its intended purpose of secure employee parking. This is wholly consistent with Objective 2.4, and Policies 2.4.2 and 2.4.3 of the 2020 Comprehensive Plan. This makes the proposed rezoning compatible for its location.

M. PUD/Difference from Usual Application of Zoning Code

The PUD differs from the usual application of the Zoning Code in the following respects: it binds the Applicant and successors to the PUD Written Description and PUD Site Plan, and brings the parcel into consistent use with the adjoining JPA parcel.

VI. PUD REVIEW CRITERIA

- A. **Consistency with the Comprehensive Plan:** As described above, the uses proposed herein are consistent with the LI land use category and the Urban Priority Development Area.
- B. **Allocation of Residential Land Use:** There is no proposed residential development for the Parcel.
- C. **Internal Compatibility:** The PUD is to directly support the JPA parcel abutting the north side of the property.
- D. **External Compatibility/Intensity of Development:** The PUD proposes a more desirable development than would be possible through strict application of the minimum requirements of the Land Development Code.
- E. **Impact on Wetlands:** There are no wetlands on the Parcel.
- F. **Listed Species Regulations:** There are no endangered species or species of concern located on this Parcel.
- G. **Off-Street Parking Including Loading and Unloading Areas:**
Off street parking is not allowed.
- H. **Sidewalks, Trails, and Bikeways:** There are no sidewalks or bicycle facilities on at 2052 Williams Street.