

# City of Jacksonville, Florida

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*Lenny Curry, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32202  
(904) 630-CITY  
www.coj.net

September 23, 2021

The Honorable Samuel Newby, President  
The Honorable Rory Diamond, LUZ Chair  
And Members of the City Council  
City Hall  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report**  
**Ordinance No.: 2021-629**                      **Application for: Philips Highway PUD**

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairperson Diamond and Honorable Members of the City Council:

Pursuant to the provisions of Section 30.204 and Section 656.129, *Ordinance Code*, the Planning Commission respectfully offers this report for consideration by the Land Use and Zoning Committee.

Planning and Development Department Recommendation:     **Approve**

Planning Commission Recommendation:                             **Approve**

This rezoning is subject to the following exhibits:

1. The original legal description dated August 30, 2021.
2. The revised written description dated September 14, 2021.
3. The original site plan dated August 27, 2021.

Recommended Planning Commission Conditions to the Ordinance: **None**

Recommended Planning Commission Conditions that can be incorporated into the Written Description: **None**

Planning Commission Commentary: There were no speakers in opposition and little discussion among the Commissioners.

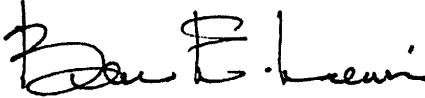
Planning Commission Vote:                      7-0

Joshua Garrison, Chair	Aye
Dawn Motes, Vice Chair	Absent
David Hacker, Secretary	Aye
Marshall Adkison	Aye

Daniel Blanchard	Aye
Ian Brown	Aye
Alex Moldovan	Aye
Jason Porter	Aye

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



Bruce E. Lewis  
City Planner Supervisor – Current Planning Division  
City of Jacksonville - Planning and Development Department  
214 North Hogan Street, Suite 300  
Jacksonville, FL 32202  
(904) 255-7820  
blewis@coj.net

**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.

**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR**

**APPLICATION FOR REZONING ORDINANCE 2021-629 TO**

**PLANNED UNIT DEVELOPMENT**

**SEPTEMBER 23, 2021**

The Planning and Development Department hereby forwards to the Planning Commission, Land Use and Zoning Committee, and City Council its comments and recommendation regarding Application for Rezoning Ordinance **2021-629** to Planned Unit Development.

***Location:*** 3036 Philips Highway at the intersection of St. Augustine Road East and Philips Highway.

***Real Estate Number(s):*** 130412-0000, 130413-0000, 130411-0000

***Current Zoning District(s):*** Commercial Community General-2 (CCG-2)

***Proposed Zoning District:*** Planned Unit Development (PUD)

***Current Land Use Category:*** Community General Commercial (CGC)

***Proposed Land Use Category:*** Community General Commercial (CGC)  
With Site Specific Policy

***Planning District:*** Southeast, District 3

***Applicant/Agent:*** Steve Diebenow, Esq.  
DMH&D  
One Independent Drive, Suite 1200  
Jacksonville, Florida 32202

***Owner:*** 3036 JAX, LLC  
20221 St. Augustine Road East, Suite 2  
Jacksonville, Florida 32207

Veerasley Veeramah,  
Purnwatie Veeramah  
7247 Secret Woods Trail  
Jacksonville, Florida 32216

***Staff Recommendation:*** **APPROVE**

**GENERAL INFORMATION**

Application for Planned Unit Development 2021-629 seeks to rezone approximately 5.64 acres of land from CCG-2 to PUD. The rezoning to PUD is being sought to allow a maximum of 172 affordable multi-family dwelling units. The PUD does keep many of the commercial uses allowed in CCG-2, however it has specifically excluded seven of the more intensive uses such as adult entertainment, dancing establishments and recycling centers. The northern portion of the amendment site is vacant and the southern portion, developed originally as a motel, was most recently operated as an assisted living facility.

**CRITERIA FOR REVIEW**

Pursuant to the provisions of Section 656.125 of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria of an application for rezoning to Planned Unit Development.

***(A) Is the proposed zoning district consistent with the 2030 Comprehensive Plan?***

Yes. The Planning and Development Department finds that the subject property is located in the Community General Commercial (CGC) functional land use category as defined by the Future Land Use Map series (FLUMs) contained within the Future Land Use Element (FLUE) adopted as part of the 2030 Comprehensive Plan. However, there is a companion Application for Small Scale Land Use Amendment to the Future Land Use Map Series L-5609-21C (Ordinance 2021-628) that seeks to amend the portion of the site that is within the Community General Commercial (CGC) land use category to Community General Commercial (CGC). Staff is recommending that Application for Small-scale Land Use Amendment to the Future Land Use Map Series L-5609-21C be approved. Therefore, the proposed rezoning is consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive Planning for Future Development of the Ordinance Code.

***(B) Does the proposed rezoning further the goals, objectives and policies of the 2030 Comprehensive Plan?***

Yes. This proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

**Future Land Use Element:**

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.



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.

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.

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.

Objective 3.1 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.

Policy 3.1.8 The City shall give high priority consideration to the provision of affordable housing in land development and funding decisions, especially those made relating to public/private cooperative efforts in which the City is participating.

Objective 6.3 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.

Policy 6.3.3 Through implementation of the Land Development Regulations, the Future Land Use Map, and other studies and master plans, the City will target the development of workforce and affordable housing in areas where individuals and families can make the best use of transportation corridors and mass transit.

***(C) Does the proposed rezoning conflict with any portion of the City's land use Regulations?***

The written description and the site plan of the intended plan of development, meets all portions of the City's land use regulations and furthers their intent by providing specific development standards.

Pursuant to the provisions of Section 656.341(d) of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate

committee) shall evaluate and consider the following criteria for rezoning to Planned Unit Development district:

***(1) Consistency with the 2030 Comprehensive Plan***

In accordance with Section 656.129 Advisory recommendation on amendment of Zoning Code or rezoning of land of the Zoning Code, the subject property is within the following functional land use categories as identified in the Future Land Use Map series (FLUMs): Community General Commercial (CGC). There is a companion Application for Small Scale Land Use Amendment to the Future Land use Map Series L-5609-21C (Ordinance 2021-628) that seeks to amend the portion of land that is within the Community General Commercial (CGC) land use category to Community General Commercial (CGC) with a site specific policy. The Planning and Development Department finds that the proposed PUD is consistent with the 2030 Comprehensive Plan, as evaluated in Criteria (B).

***(2) Consistency with the Concurrency Mobility and Management System***

Pursuant to the provisions of Chapter 655 Concurrency and Mobility Management System of the Ordinance Code, the development will be required to comply with all appropriate requirements of the Concurrency and Mobility Management System (CMMSO) prior to development approvals.

***(3) Allocation of residential land use***

This proposed Planned Unit Development intends to utilize lands for 172 dwelling units of affordable housing. This proposed development will not exceed the projected holding capacity reflected in Table L-20, Land Use Acreage Allocation Analysis for 2030 Comprehensive Plan's Future Land Use Element, contained within the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

***(4) Internal compatibility***

This proposed PUD is consistent with the internal compatibility factors. An evaluation of the internal compatibility of a proposed Planned Unit Development shall be based on the following factors:

- The streetscape: The site plan shows a “U” shaped building fronting on Philips Highway with parking behind the building. This streetscape will be in keeping with the urban nature of Philips Highway.
- Traffic and pedestrian circulation patterns: The site plan shows an access on Philips Highway and St Augustine Road East.
- The variety and design of dwelling types: The intended plan of development is for 172 affordable housing units.

***(5) External Compatibility***

Based on the written description of the intended plan of development and site plan, the Planning and Development Department finds that external compatibility is achieved by the following:

- The Comprehensive Plan and existing zoning on surrounding lands: The adjacent uses, zoning and land use categories are as follows:

<b>Adjacent Property</b>	<b>Land Use Category</b>	<b>Zoning District</b>	<b>Current Use</b>
<b>North</b>	CGC	CCG-2	Commercial uses, restaurant
<b>South</b>	CGC	CCG-2	Motel
<b>East</b>	CGC	CCG-2	Filling station, commercial uses
<b>West</b>	CGC	CCG-2	Railroad tracks, retention pond

- Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of lands surrounding the proposed PUD which includes any existing or planned use of such lands: The site is located along the Philips Highway commercial corridor which provides a mix of commercial uses that are supportive of a multi-family development. Additionally, the site is located in close proximity to public transportation and connects to full urban services.

***(6) Intensity of Development***

The proposed development is consistent with the CGC functional land use category as affordable housing. The PUD is appropriate at this location because it will provide affordable housing with access to a JTA Bus Route on Philips Highway.

- The location of various proposed uses within the proposed PUD and the degree of compatibility of such uses with each other and with surrounding uses: Over the past several years, redevelopment and infill with multi-family residential has been trending along this northern portion of the Philips Highway corridor. The San Marco East project, pending as Ordinances 2021-632 and 2021-232, is located just south of this site at the intersection of Philips Highway and Emerson Street. The San Marco East project includes infill multi-family residential to be incorporated into the existing mix of commercial and office uses on the site. Approximately one half of a mile north on the west side of Philips Highway, is the San Marco Promenade PUD approved in 2019 and entitled for a mix of multi-family residential and commercial development. Furthering this trend for multi-family infill and redevelopment is the San Marco Crossing PUD which is located just north of the San Marco Promenade PUD.
- The availability and location of utility services and public facilities and services: There is a JTA bus route on Philips Highway which runs from Downtown to the Avenues Mall. A JEA water mains run in front of the site along both the St. Augustine Road and Philips Highway rights-of-way and a JEA sewer main runs in front of the site along the Philips

Highway right-of-way.

- The existence and treatment of any environmental hazards to the proposed PUD property or surrounding lands: This site is located within a Brownfields Study Area designated by Resolution 2011-383-A, and as defined in F.S. 376.79(5). Since the property is located within a Brownfields Study Area, the owner may request that the property be designated as a Brownfield Site. Not all properties located within the Brownfield Study Area are contaminated. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Tax credits may be available for properties designated as a Brownfield Site.

***(7) Usable open spaces plazas, recreation areas.***

The project will be developed with the required amount of open space and recreation area and

***(8) Impact on wetlands***

Review of a 2004 Florida Land Use and Cover Classification System map provided by the St. Johns River Water Management District did not identify any wetlands on-site.

***(9) Listed species regulations***

No wildlife survey was required as the project is less than the 50-acre threshold.

***(10) Off-street parking including loading and unloading areas.***

The site will be developed in accordance with Part 6 of the Zoning Code.

***(11) Sidewalks, trails, and bikeways***

The project will contain a pedestrian system that meets the 2030 Comprehensive Plan.

**SUPPLEMENTAL INFORMATION**

Upon visual inspection of the subject property on September 23, 2021, the required Notice of Public Hearing sign was posted.



**RECOMMENDATION**

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning **2021-629** be **APPROVED with the following exhibits:**

1. The original legal description dated August 30, 2021.
2. The revised written description dated September 14, 2021.
3. The original site plan dated August 27, 2021.



Aerial view of subject property.



View of subject property from Philips Highway

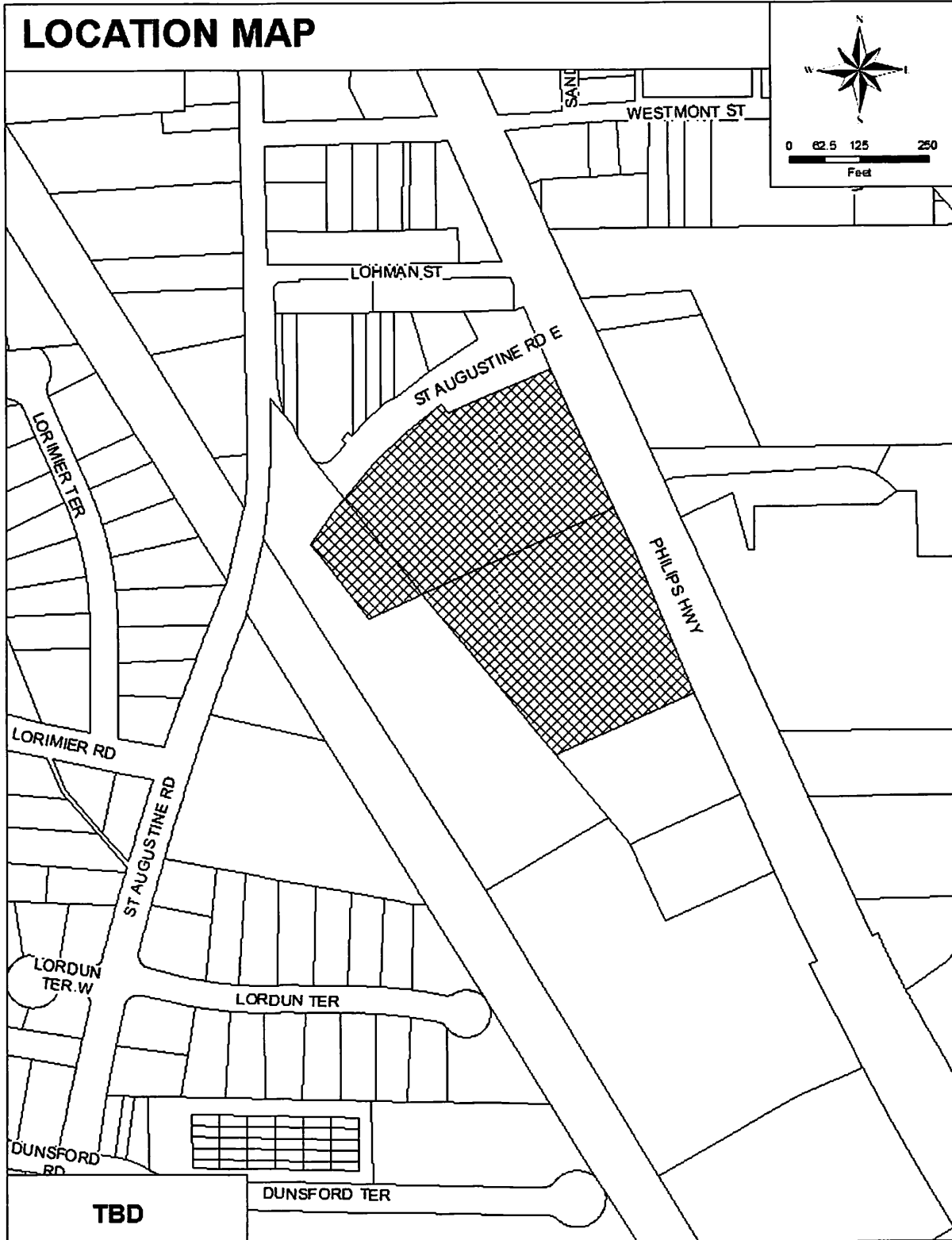


View of subject property from St Augustine Road East



View of subject property from St Augustine Road East





# Application For Rezoning To PUD

## Planning and Development Department Info

**Ordinance #** 2021-0629 **Staff Sign-Off/Date** BEL / 08/25/2021

**Filing Date** 09/01/2021 **Number of Signs to Post** 5

**Hearing Dates:**

**1st City Council** 09/28/2021 **Planning Commission** 09/23/2021

**Land Use & Zoning** 10/05/2021 **2nd City Council** 10/12/2021

**Neighborhood Association** SPRINGPARK NEIGHBORHOOD ASSOC., NORTH ST AUGUSTINE ROAD NEIGHBORHOOD, SAN MARCO PRESERVATION SOCIETY

**Neighborhood Action Plan/Corridor Study** PHILIPS HIGHWAY CORRIDOR STUDY

## Application Info

**Tracking #** 3758

**Application Status** PENDING

**Date Started** 08/30/2021

**Date Submitted** 08/30/2021

## General Information On Applicant

**Last Name**

**First Name**

**Middle Name**

DIEBENOW

STEVE

**Company Name**

**Mailing Address**

ONE INDEPENDENT DRIVE, STE. 1200

**City**

**State**

**Zip Code** 32202

JACKSONVILLE

FL

**Phone**

**Fax**

**Email**

9043011269

9043011279

SDIEBENOW@DMPHLAW.COM

## General Information On Owner(s)

**Check to fill first Owner with Applicant Info**

**Last Name**

**First Name**

**Middle Name**

N/A

N/A

**Company/Trust Name**

3036 JAX, LLC

**Mailing Address**

2021 SAINT AUGUSTINE ROAD EAST SUITE 2

**City**

**State**

**Zip Code**

JACKSONVILLE

FL

32207

**Phone**

**Fax**

**Email**

**Last Name**

**First Name**

**Middle Name**

VEERAMAH

VEERASAMY

**Company/Trust Name**

**Mailing Address**

7247 SECRET WOODS TRAIL

**City**

**State**

**Zip Code**

JACKSONVILLE

FL

32216

<b>Phone</b>	<b>Fax</b>	<b>Email</b>
<b>Last Name</b>	<b>First Name</b>	<b>Middle Name</b>
VEERAMAH	PURNWATIE	D
<b>Company/Trust Name</b>		
<b>Mailing Address</b>		
7247 SECRET WOODS TRAIL		
<b>City</b>	<b>State</b>	<b>Zip Code</b>
JACKSONVILLE	FL	32216
<b>Phone</b>	<b>Fax</b>	<b>Email</b>

**Property Information**

**Previous Zoning Application Filed For Site?**  
**If Yes, State Application No(s)**

Map	RE#	Council District	Planning District	From Zoning District(s)	To Zoning District
Map	130412 0000	5	3	CCG-2	PUD
Map	130413 0000	5	3	CCG-2	PUD
Map	130411 0600	5	3	CCG-2	PUD

Ensure that RE# is a 10 digit number with a space (##### #)

**Existing Land Use Category**  
CGC

**Land Use Category Proposed?**  
**If Yes, State Land Use Application #**  
5609

**Total Land Area (Nearest 1/100th of an Acre)** 5.64  
**Development Number**

**Proposed PUD Name** 3036 PHILIPS HIGHWAY PUD

**Justification For Rezoning Application**

APPLICANT SEEKS A REZONING TO PUD TO FACILITATE RE-USE OF THE PROPERTY TO DEVELOP AFFORDABLE HOUSING.

**Location Of Property**

**General Location**  
PHILIPS HIGHWAY AND ST. AUGUSTINE ROAD

<b>House #</b>	<b>Street Name, Type and Direction</b>	<b>Zip Code</b>
3036	PHILIPS HWY	

**Between Streets**  
PHILIPS HWY and ST. AUGUSTINE ROAD

**Required Attachments For Formal, Complete application**

The following items must be labeled as exhibits and attached to application in the order prescribed below. All pages of the application must be on 8½" X 11" paper with provision for

page numbering by the staff as prescribed in the application instructions manual. Please check each item below and the PUD Check List for inclusion of information required.

- Exhibit 1** A very clear, accurate and legible legal description of the property that must be only and entirely placed on the JP&DD formatted forms provided with the application package. The legal description may be either lot and block or metes and bounds.
- Exhibit A** Property Ownership Affidavit – Notarized Letter(s).
- Exhibit B** Agent Authorization - Notarized letter(s) designating the agent.
- Exhibit C** Binding Letter.
- Exhibit D** Written description in accordance with the PUD Checklist and with provision for dual page numbering by the JP&DD staff.
- Exhibit E** Scalable site plan with provision for dual page numbering by the JP&DD staff drawn at a scale large enough to clearly indicate the following: (a) North arrow and scale; (b) Property lines and dimensions of the site; (c) Building locations and building lot coverage; (d) Parking area; (e) Required Landscaped Areas; (f) All ingress and egress locations (driveways, alleys and easements) within 660 feet; (g) Adjacent streets and rights-of-way; (h) jurisdictional wetlands; and (i) existing site conditions and improvements that will be undisturbed.
- Exhibit F** Land Use Table
- Exhibit G** Copy of the deed to indicate proof of property ownership.

#### Supplemental Information

Supplemental Information items are submitted separately and not part of the formal application

- Exhibit H** Aerial Photograph.
- Exhibit I** Listed Species Survey (If the proposed site is greater than fifty acres).
- Exhibit J** Other Information as required by the Department (i.e.-\*building elevations, \*signage details, traffic analysis, etc.).
- Exhibit K** Site Location Map.

#### Public Hearings And Posting Of Signs

No application will be accepted until all the requested information has been supplied and the required fee has been paid. Acceptance of a completed application does not guarantee its approval by the City Council. The applicant will be notified of public hearing dates on this application upon the filing of the application. The applicant or authorized agent **MUST BE PRESENT** at the public hearings. The required **SIGN(S)** must be **POSTED** on the property **BY THE APPLICANT** within 5 days after the filing of an application. The sign(s) may be removed only after final action of the Council and must be removed within 10 days of such action.

The applicant must also pay for the required public notice stating the nature of the proposed request which is required to be published in an approved newspaper **AT LEAST 14 DAYS IN ADVANCE OF THE PUBLIC HEARING**. (The Daily Record - 10 North Newnan Street, Jacksonville, FL 32202 • (904) 356-2466 • Fax (904) 353-2628) Advertising costs are payable by the applicant directly to the newspaper and the applicant must furnish **PROOF OF PUBLICATION** to the Planning and Development Department, 214 North Hogan Street, Ed Ball Building, Suite 300, Jacksonville, Florida, 32202, prior to the public hearing.

#### Application Certification

I, hereby, certify that I am the owner or the authorized agent of the owner(s) of the property described herein, that all answers to the questions in this application and all information contained in the material attached to and made a part of this application, are accurate and true to the best of my knowledge and belief. I also attest that all required information for this rezoning application is completed and duly attached in the prescribed

order. Furthermore, if the package is found to be lacking the above requirements, I understand that the application will be returned for correct information.

Agreed to and submitted

**Filing Fee Information**

- |  |                   |
|--|-------------------|
| <b>1) Rezoning Application's General Base Fee:</b>                     | <b>\$2,269.00</b> |
| <b>2) Plus Cost Per Acre or Portion Thereof</b>                        |                   |
| <b>5.64 Acres @ \$10.00 /acre:</b>                                     | <b>\$60.00</b>    |
| <b>3) Plus Notification Costs Per Addressee</b>                        |                   |
| <b>40 Notifications @ \$7.00 /each:</b>                                | <b>\$280.00</b>   |
| <b>4) Total Rezoning Application Cost (Not to Exceed \$15,000.00):</b> | <b>\$2,609.00</b> |

**NOTE: Advertising Costs To Be Billed to Owner/Agent**

## EXHIBIT 1

### Legal Description for 3036 Philips Highway and 0 St. Augustine Road, Jacksonville, Florida 32207

August 30, 2021

That certain piece, parcel or tract of land situate, lying and being a part of Lots 13 and 14. M. J. Phillips Subdivision of part of the William Craig Grant, Section 44, Township 2 South, Range 27 East, according to plat thereof, recorded in Deed Book "AQ", page 478, former public records, Duval County, Florida, and being more particularly described as follows:

Commence at the Southeast corner of Adeline Lohman's Replat, as recorded in Plat Book 6 page 97 of the Current Public Records of said County; thence North 65 degrees 52 minutes 00 seconds East, 18.00 feet to the Westerly right of way line of Phillips Highway (a 100-foot right of way as now established); thence South 24 degrees 08 minutes 00 seconds East along said Westerly right of way line, 121.86 feet for a point of beginning; thence continue South 24 degrees 08 minutes 00 seconds East along said Westerly right of way line, 285.25 feet; thence South 65 degrees 52 minutes 00 seconds West, 363.35 feet to the Easterly right of way line of the Florida East Coast Railroad; thence North 38 degrees 51 minutes 40 seconds West along said Easterly right of way line, 322.10 feet; thence North 65 degrees 52 minutes 00 seconds East, 40.00 feet; thence North 38 degrees 51 minutes 40 seconds West, 40.00 feet; thence North 65 degrees 52 minutes 00 seconds East, 201.40 feet; thence South 39 degrees 37 minutes 24 seconds East, 67.40 feet; thence North 65 degrees 52 minutes 00 seconds East, 196.00 feet to the point of beginning.

AND

A portion of Lots 13 and 14, M. J. Phillips Subdivision, as recorded in Deed Book "AQ", Page 478 of the former Public Records of Duval County, Florida, also being a portion of those lands described and recorded in Official Records Volume 6793, Page 782 of the current Public Records of said County, lying within Section 44, Township 2 South, Range 27 East, said County, being more particularly described as follows:

Commence at the intersection of the Easterly right-of-way line of St. Augustine Road (a 40 foot right-of-way, as now established at this location) with the Northeasterly line of a Florida East Coast Railroad right-of-way (a 100 foot right-of-way, as now established); thence S 29°52'53" E, along said Florida East Coast Railroad right-of-way, a distance of 105.99 feet to an intersection with a proposed right-of-way line as shown on right-of-way map of St. Augustine Road prepared by Southtech Surveyors, Inc. for the City of Jacksonville, Florida, dated May 17, 1996; thence N 36°00'00" E along said proposed right-of-way line, a distance of 65.46 feet to the POINT OF BEGINNING; thence continue N 36°00'00" E, along said proposed right-of-way line, a distance of 80.82 feet to the point of curvature of a curve leading Northeasterly; thence continue along said proposed right-of-way line being the arc of said curve leading Northeasterly, being concave Southeasterly, and having a radius of 788.51 feet, an arc distance of 23.34 feet, said arc being subtended by a chord bearing and distance of N 36°50'53" E, 23.34 feet to an intersection with the Northeasterly line of aforesaid lands recorded in Official Records Volume 6793, Page 782; thence S 37°33'57" E, along last said line, a distance of 226.75 feet to the most Southerly corner of those lands described and recorded in Official Records Volume 4847, Page 390 of said current Public Records, thence S 67°17'41" W, along the Southwesterly prolongation of the Southeasterly

line of said lands recorded in Official Records Volume 4847, Page 390, a distance of 103.46 feet; thence N 37°33'57" W, parallel to and 100 feet perpendicular from said Northeasterly line of Official Records Volume 6793, Page 782, a distance of 171.08 feet to an intersection with said proposed right-of-way line and the POINT OF BEGINNING.

Less and except:

A portion of Lot 13, M. J. Phillips Subdivision, as recorded in Deed Book "AQ", Page 478 of the former Public Records of Duval County, Florida, also being a portion of those lands described and recorded in Official Records Volume 4847, Page 390 of the current public records of said county, lying within Section 44, Township 2 South, Range 27 East, said county, being more particularly described as follows:

Commence at the intersection of the easterly right-of-way line of St. Augustine Road (a 40 foot right-of-way, as now established at this location) with the northeasterly line of a Florida East Coast Railroad right-of-way (a 100 foot right-of-way, as now established); thence South 29°52'53" East, along said Florida East Coast Railroad right-of-way, a distance of 105.99 feet to an intersection with a proposed right-of-way line as shown on right-of-way map of St. Augustine Road prepared by Southtech Surveyors, Inc. for the City of Jacksonville, Florida, dated May 17, 1996, thence North 36°00'00" East, along said proposed right-of-way line, a distance of 146.28 feet to a point of curvature of a curve leading northeasterly, thence continue along said proposed right-of-way line, being the arc of said curve leading northeasterly, being concave southeasterly, and having a radius of 788.51 feet, an arc distance of 23.34 feet, said arc being subtended by a chord bearing and distance of North 36°50'53" East, 23.34 feet to an intersection with the northeasterly line of those lands described and recorded in Official Records Volume 6793, Page 782 of aforesaid current public records, also being the southwesterly line of Official Records Volume 4847, Page 390 of said public records and the Point of Beginning; thence North 37°33'57" West, along last said line, a distance of 96.14 feet to the most southerly corner of those lands described and recorded in Deed Book 1728, Page 292 of said public records; thence North 67°17'41" East, along the southeasterly line of last said lands, a distance of 40.00 feet; thence North 37°33'57" West, along the northeasterly line of last said lands, a distance of 40.00 feet to the most northerly corner of last said lands; thence North 67°17'41" East, along a northwesterly line of said lands described and recorded in Official Records Volume 4847, Page 390 a distance of 203.53 feet to an intersection with a southwesterly line of those lands described and recorded in Official Records Volume 5045, Page 63, Parcel 1, of said public records; thence South 38°21'09" East, along last said line, a distance of 48.54 feet to an intersection with said proposed right-of-way line; thence along said proposed right-of-way line being the arc of a curve leading southwesterly, being concave southeasterly, and having a radius of 788.51 feet, an arc distance of 238.29 feet, said arc being subtended by a chord bearing and distance of South 46°21'12" West, 237.38 feet to an intersection with said southwesterly line of lands recorded in Official Records Volume 4847, Page 390 and the Point of Beginning.

[space left intentionally blank, document continues on next page]

**Legal Description for 3114 Philips Highway, Jacksonville, Florida 32207**

THAT CERTAIN PIECE, PARCEL OR TRACT OF LAND SITUATE, LYING AND BEING IN THE CITY OF JACKSONVILLE, COUNTY OF DUVAL, STATE OF FLORIDA, TO WIT:

PARCEL ONE:

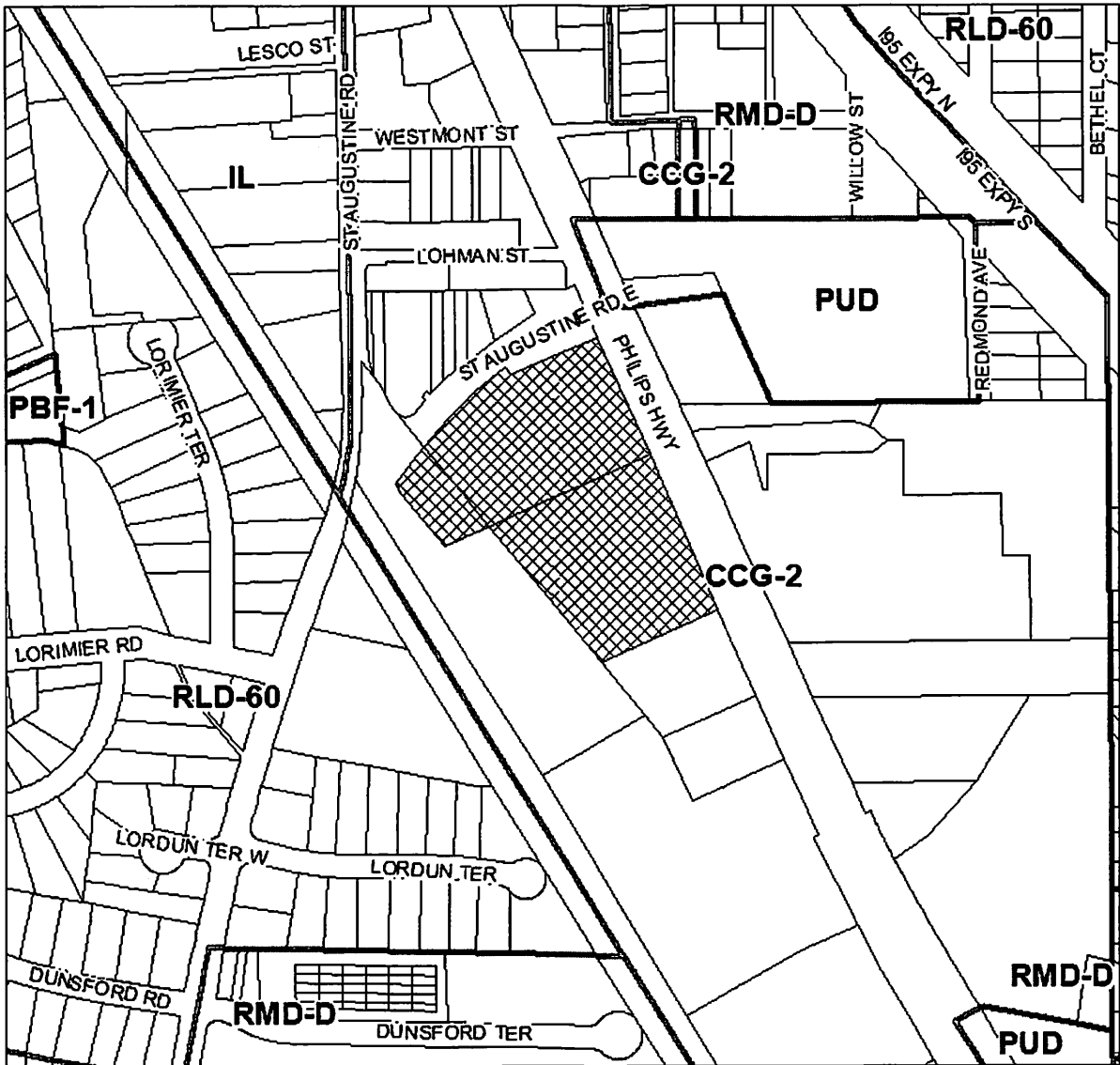
A PART OF LOTS 13 AND 14, OF PHILLIPS SUBDIVISION OF A PART OF THE WILLIAM CRAIG GRANT, IN SECTION 44, TOWNSHIP 2 SOUTH, RANGE 27 EAST, ACCORDING TO PLAT THEREOF RECORDED IN DEED BOOK "AQ" PAGE 478, FORMER PUBLIC RECORDS OF SAID COUNTY; COMMENCING AT THE SOUTHEAST CORNER OF ADALINE LOHMAN'S REPLAT, ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 6, PAGE 97, CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE 47 FEET NORTH ALONG THE EAST LINE OF SAID ADALINE LOHMAN'S REPLAT TO THE WESTERLY LINE OF PHILLIPS HIGHWAY, ALSO KNOWN AS STATE ROAD #4; THENCE RUN SOUTHEASTERLY ALONG SAID PHILLIPS HIGHWAY, 500 FEET TO AN IRON STAKE FOR THE POINT OF BEGINNING; FROM THE POINT OF BEGINNING THUS DESCRIBED, RUN THENCE WESTERLY AT RIGHT ANGLES TO THE WEST LINE OF SAID PHILLIPS HIGHWAY A DISTANCE OF 350.20 FEET TO A STAKE ON THE EAST SIDE OF THE RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILWAY COMPANY; THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAY A DISTANCE OF 310.35 FEET TO A STAKE; THENCE RUN EASTERLY A DISTANCE OF 270.5 FEET ALONG A LINE PARALLEL WITH THE LINE HEREINABOVE DESCRIBED AS BEING 350.2 FEET IN LENGTH TO AN IRON STAKE ON THE WEST LINE OF THE RIGHT-OF-WAY OF SAID PHILLIPS HIGHWAY; THENCE RUN NORTHERLY ALONG THE WESTERLY LINE OF SAID PHILLIPS HIGHWAY A DISTANCE OF 300 FEET TO THE POINT OF BEGINNING, ALL IN ACCORDANCE WITH SURVEY BY ELLIS, CURTIS & KOOKER, DATED SEPTEMBER 25, 1940.

PARCEL TWO:

SOUTHERLY 50 FEET TO THE LANDS DESCRIBED IN DEED RECORDED IN DEED BOOK 928, PAGE 216, OF THE CURRENT PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING START AT THE SOUTHEAST CORNER OF ADALINE LOHMAN'S REPLAT ACCORDING TO PLAT RECORDED IN PLAT BOOK 6, PAGE 97, OF THE CURRENT PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA; RUN THENCE NORTH 47 FEET ALONG THE EAST LINE OF LOHMAN'S REPLAT TO A STAKE ON THE WESTERN LINE OF PHILLIPS HIGHWAY OR STATE ROAD NO. 4; RUN THENCE SOUTH 24° 8' EAST ALONG THE WESTERN LINE OF SAID HIGHWAY 500 FEET TO A STAKE; THE SAME BEING THE SOUTHEASTERLY CORNER OF THE LAND DESCRIBED IN SAID DEED RECORDED IN SAID DEED BOOK 928, PAGE 216, AND BEING THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING RUN SOUTH 65° 52' WEST 350.2 FEET TO A STAKE ON THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILWAY COMPANY'S RIGHT-OF-WAY; THENCE NORTH 38° 35' WEST ALONG SAID RIGHT-OF-WAY LINE 51.72 FEET TO A STAKE; THENCE NORTH 65° 52' EAST 363.12 FEET TO A STAKE ON THE WESTERN LINE OF SAID HIGHWAY, THENCE SOUTH 24° 8' EAST ALONG THE WESTERN LINE OF SAID HIGHWAY 50 FEET TO THE POINT BEGINNING.



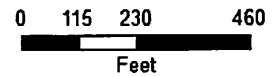
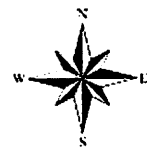
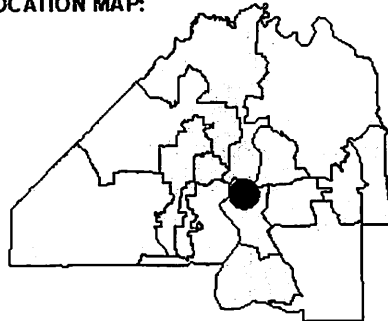


**REQUEST SOUGHT:**

**FROM: CCG-2**

**TO: PUD**

**LOCATION MAP:**



**COUNCIL DISTRICT:**

**5**

**TRACKING NUMBER**

**TBD**

**EXHIBIT 2  
PAGE 1 OF 1**

**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.

**PROJECT SUMMARY**  
4 STORY APARTMENTS WITH INTERNAL AMENITIES  
BUILDING HEIGHT - 50' +/-

172 TOTAL UNITS

63 ONE BED / ONE BATH - 37%

93 TWO BED / TWO BATH - 54%

16 THREE BED / TWO BATH - 9%

LEASING / AMENITY AT FIRST FLOOR  
7,900 SF

RESIDENTIAL PARKING REQUIRED  
(1.75 PER 1 BED, 2 PER 2 BED AND 2.25 PER 3 BED)  
333 SPACES REQUIRED (8 HANDICAP)

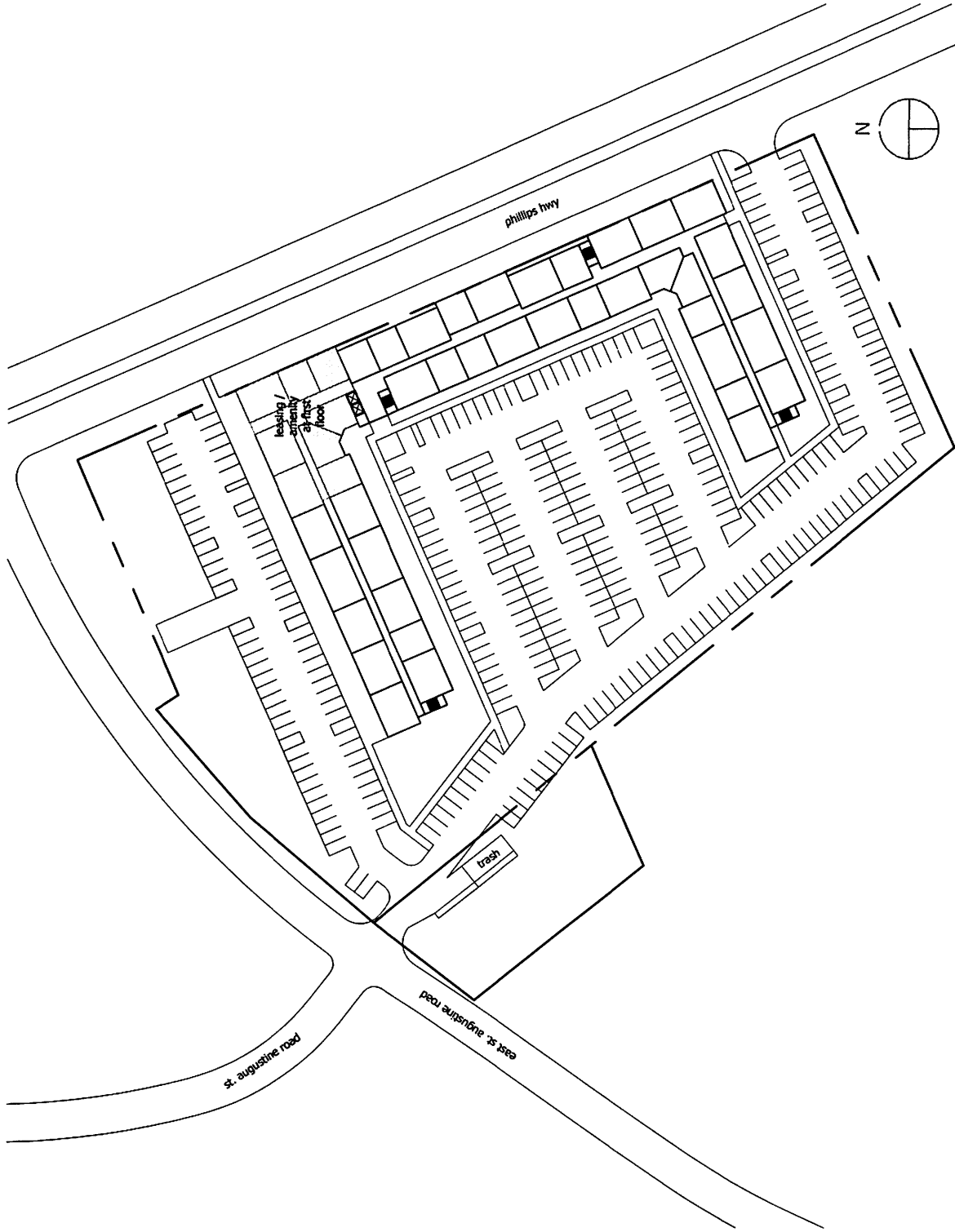
PARKING PROVIDED  
333 SPACES (8 HANDICAP)

RETENTION  
TO BE PROVIDED UNDERGROUND BENEATH PARKING  
CIVIL ENGINEER TO CONFIRM QUANTITY AND LOCATION

TEST FIT DISCLAIMER  
THIS DOCUMENT IS CONCEPTUAL IN NATURE AND IS  
PROVIDED TO PRESENT GENERAL DESIGN INTENT ONLY.  
THE DESIGN IS SUBJECT TO CHANGE PENDING INPUT  
FROM THE PROJECT'S ENGINEERS AND ADDITIONAL  
JURISDICTIONAL REQUIREMENTS UNKNOWN AT THE  
TIME OF PRODUCING THIS DOCUMENT.

**Exhibit 4**  
**Page 1 of 1**

**bold line**  
design



**vestcor - jacksonville family test fit**

site plan | **4**  
scale: 1"=80'-0" | 08.27.21

**EXHIBIT F**

**Land Use Table**

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Total gross acreage	<u>5.64</u> Acres	<u>100</u> %
Amount of each different land use by acreage		
Single family	<u>    </u> Acres	<u>    </u> %
Total number of dwelling units	<u>    </u> D.U.	
Multiple family	<u>5.64</u> Acres	<u>100</u> %
Total number of dwelling units	<u>172</u> D.U.	
Commercial	<u>    </u> Acres	<u>    </u> %
Industrial	<u>    </u> Acres	<u>    </u> %
Other land use (Hospital and related uses)	<u>    </u> Acres	<u>    </u> %
Active recreation and/or open space	<u>    </u> Acres	<u>    </u> %
Passive open space	<u>    </u> Acres	<u>    </u> %
Public and private right-of-way	<u>    </u> Acres	<u>    </u> %

The land use estimates in this table are subject to change within the allowable densities and intensities of use, as set forth in the PUD Written Description. The maximum coverage by buildings and structures is subject to the PUD Written Description.