

**WRITTEN DESCRIPTION**  
**For**  
**CRAIG WAREHOUSE PUD**  
**January 22, 2024**

**I. PROJECT DESCRIPTION**

- A. This application seeks the approval of a warehouse development east of Jacksonville Executive at Craig Airport (the "Craig Airport") and north of the Atlantic Boulevard automotive dealerships. The subject parcel is an approximately 79-acre portion of the Craig Airport parcel (RE#162105-0000). This application seeks to allow warehouse and other similar uses on the site. There are a variety of land uses surrounding the subject parcel such as commercial, business park, and conservation.

The proposed project includes a large warehouse development which includes ample parking for employees and fleet vehicles to service the Jacksonville area as well as loading areas. This large vacant portion of the property is ideal for a warehouse considering the close proximity to the airport. However, the project will not extend or cause the extension of the Craig air strip or an increase in aircraft traffic.

In addition to the requested rezoning from Public Buildings and Facilities (PBF-3) to PUD, this project includes a companion land use amendment from Public Buildings and Facilities (PBF) to Business Park (BP). The requested use will be a natural transition from the airport use to the east to the automotive dealerships to the south.

Project Team			
Owner	Applicant	Engineer/Planning	Legal
Jacksonville Aviation Authority	Amazon.com Services LLC	Kimley-Horn and Associates, Inc.	Stearns, Weaver, Miller, Weissler, Alhadeff & Sitterson, P.A.
14201 Pecan Park Rd Jacksonville, FL 32218	410 Terry Ave. North Seattle, WA 98109	12740 Gran Bay Pkwy W., Ste 2350 Jacksonville, FL 32258	106 E. College Ave., Ste 700 Tallahassee, FL 32301

- B. Current Land Use Category: Business Park (BP)
- C. Current Zoning District: Planned Unit Development (PUD)
- D. Requested Zoning District: Planned Unit Development (PUD)
- E. Real Estate Number(s): Portion of 162105-0000

**II. QUANTITATIVE DATA**

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| A. Total Acreage:  | Approximately 79 acres   |
| B. Total number of dwelling units:   | N/A  |
| C. Total amount of non-residential floor area:                                     | Maximum 250,000 SF   |
| D. Total amount of recreation/open space:  | N/A  |
| E. Total amount of land coverage of all buildings and structures:                  | N/A  |
| F. Total amount of impervious surface ratio:                                       | Maximum 85%  |
| G. Phase schedule of construction (include initiation dates and completion dates): | Construction will commence within five (5) years and be completed within ten (10) years of the approval of this PUD. |

### III. STATEMENTS

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

The Proposed PUD provides for flexibility in site design that could otherwise not be accomplished through conventional zoning. The proposed PUD differs from the usual application of the Zoning Code in that it binds the Applicant and successors to the PUD Written Description and Site Plan and eliminates the maximum parking requirement for off-street parking as well as the 55-foot tree radius requirement as discussed in more depth below.

- This PUD requests to eliminate the maximum off-street parking requirement as stated in 656.604, "maximum number of off-street parking spaces permitted for any use shall be the minimum required plus 20 percent of the required spaces for parking lots with less than 100 spaces, or ten percent of the required spaces for parking lots with more than 100 spaces." The proposed project includes a large warehouse facility which will be used to store goods temporarily until they are loaded onto other vehicles for distribution. Due to the high paced nature of the user, there are more employees and fleet vehicles than the typical traditional warehouse use, therefore more parking spaces are required. The removal of the maximum off-street parking requirement will not have a negative impact on the surrounding area and, in fact, will be consistent with the surrounding area as the majority of the properties to the south are composed of automotive dealerships with large areas of inventory parking.
- The second waiver request is from Section 656.1214(c)(2) which states, "Not less than one tree for every 4,000 square feet, or fraction thereof, of the VUA. At least 50 percent of the trees shall be shade trees. Trees shall be distributed so that all portions of the VUA are within a 55-foot radius of any tree." The employee parking section, as depicted on the proposed site plan, will meet this requirement, however, the fleet parking area will not. The strict application of the Section will seriously limit the functionability of the property within this area, which will be closed to the general public and only used for fleet parking in conjunction with the principle warehouse use. As

further stipulated in Section 656.1214(e) of the Code, all trees that would normally be required within the interior of this area will be relocated to the perimeter of the site.

- 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.

All facilities on this site will be privately owned, operated and managed.

#### **IV. USES AND RESTRICTIONS**

##### **A. Permitted Uses**

1. Medical and dental or chiropractor offices and clinics.
2. Professional offices.
3. Business offices.
4. Warehousing, wholesaling, distribution and similar uses, and light manufacturing, fabrication, assembling of components, printing and similar uses.
5. Manufacturer's agents and display rooms, offices of building trades contractor (not including outside storage or use of a vehicle in excess of one-ton capacity or any equipment, machinery, ditching machines, tractors, bulldozers or other heavy construction equipment).
6. Research, dental and medical laboratories, manufacturers of prosthetic appliances, dentures, eyeglasses, hearing aids and similar products.

The uses allowed within the IBP zoning district will be compatible to the surrounding area which is composed of a variety of intense uses such as Craig Airport to the north, west, and east and the Atlantic Boulevard automotive dealerships to the south.

##### **B. Permitted Accessory Uses and Structures:**

Permitted accessory uses and structures shall be consistent with Section 656.321.A.I(b) of the City of Jacksonville's Zoning Code.

#### **V. DESIGN GUIDELINES**

##### **A. Lot Requirements:**

1. Minimum width and area.
  - a. Width—100 feet.
  - b. Area—10,000 square feet.
2. Maximum lot coverage by all buildings and structures.
  - a. 65 %
3. Minimum yard requirements
  - a. Front—20 feet
  - b. Side—10 feet
  - c. Rear—10 feet
4. Maximum height of structures
  - a. The height will adhere to the Height Restriction regulations in Sec. 656.1004.

B. Ingress, Egress and Circulation:

1. Parking Requirements.

The vehicle parking requirement shall be consistent with Part 6 of the Zoning Code excluding the maximum parking standard found in Section 656.604.

2. Vehicular Access.

a. Vehicular access to the Property shall be by way of two offsite roads, General Doolittle Drive and Blue Angel Road, both of which will connect to Atlantic Boulevard.

b. If ownership or occupancy of the Property is subdivided among more than one person or entity, internal access shall be provided by reciprocal easements for ingress and egress among the driveways of the various parcels within the subject Property.

3. Pedestrian Access.

Pedestrian access shall be provided by sidewalks installed in accordance with the 2030 Comprehensive Plan. The internal sidewalks throughout the site will connect with the external sidewalk system for pedestrian access to surrounding areas.

C. Signs:

All signs shall comply with Chapter 656, Part 13 of the City of Jacksonville's Zoning Code; more specifically 656.1303(d).

D. Landscaping:

The Property shall be developed in accordance with Part 12 (Landscape Regulations) of the Zoning Code, except for the internal tree requirement in the fleet parking area. The fleet parking area will be exempt from Section 656.1214(c)(2).

E. Recreation and Open Space:

The project does not include residential uses. As such, recreational area is not required. However, per Chapter 656 requirements for maximum impervious surface ratio, there will be a minimum of 15% of open space provided within the PUD.

F. Utilities:

Water, Sanitary Sewer and Electric will all be provided by JEA.

G. Wetlands:

The majority of the contiguous wetlands will be preserved on site. The project will follow the requirements of the St Johns River Water Management District's permitting process and requirements set forth during the permitting process.

H. Stormwater:

The project will follow the requirements of the St Johns River Water Management District's permitting process and requirements set forth during the permitting process.

**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 community.

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

*The existing PBF-3 zoning designation is limiting and therefore hinders the development of the subject parcel. Because of the unique nature of the user, their development needs and the limited uses permitted in the existing PBF-3 zoning, it is more efficient to rezone the parcel to PUD, thereby providing appropriate and compatible lot and other design standards.*

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

*The companion land use amendment to LI will enable this parcel to be more compatible to the surrounding land uses and less cumbersome to develop than the existing land use category.*

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

*The proposed PUD rezoning and companion land use amendment will promote the City of Jacksonville's 2030 Comprehensive Plan by meeting the following objectives and policies:*

**FLUE Policy 1.1.10:**

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.

*The proposed development will meet this policy by acting as a transition from the airport use to the surrounding commercial uses. The proposed warehouse will be compatible with the airport as well as to the automotive dealerships to the south. The eastern portion of the subject parcel will continue to be owned by the airport which acts as a buffer to the residential uses east of the remaining portions of the airport parcels.*

**FLUE 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.

*This PUD will meet the intent of this policy by transitioning from the airport use to the automotive dealerships to the south. The warehouse use serves as a buffer to the automotive dealerships from the airport use. In addition, this proposed use activates a segment of land that otherwise would have been difficult to develop due to the regulations associated with the proximity to the airport.*

**FLUE Policy 1.1.18:**

Prohibit scattered, unplanned, urban sprawl development without provisions for facilities and services at levels adopted in the 2030 Comprehensive Plan in locations inconsistent with the overall concepts of the Future Land Use Element and the Development Areas and the Plan Category Descriptions of the Operative Provisions.

*The infill nature of this development next to an airport meets the intent of this policy.*

**FLUE 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.

*The proposed infill development project promotes a compact land use pattern by utilizing a parcel of land between two developed areas thereby decreasing urban sprawl. The project will utilize existing infrastructure which ensures an efficient urban service delivery system.*

**FLUE Policy 1.1.25:**

The City will encourage the use of such smart growth practices as:

- i. Interconnectivity of transportation modes and recreation and open space areas;
- ii. A range of densities and types of residential developments;
- iii. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
- iv. Use of the Development Areas;
- v. Revitalization of older areas and the downtown, and
- vi. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

*This project is located off Atlantic Boulevard in a highly developed area of the City. Developing along this commercial corridor helps reduce generated trips and suburban sprawl. The project helps transition the airport use from the development to south along Atlantic Boulevard. Therefore, these features meet the intent of this policy.*

**FLUE Objective 2.10:**

Apply urban development characteristics as defined in this element to suburban mixed-use development projects as a means of promoting the development of complementary uses that include cultural, recreational, and integrated commercial and residential components, in order to reduce the negative impacts of urban sprawl.

*Because this project is infill development, it will reduce the potential negative impact of urban sprawl.*

**Transportation Element Policy 2.3.4:**

New development sites shall be required, wherever possible, to share existing access points.

*The project meets this policy by utilizing the existing General Doolittle Drive and the new Blue Angel Road access point.*

**Transportation Element Policy 2.3.9:**

The City shall encourage, through the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement.

*This infill project will meet this policy by providing development which reduces trip generation compared to new suburban development. In addition, this project provides a large number of warehouse job opportunities in close proximity to a major arterial in Atlantic Boulevard.*

D. The project will have internal and external compatibility.

*All proposed uses within the PUD will be compatible internally and externally. The proposed site plan includes internal vehicle access throughout the site. In addition, it provides access to the Property by way of two offsite roads, General Doolittle Drive and Blue Angel Road, both of which will connect to Atlantic Boulevard, therefore providing external access and compatibility.*