

**PROPOSED NOTICE OF PROPOSED CHANGE  
TO THE MAYO CLINIC DEVELOPMENT OF REGIONAL IMPACT  
(DRI)**



**OVERVIEW**

**ORDINANCE: 2015-449**

**APPLICANT: MAYO FOUNDATION FOR MEDICAL EDUCATION AND RESEARCH**

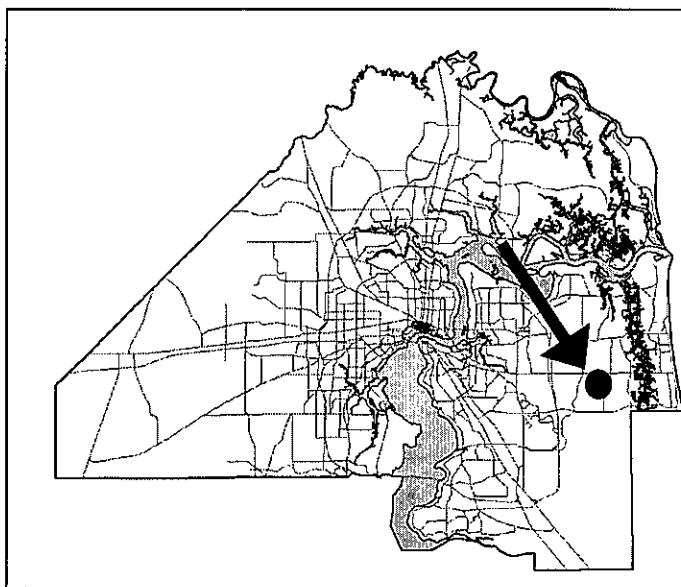
**AGENTS: PROSSER, INC. (ANTHONY S. ROBBINS); ROGERS TOWERS, P.A. (T.R. HAINLINE, JR., ESQUIRE)**

**GENERAL LOCATION OF DRI:** The DRI is located in the northwest quadrant of J. Turner Butler Boulevard and San Pablo Road; north of J. Turner Butler Boulevard, south of W.M. Davis Parkway, west of San Pablo Road and East of Hodges Boulevard in Jacksonville. Current access to the Mayo Clinic DRI is through San Pablo Road.

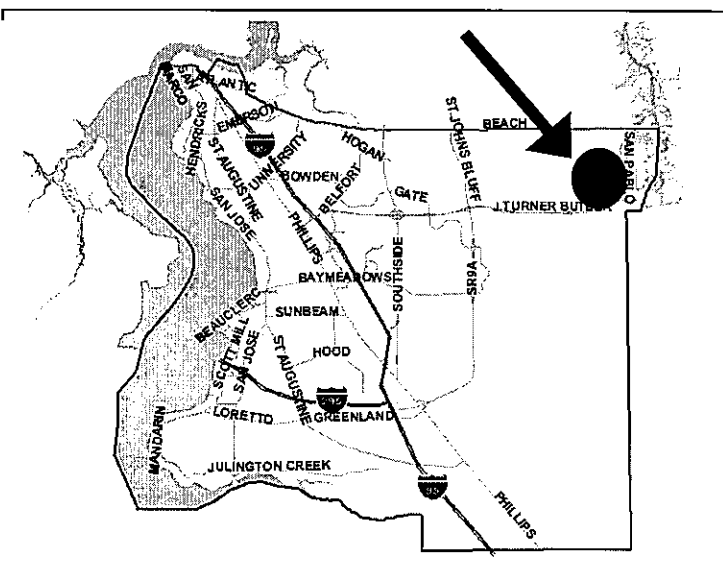
**Requested Action as revised June 15, 2015 with an additional revision to the language for Transportation Special Condition 2 on August 10, 2015 -** This request would modify the following: Transportation Special Condition 2 would be replaced to clarify that Phases I through III have been fully mitigated and either a FDOT-approved improvement project to J. Turner Butler Boulevard will be constructed or a proportionate share contribution will be made by the Developer to offset Phase IV and V impacts of the DRI; the transportation proportionate share contribution calculation would be modified; the Master Plan Map H would be modified to identify a potential vehicular access from the Mayo Clinic DRI to J. Turner Butler Boulevard; and the Phasing and Buildout dates of the DRI would be modified to reflect Executive Order Extensions. No increase or decrease in allowable development rights of the DRI is proposed.

**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**

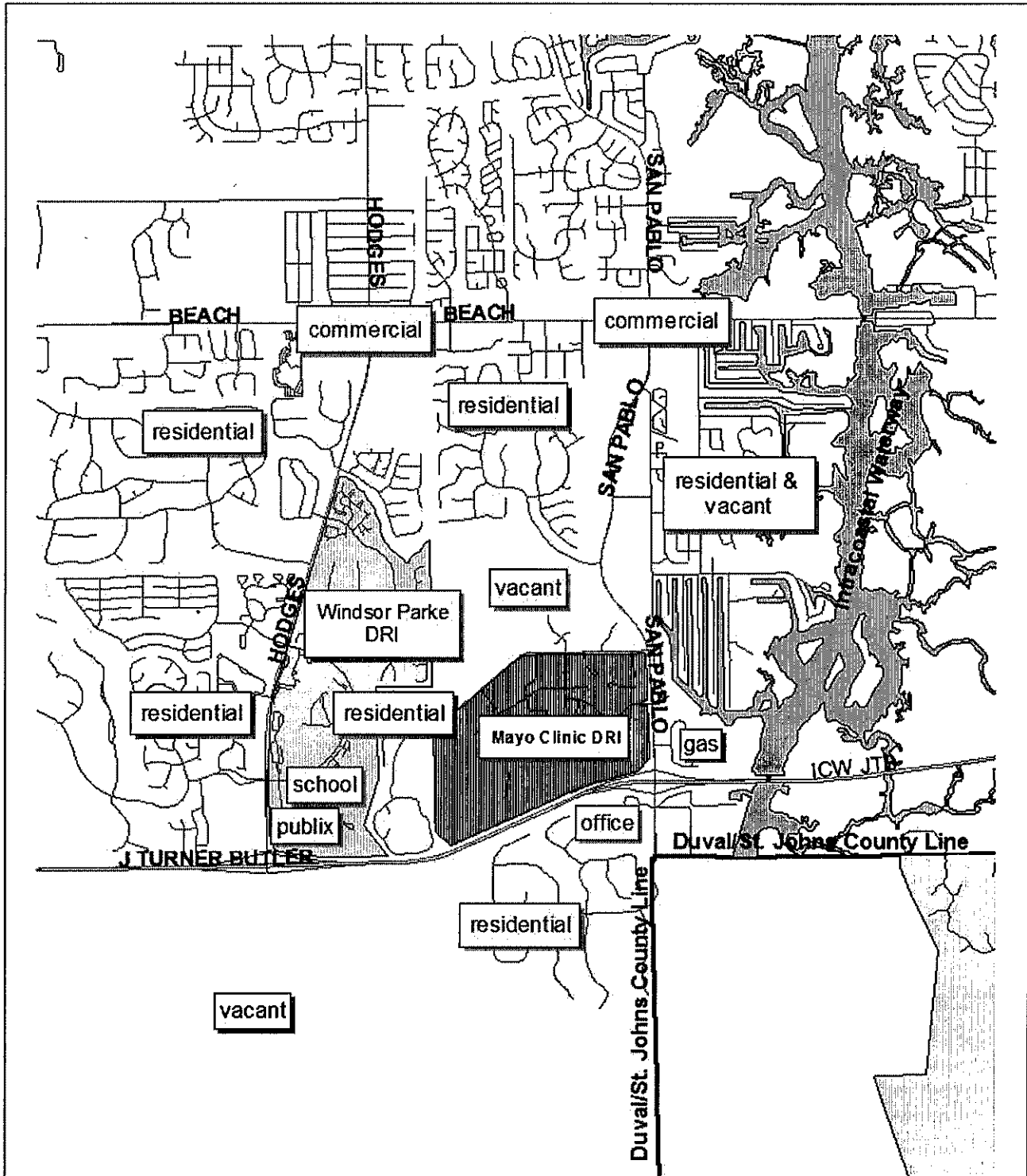


**Duval County Location Map**



**Planning District 3: Location Map**

# Location/Field Map



## Mayo Clinic NOPC



## **Background/APPLICATION SUMMARY**

The Mayo Clinic Development of Regional Impact (DRI) is approximately 392 acres in total size. The Mayo Clinic has operated its facilities on this site since 1988 when DRI approval was received from the City of Jacksonville. The DRI includes a mix of related medical and support facility uses with some hotel facilities. The DRI is located off of San Pablo Road in the northwest quadrant of J. Turner Butler Boulevard and San Pablo Road. Just west of the DRI and east of Hodges Boulevard is the Windsor Parke DRI encompassing approximately 522 acres and includes a mix of residential, office, commercial, hotel and school uses. South of the DRI across J. Turner Butler Boulevard is mostly vacant land with some residential and office closer to San Pablo Road. North of the DRI, both east and west of San Pablo Road is a mix of residential and vacant land with commercial nodes at the intersection of San Pablo Road and Beach Boulevard. (See Location/Field Map, page 2)(See Aerial Map, Attachment A, page 10) (See Current Map H, Attachment B, page11) (See Current Land Use Map, Attachment D, page 13).

The proposed changes require a Notice of Proposed Change (NOPC) to the DRI. Exhibits are included with the application describing the proposed changes in detail.

The Mayo Clinic DRI is in the Public Buildings and Facilities (PBF) Future Land Use Category. The current uses within the DRI include related medical and support uses, outpatient, research and clinical lab, education, hospital, housing, and support facilities and hotel rooms. The proposed NOPC does not change the current types or approved amounts of uses within the DRI.

It should be noted that there were extensive preliminary reviews and discussions of the proposed changes over several months prior to NOPC application submittal. Reviews and discussions between the applicants, the Northeast Florida Regional Council (NEFRC), the Florida Department of Transportation (FDOT) and the Planning and Development Department (P&DD) took place and continued after NOPC submittal in order to better understand the proposed changes and work through potential concerns. Additionally, the original application was submitted on May 18, 2015 and subsequently revised on June 15, 2015 with a revision to the language for Transportation Special Condition 2 on August 10, 2015.

The modifications to the City's Mayo Clinic DRI Development Order would include the following:

### DRI Development Order, Transportation Specific Condition 2, Modifications

Transportation Specific Condition 2 requires that identified transportation improvements be constructed by the end of Phase IV (2002-2022) in order for the DRI to initiate any type of construction within Phase V (2022-2028). While the development order does not require the Master Developer of the DRI to fund any of the improvements, the conditions, if not satisfied, could halt development in Phase V of the DRI.

Three of the Transportation Improvement Projects described in the development order cannot be fulfilled; the reasoning for why these projects cannot be constructed is included below:

- .. **The widening of J. Turner Butler Boulevard from San Pablo Road to SR A1A to a six-lane arterial.** J. Turner Butler Boulevard is not planned for widening before 2040. Currently the project is not included in the Transportation Planning Organization's 2040 Long Range Transportation Plan. The project by itself would not alleviate access issues to the DRI.
- .. **The widening of San Pablo Road between Beach Boulevard and Atlantic Boulevard to a four-lane arterial.** Due to a right-of-way constraint, this project is planned as a three-lane facility. The three lane project is currently not-funded with future plans to begin construction in 2018.

Transportation Specific Condition 1 of the development order states that if the San Pablo Road widening project has not been completed by the end of Phase III (2002) and the development area of the DRI contributes ten percent or more of the Level of Service D peak hour traffic volume, then Phase IV cannot be initiated. The applicant has provided information to the satisfaction of both the P&DD's Transportation Section and the FDOT that the Mayo Clinic DRI development boundary did not exceed 10% or more of the peak hour traffic volume on San Pablo Road; therefore, the Mayo Clinic DRI was able to move forward to the current Phase IV of the development.

- .. **The widening of SR A1A from Solano Road to Sixteenth Avenue South to a six-lane divided arterial.** Both the City of Jacksonville Beach and St. Johns County do not support capacity improvements on SR A1A. The St. Johns County 2025 Comprehensive Plan Transportation Element B.1.1.2 describes this roadway as a "Constrained Roadway Segment...which cannot be expanded...because of physical, environmental or policy constraints."

The current Transportation Specific Condition 2 of the Mayo Clinic DRI development order, including its required roadway improvement projects as described above, would be eliminated and replaced with new language to mitigate for the impacts of Phases IV and V of the DRI. The developer has used the State's concurrency laws (163.3180(5), Florida Statutes) to apply the calculation of proportionate share for regional roadway impacts. The analysis showed \$2,593,000 (in 2014 dollars) of impacts in Phase V.

To meet concurrency requirements for Phases IV and V impacts, the Developer will contribute \$2,593,000 (in 2014 dollars), the "Proportionate Share Contribution". The Developer can elect either Option "A" – to construct an FDOT-approved interchange improvement project or pay the Proportionate Share Contribution as described in Option "B" or Option "C" below.

Option "A": The Developer has provided an interchange improvement concept involving the interchange at San Pablo Road and J. Turner Butler Boulevard with a vehicular access from Mayo Clinic DRI directly to J. Turner Butler Boulevard. This project concept would be subject to an Interchange Modification Report (IMR) or Interchange Justification Report (IJR) with permitting authority from FDOT. If the interchange concept or other FDOT permitted alternative is approved by the IMR/IJR then the Developer may construct the improvement. Construction must begin prior to the commencement of Phase V of this project and be completed within 24 months. If the FDOT permitted alternative costs less than the Proportionate Share Contribution, the Developer will pay the difference to FDOT. The construction of the approved improvement project will relieve the transportation mitigation obligation through Phase V.

Option "B": Prior to the commencement of Phase V, the Developer will pay the Proportionate Share Contribution of \$2,593,000 (in 2014 dollars). The Proportionate Share Contribution will be used to fund J. Turner Butler Boulevard improvements which mitigate traffic impacts of the Mayo Clinic DRI. Project improvements must be agreed upon by the Developer, the City of Jacksonville (City) and the FDOT. A Memorandum of Understanding (MOU) would be executed between the City and the FDOT identifying a FDOT improvement project to address Phase IV and Phase V impacts.

If the FDOT identifies an improvement project prior to the commencement of Phase V and the City agrees to this project through the MOU then the Developer will execute a locally funded agreement with the FDOT.

If, prior to the commencement of Phase V, the FDOT has not identified an improvement project, then the Developer shall contribute the Proportionate Share Contribution to the City to be retained until the FDOT identifies a project and then a locally funded agreement will be entered into between the City and FDOT.

Option "C": Prior to the commencement of Phase V, the Developer will pay the Proportionate Share Contribution of \$2,593,000 (in 2014 dollars). If prior to the commencement of Phase V, the FDOT constructs an improvement project that addresses Phase IV and Phase V impacts, the Developer shall contribute the Proportionate Share Contribution to FDOT.

Specific Transportation Condition 2 would be revised as described on pages 37-38. (See Attachment I, Proposed Transportation Special Condition 2, Revised August 10, 2015, pages 37-38)

#### Transportation Proportionate Share Contribution Modification

The Development Order requires that certain transportation conditions are met before any development can occur within the DRI in Phase V starting in 2022. As described previously, three of these original transportation conditions for roadway construction cannot be satisfied: the project to widen J. Turner Butler Boulevard from San Pablo Road to SR A1A; the project to widen San Pablo Road between Beach Boulevard and

Atlantic Boulevard to a four-lane arterial; and the project to widen SR A1A from Solano Road to Sixteenth Avenue to a six-lane divided arterial. The applicant has proposed to remove these conditions from the development order; in order to fully mitigate for Phases IV and V, the applicant has calculated a proportionate share consistent with current State Laws, Florida Statutes 163.3180(5). The applicant's proportionate share analysis showed no impacts in Phase IV and impacts that amount to \$2,593,000 (in 2014 dollars) in transportation mitigation costs in Phase V. The methodology for calculating the proposed proportionate share transportation mitigation can be found on page 15 of the NOPC Application. (See Attachment J, NOPC Application, page 39)

#### Master Plan Map H Modification

Master Plan Map H would be modified with a potential vehicular access point from the Mayo Clinic DRI to J. Turner Butler Boulevard. (See Attachments B and C, Current and Proposed Map H, pages 11-12) The NOPC application includes an interchange improvement conceptual design to be considered as an improvement project for transportation mitigation. The conceptual design includes a new ramp from San Pablo Road to J. Turner Butler Boulevard and an access from the Mayo Clinic directly on J. Turner Butler Boulevard. The Interchange Improvement Concept can be found on page 23 of the NOPC Application. (See Attachment J, NOPC Application, page 39)

#### Phasing Extensions Pursuant to Executive Order 12-140 Acknowledged

The development order would also be modified to reflect Executive Order extensions granted for the DRI's phasing and buildout dates. The Buildout/Expiration date was extended to October 1, 2038. The phasing schedule and termination dates of the DRI would be modified in General Condition D of the Development Order. The changes to the development order can be found on page 9 of the NOPC application. The City's acknowledgement of these extensions can be found on page 11 of the NOPC application. (See Attachment J, NOPC Application, page 39)

Please see the proposed NOPC application, Attachment J, page 39.

## **REVIEW AND ANALYSIS**

### **COMPREHENSIVE PLAN**

#### Transportation Section of the Planning and Development Department's Review

The application does not include a change to the currently approved development rights of the DRI. However, the transportation proportionate share calculation and mitigation plan has been modified. The Transportation Section of the Planning and Development Department reviewed the application and found that the Mayo Clinic DRI has met all transportation conditions of the development order through Phase III of the DRI. Additionally, the proposed revision to the proportionate share calculation and transportation mitigation plan has been applied consistent with Florida Statute 163.3180(5) and with the requirements of the Mayo Clinic DRI development order. Therefore, the Transportation Section has no objections to the proposed changes including the most recent changes to transportation Special Condition 2 dated August 10, 2015. (See Transportation Review, Attachment E, page 14)(See Attachment G, Applicant's Additional Information Response to FDOT and PDD's Concerns, pages 26-34)

(See Attachment I, Proposed Transportation Special Condition 2, Revised August 10, 2015, pages 37-38)

### Vision Plan

The site is located within the boundaries of the Southeast Jacksonville Vision Plan. The Vision Plan's Guiding Principle Three recommends providing greater connectivity and a variety of transportation choices to enhance mobility in the area. In order to accomplish this connectivity, one of the Vision Plan's approaches includes "the introduction of new connecting roadways". The applicant's proposed vehicular access from the Mayo Clinic DRI to J. Turner Butler Boulevard is consistent with the intent of this Guiding Principle Three.

Guiding Principle Four explains that a strong and viable economic base is the foundation for any successful and healthy place. The Southeast Vision Plan continues describing the Mayo Clinic as one of the many diverse industries that provides Jacksonville economic resiliency and vitality and should be protected.

### Objectives and Policies

The proposed Notice of Proposed Change is consistent with the following Objective and Policies of the **Future Land Use Element** of the 2030 Comprehensive Plan.

Policy 1.3.10 All new master-planned communities shall contain an integrated and connected network of roads and provide multiple alternative travel paths or modes. The location of the roadways and rights-of-way shall be established in the local development agreements taking into consideration factors such as access and wetlands.

Objective 3.2 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.

Policy 3.4.2 The City will evaluate opportunities to promote and encourage development and redevelopment opportunities for mixed and multi-use projects. The Land Development Regulations should be amended, as appropriate, to incorporate such incentives.

The proposed amendment to the DRI is consistent with the following Goal and Policy of the **Transportation Element** of the 2030 Comprehensive Plan.

Goal 2 Increase Existing Transportation Network Capacity – The traffic-carrying ability of the existing roadway network shall be optimized, and the traffic-carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles.

Policy 11.2.3 The Planning and Development Department and the Department of Public Works shall implement procedures which ensure that the transportation system improvements agreed upon as a condition of private development are implemented as development occurs in accordance with said agreements.

The proposed potential change to the transportation mitigation includes a vehicular access concept from the DRI to J. Turner Butler Boulevard which furthers the road network connection providing an alternative travel path from the DRI. Additionally, if the vehicular access concept is not the preferred transportation project for the mitigation, the proposed proportionate share amount, \$2,593,000 (in 2014 dollars), would be used for transportation improvement projects on J. Turner Butler Boulevard agreed upon by the Developer, the FDOT and the City to improve traffic conditions in the area. The vehicular access concept and any alternative projects would be carefully considered to ensure an optimal transportation improvement for the area. Therefore, the proposed NOPC is consistent with Policy 1.3.10, Objective 3.2 and Policy 3.4.2 of the Future Land Use Element and Goal 2 and Policy 11.2.3 of the Transportation Element.

#### **FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) REVIEW**

The FDOT supports the proposed NOPC and is in agreement with the proportionate share calculation of \$2,593,000 (in 2014 dollars). However, the FDOT recommendations to Transportation Specific Condition 2 of the development order proposed changes to better reflect their administrative processes in order to receive the Proportionate Share Mitigation funding. See the Florida Department of Transportation's Review for complete details (Attachment F, pages 15-25). However, since the time of the FDOT recommendation, the Planning and Development Department, the FDOT and the Developer have continued to discuss how to better formulate Special Condition #2. On August 10, 2015, a final meeting was held between all three parties; amenable language for Special Condition #2 was agreed upon and is included with this staff report as Attachment I. (See Attachment F, Florida Department of Transportation Review, pages 15-25)(See Attachment G, Applicant's Additional Information Response to FDOT and P&DD's Concerns, pages 26-34) (See Attachment I, Proposed Transportation Special Condition 2, Revised August 10, 2015, pages 37-38).

#### **REGIONAL RECOMMENDATION**

The Northeast Florida Regional Council (NEFRC) finds that the request will not result in additional regional impacts and that the changes do not constitute a substantial deviation. The NEFRC recommends that the Developer, the City and the FDOT all be decision makers in the recommended transportation mitigation project and that all three parties be signatories of any potential proportionate share agreements as referred to in the FDOT review. (See Attachment H, Northeast Florida Regional Council Recommendation, pages 35-36) The most recent version of Transportation Special Condition 2 should address the concerns of the NEFRC. (See Attachment I, Proposed Transportation Special Condition 2, Revised August 10, 2015, pages 37-38).



## **RECOMMENDATION**

Based on the foregoing, it is the recommendation of the Planning and Development Department that Ordinance 2015-449 be **APPROVED** as set forth in the NOPC to the Development Order, dated May 18, 2015 and revised June 15, 2015 with a revision to the language for Transportation Special Condition 2 on August 10, 2015.

## **ATTACHMENTS**

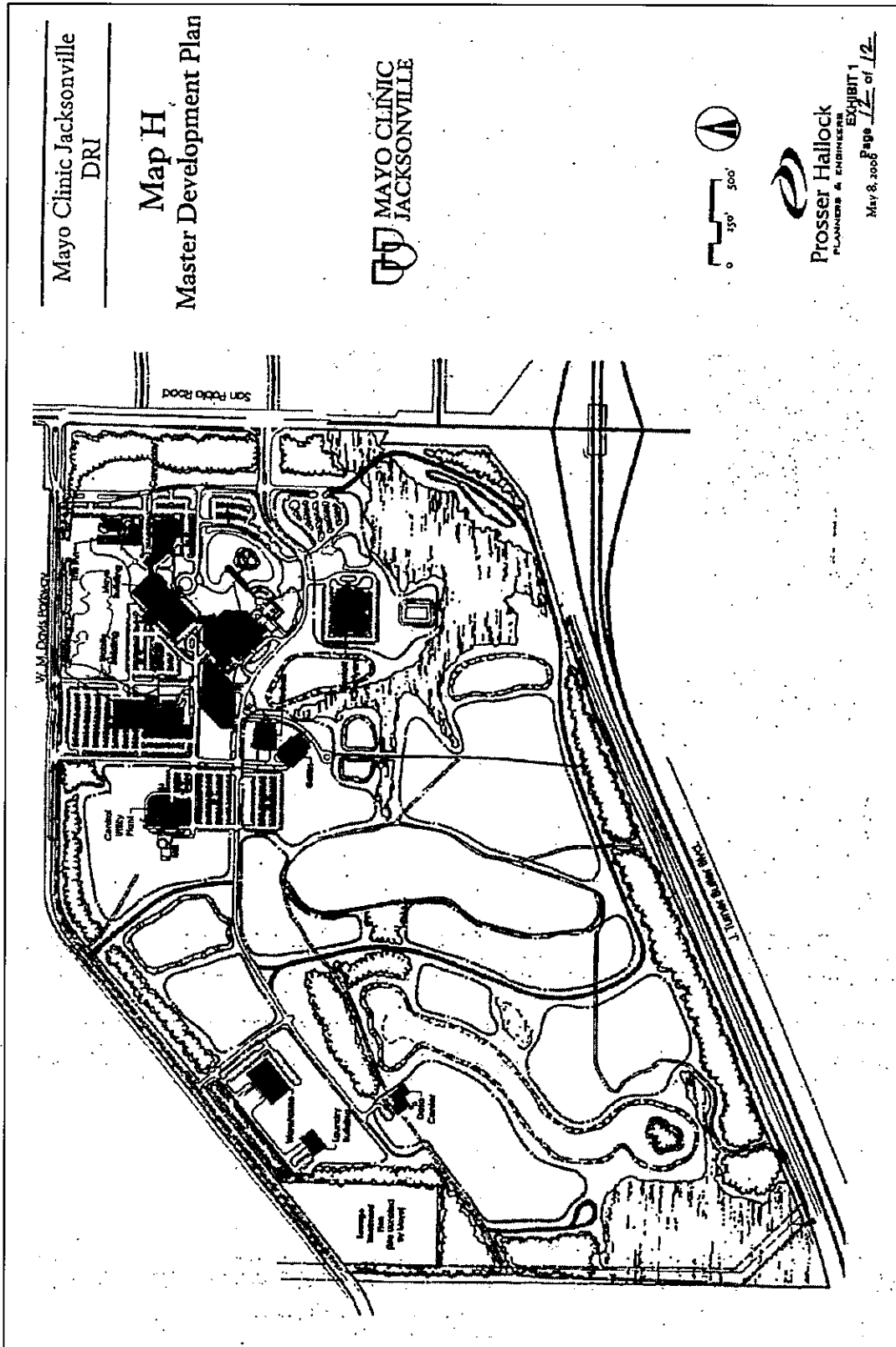
- A. ....DRI AERIAL MAP, PAGE 10
- B. ....CURRENT MAP H, PAGE 11
- C. ....PROPOSED MAP H, PAGE 12
- D. ....CURRENT LAND USE MAP, PAGE 13
- E. ....TRANSPORTATION REVIEW, PAGES 14
- F. ....FLORIDA DEPARTMENT OF TRANSPORTATION REVIEW AND RECOMMENDED CHANGES, PAGES 15-25
- G. ....APPLICANT'S ADDITIONAL INFORMATION IN RESPONSE TO FDOT AND PDD CONCERNS, PAGES 26-34
- H. ....NORTHEAST FLORIDA REGIONAL COUNCIL REVIEW, PAGES 35-36
- I. ....PROPOSED TRANSPORTATION SPECIAL CONDITION 2, REVISED AUGUST 10, 2015, PAGES 37-38
- J. ....NOPC TO THE DRI APPLICATION , PAGE 39

**ATTACHMENT A**  
**Aerial**

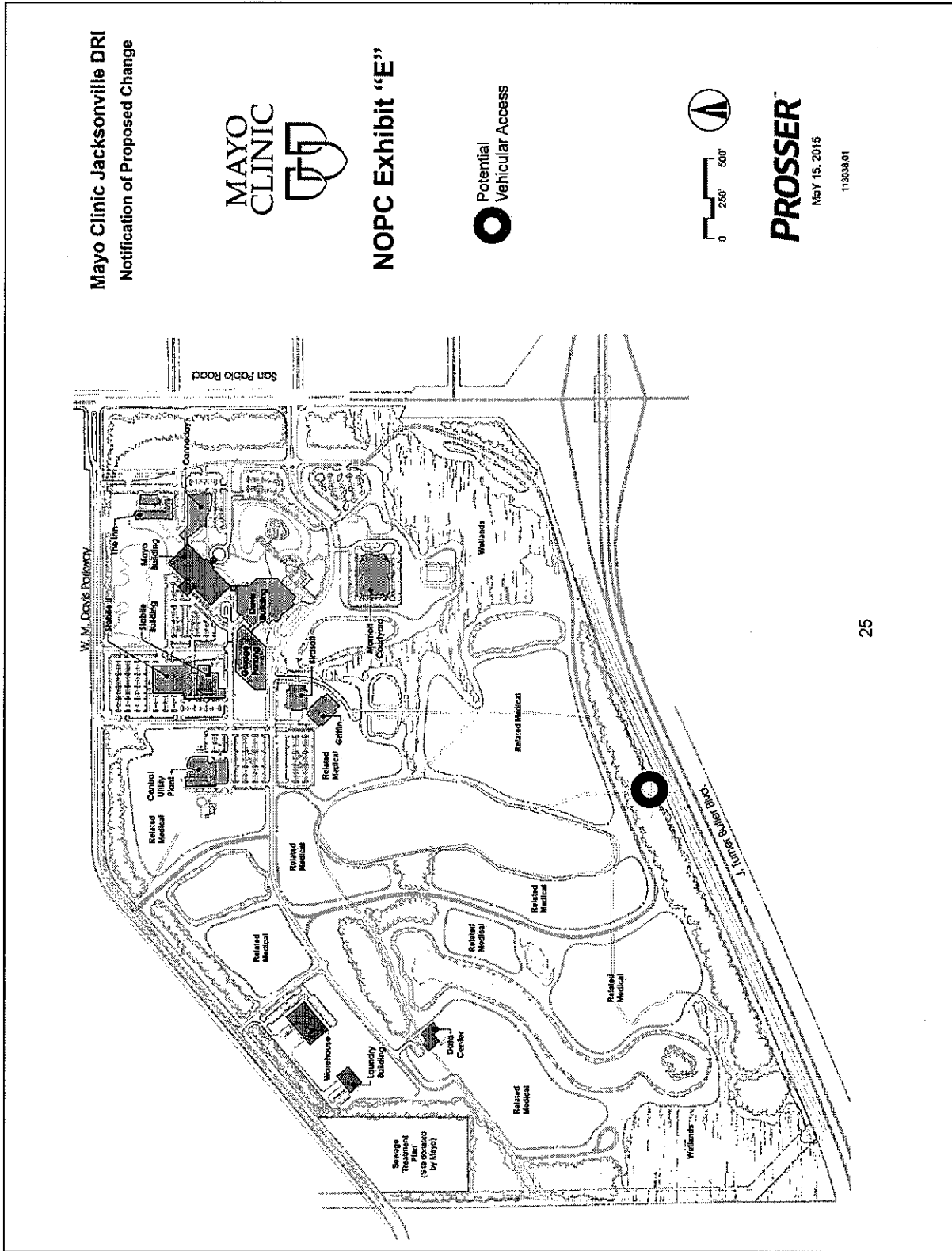


**Mayo Clinic DRI**  
**NOPC Ordinance 2015-449**  
**Aerial**

**ATTACHMENT B**  
**Current Master Plan Map H**



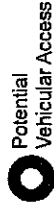
**ATTACHMENT C**  
**Proposed Master Plan Map H**  
**(Potential Vehicular Access is the only proposed change)**



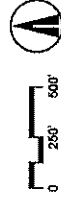
**Mayo Clinic Jacksonvilleville DRI**  
**Notification of Proposed Change**



**NOPC Exhibit "E"**



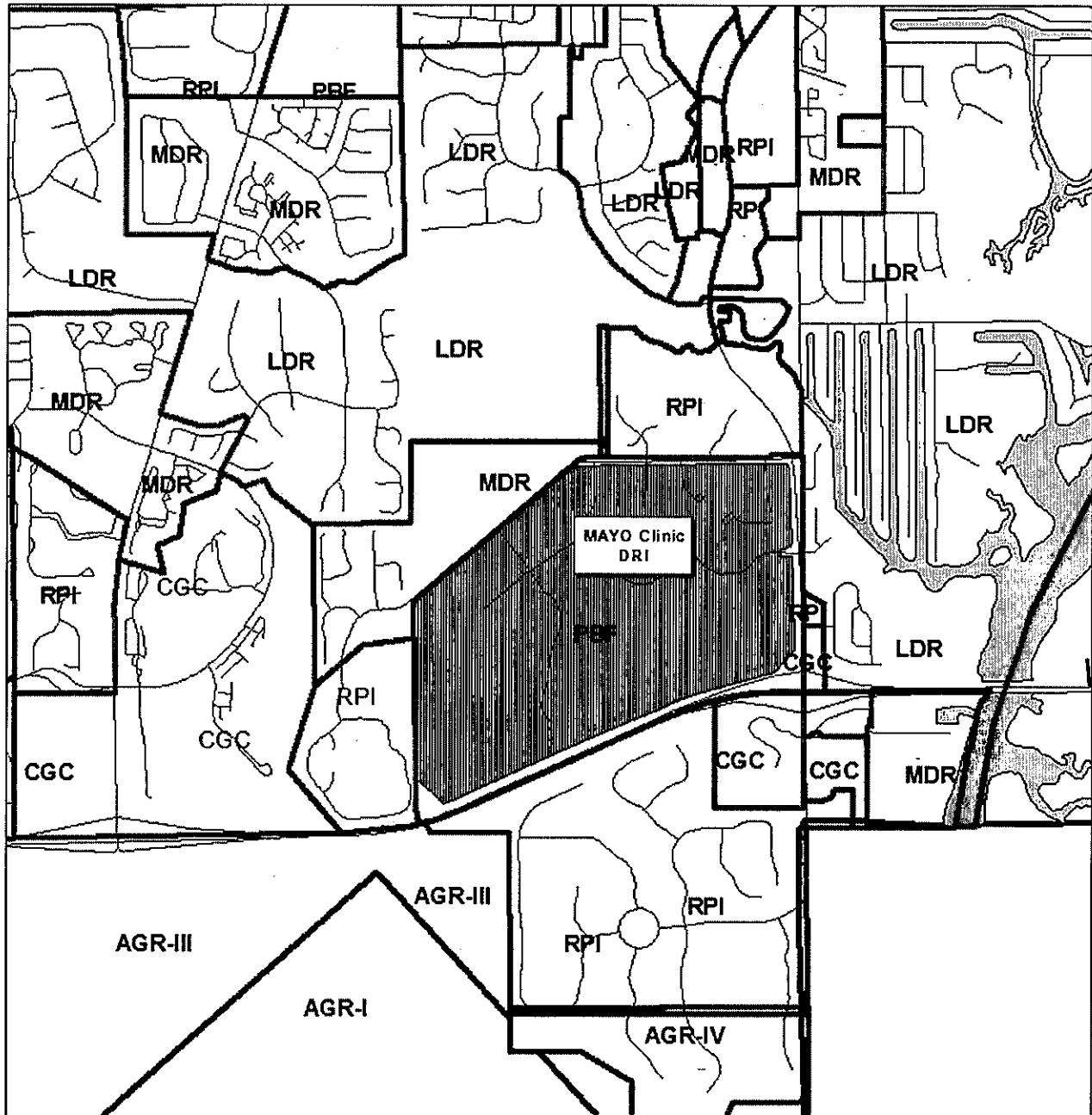
Potential  
Vehicular Access



**PROSSER**

May 15, 2015  
119038.01

**ATTACHMENT D**  
**Current Land Use Map for Mayo Clinic DRI and Surrounding Area**



**Current Land Use Map**  
**Mayo Clinic DRI**  
**NOPC 2015-449**

**ATTACHMENT E**  
**Transportation Section Review**

P L A N N I N G   A N D   D E V E L O P M E N T   D E P A R T M E N T



**MEMORANDUM**

**To:** Helena Parola  
DIR Coordinator  
Community Planning Division

**From:** Laurie Santana  
Planning Services Manager - Transportation  
Community Planning Division

**RE:** Notification of Proposed Change to the Mayo Clinic Jacksonville DRI  
2015-449

**Date:** June 26, 2015

---

The Mayo Clinic Jacksonville DRI has submitted a Notice of Proposed Change to extend the project's phasing and build-out dates and revise the development schedule. As a result, the transportation proportionate share calculation and mitigation plan has been recalculated. This action does not constitute a substantial deviation of the original development order.

The revised traffic analysis contained in Exhibit D of the NOPC application, along with previous monitoring report information, indicates that Mayo Clinic has met all transportation conditions of the development order through the end of Phase III of the development schedule. All roadway links that were identified as both significant and adverse and were required to be improved have been mitigated for.

Per 2014 Florida Statute 163.318(5)(b).

*"If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation."*

This statute particularly applies to the link of San Pablo Road from Beach Boulevard to Atlantic Boulevard which has not been included in the revised fair share calculation of \$2,593,000 (2014 dollars) for this reason.

Based on the analysis above, the Notice of Proposed Change is consistent with the mitigation requirements of the Mayo Clinic Jacksonville DRI and is accepted and approved by the City of Jacksonville Transportation Section.

214 North Hogan Street, Suite 300   Jacksonville, FL 32202   Phone: 904.255.7842   Fax: 904.255.7882

**ATTACHMENT F**  
**Florida Department of Transportation Final Review**

**Parola, Helena**

---

**From:** Sayeed, Ameera <Ameera.Sayeed@dot.state.fl.us>  
**Sent:** Thursday, July 23, 2015 8:51 PM  
**To:** Tony Robbins; Addae-Mensa, Joseph; Ana Richmond  
(ana.richmond@deo.myflorida.com); Bannister, Lurise; Santana, Laurie; Parola, Helena;  
AICP Lindsay Haga (lhaga@nefrc.org); Teeple, Brian  
**Cc:** T.R. Hainline; David Martin (martin.david17@mayo.edu); Austin Chapman; Croci,  
Jocelyn; Shine, Richard- CO; Knight, James  
**Subject:** RE: Mayo Clinic Jacksonville NOPC  
**Attachments:** Mayo\_NOPC\_App\_REVISED PAGES 07-23-15 (FDOT comments).pdf  
**Importance:** High

Good evening,

We greatly appreciate the patience of the Applicant and the City. The Department supports the Applicant and the City in their efforts pertaining to this regionally significant development. Attached is the NOPC with the Department's 07-23-15. The comments are on pg. 3-4 and 7. Also, the FDOT clean comments/edits are below for your review and comment. We look forward to an amenable outcome and as quickly as possible.

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), the Developer will construct FDOT approved modifications to the SR-202/San Pablo interchange or pay \$2,593,000 proportionate share contribution (in 2014 dollars) to offset the Phase IV and V impacts of the DRI to the regional transportation system.

The Developer has proposed mitigation to be constructed by the Developer be an interchange modification to J. Turner Butler Boulevard at San Pablo Road. A conceptual design of this improvement depicted below will be subject to an Interchange Modification Report (IMR) or Interchange Justification Report (IJR) with ultimate permitting authority resting with FDOT. The Developer must receive approval of an IMR/IJR prior to construction and must construct within three years of approval or the IMR/IJR will have to be updated and resubmitted for approval. Construction of the IMR/IJR feasible alternative of the J. Turner Butler Boulevard interchange modification must be completed prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified and the Developer does not build the J. Turner Butler Boulevard interchange modification, then, within six (6) months of the no built access, per Chapter 73-40.045(7)(a)3.a. F.A.C., the Developer shall execute with the Florida Department of Transportation District Two (FDOT) a proportional share payment agreement the Developer shall pay to the FDOT Two Million Five Hundred Ninety Three Thousand and 00/100 dollars (\$2,593,000.00) (in 2014 dollars check same comment). In the Alternative, if at any time prior to Phase V, the FDOT builds an interchange modification to J. Turner Butler Boulevard then per Chapter 73C-40.045(7)(a)3.a. F.A.C., the Developer shall execute with the FDOT a proportional share payment agreement the Developer shall pay to the FDOT Two Million Five Hundred Ninety Three Thousand and 00/100 dollars (\$2,593,000.00) (in 2014 dollars).

The executed proportionate share payment agreement shall be incorporated into this DRI by reference. The \$2,593,000.00 (in 2014 dollars) shall be used, in the sole determination of FDOT District Two's jurisdiction and with consultation with the City of Jacksonville, to fund projects for the impacted JTB or State Highway System within the impacted area. Any proposed delay or change of the proportionate share payment due to a change in the approved development schedule shall require a reanalysis of the proportionate payment amount as part of any schedule approval amendment.

Thank you.

**ATTACHMENT F (cont.)**  
**Florida Department of Transportation (FDOT) Final Review**

**Ameera F. Sayeed** AICP, GISP  
District Growth and Development/Modeling Supervisor  
FDOT District Two  
Jacksonville Urban Office  
2198 Edison Avenue MS 2806  
Jacksonville, Florida 32204  
Office: (904) 360-5647  
Cell: (386) 623-6733  
[ameera.sayeed@dot.state.fl.us](mailto:ameera.sayeed@dot.state.fl.us)

**From:** Tony Robbins [mailto:TRobbins@prosserinc.com]  
**Sent:** Wednesday, July 1, 2015 11:08 AM  
**To:** Sayeed, Ameera; Addae-Mensa, Joseph; Ana Richmond (ana.richmond@deo.myflorida.com); Bannister, Lurise; Laurie Santana (LSantana@coj.net); hparola@coj.net; AICP Lindsay Haga (lhaga@nefrc.org); Teeple, Brian  
**Cc:** T.R. Hainline; David Martin (martin.david17@mayo.edu); Austin Chapman; Croci, Jocelyn; Shine, Richard-OO  
**Subject:** RE: Mayo Clinic Jacksonville NOPC

Much obliged for the Department's prompt and positive response to the supplemental information. We stand ready to cooperate with you and the Office of General Counsel on additional refinements to the proposed Development Order language.

With kind regards, I am

**Tony Robbins, AICP**  
Senior Planner

**PROSSER**<sup>™</sup>

Prosser, Inc.  
13901 Sutton Park Drive South, Suite 200  
Jacksonville, FL 32224

[trobbs@prosserinc.com](mailto:trobbs@prosserinc.com)

Office 904.739.3655 Ext. 112  
Mobile 904.318.8448  
Fax 904.730.3413

[www.prosserinc.com](http://www.prosserinc.com)

---

**From:** Sayeed, Ameera [mailto:Ameera.Sayeed@dot.state.fl.us]  
**Sent:** Wednesday, July 01, 2015 10:54 AM  
**To:** Tony Robbins; Addae-Mensa, Joseph; Ana Richmond (ana.richmond@deo.myflorida.com); Bannister, Lurise; Laurie Santana (LSantana@coj.net); hparola@coj.net; AICP Lindsay Haga (lhaga@nefrc.org); Teeple, Brian  
**Cc:** T.R. Hainline; David Martin (martin.david17@mayo.edu); Austin Chapman; Croci, Jocelyn; Shine, Richard-OO  
**Subject:** RE: Mayo Clinic Jacksonville NOPC  
**Importance:** High

Good Morning Mr. Robbins

The Department is in agreement on the issue of Phase 3 being fully mitigated, and confirm the issue has been resolved with the supplemental information provided. We also see you have revised some language on page 2. We will be sending a revised comment letter next week. There are some changes we would like to offer to the



**ATTACHMENT F (cont.)**  
**Florida Department of Transportation (FDOT) Final Review**

text, some edits are as simple as changing the year dollars from 2014 to 2015 etc. I will be offering language as strike thru and underline. We greatly appreciate the Applicant's responsive efforts to accommodate the FDOT comments, and are very pleased that we are moving efficiently toward an amenable conclusion.

With best regards for a safe and relaxing 4<sup>th</sup> of July weekend.

Ameera

**Ameera F. Sayeed** AICP, GISP  
District Growth and Development/Modeling Supervisor  
FDOT District Two  
Jacksonville Urban Office  
2198 Edison Avenue MS 2806  
Jacksonville, Florida 32204  
Office: (904) 360-5647  
Cell: (386) 623-6733  
[ameera.sayeed@dot.state.fl.us](mailto:ameera.sayeed@dot.state.fl.us)

**From:** Tony Robbins [<mailto:TRobbins@prosserinc.com>]  
**Sent:** Wednesday, July 01, 2015 10:00 AM  
**To:** Addae-Mensa, Joseph; Ana Richmond ([ana\\_richmond@deo.mvflorida.com](mailto:ana_richmond@deo.mvflorida.com)); Bannister, Lurise; Laurie Santana ([L.Santana@coj.net](mailto:L.Santana@coj.net)); hparola@coj.net; AICP Lindsay Haga ([lhaga@nefrc.org](mailto:lhaga@nefrc.org)); Sayeed, Ameera  
**Cc:** T.R. Hainline; David Martin ([martin.david17@mayo.edu](mailto:martin.david17@mayo.edu)); Austin Chapman  
**Subject:** Mayo Clinic Jacksonville NOPC

Good morning Ms. Sayeed,

The attached correspondence is our response to FDOT D2's request for additional information sent on June 12, 2015. A hard copy is en route via regular mail to you along with the City of Jacksonville and the other reviewing agencies. Thank you for your consideration of this supplemental information as you complete your review and provide comments to the City of Jacksonville's Planning and Development Department. Should you have any questions, please do not hesitate to contact me or Austin Chapman in our office. Best wishes for a fantastic, safe holiday weekend.

With kind regards, I am

**Tony Robbins, AICP**  
Senior Planner

**PROSSER**

Prosser, Inc.  
13901 Sutton Park Drive South, Suite 200  
Jacksonville, FL 32224

[trobbs@prosserinc.com](mailto:trobbs@prosserinc.com)

Office 904.739.3655 Ext. 112  
Mobile 904.318.8448  
Fax 904.730.3413

[www.prosserinc.com](http://www.prosserinc.com)

## ATTACHMENT F (cont.)

### Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC Specifically see boxed out areas

**2. Applicant (name, address, phone).**

Mayo Foundation for Medical Education and Research  
David Martin, P.E.  
Chair, Campus Planning and Projects  
4500 San Pablo Road  
Stable Building, Suite 130A  
Jacksonville, FL 32224  
904.953.2963

**3. Authorized Agents (name, address, phone).**

Prosser, Inc. Anthony S. Robbins, AICP 13901 Sutton Park Drive South, Suite 200 Jacksonville, FL 32224 904.739.3655 Ext. 112	Rogers Towers, P.A. T.R. Hainline, Jr., Esquire 1301 Riverplace Boulevard, Suite 1500 Jacksonville, FL 32207 904.398.3911
--	---

**4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.**

North of J. Turner Butler Boulevard (State Road 202), south of W.M. Davis Parkway, west of San Pablo Road, east of Hodges Boulevard in Jacksonville, Florida (Duval County)

**5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build out date, development order conditions and requirements, or to the representations contained in either the development order or the Application for Development Approval.**

Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

**Proposed Change No. 1: Phasing Extension**

The Applicant proposes to amend the Mayo Clinic DRI Development Order to reflect extensions to the project's phasing and build-out dates pursuant to Chapter 2011-139, Laws of Florida and Section 252.363, F.S. (Executive Order 12-140). NOPC Exhibit "B" ([see page 11](#)) contains prior acknowledgement of these extensions by the City of Jacksonville Planning and Development Department. NOPC Exhibit "C" ([see page 13](#)) identifies the revised development schedule.

**Proposed Change No. 2: Master Plan**

Replace Map H with NOPC Exhibit "E" ([see page 24](#)) which identifies a possible new vehicular connection from the DRI to J. Turner Butler Boulevard (State Road 202) related to Proposed Change No. 3.

**Proposed Change No. 3: Proportionate Share Mitigation**

Pursuant to Subsection 380.06(19)(e)6, *Florida Statutes* a change in the transportation proportionate share calculation and mitigation plan in an adopted development order as a result of recalculation of the proportionate share contribution meeting the requirements of Section

## ATTACHMENT F (cont.)

### Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC Specifically see boxed out areas

163.3180(5)(h), *Florida Statutes* in effect as of the date of such change shall be presumed not to create a substantial deviation. The proposed changes to the Development Order only relate to a calculation of the proportionate share. Thus, the Developer is not proposing any modifications to the existing Development Order that would constitute a substantial deviation under Subsection 380.06(19), *Florida Statutes*.

The Jacksonville City Council approved the Mayo Clinic DRI transportation conditions in 1988 and 1992. The Developer is not required to fund any transportation improvements. The transportation mitigation in the current Mayo Clinic DRI Development Order (Transportation Specific Condition 2) consists of not continuing development beyond certain points until identified roadway segments are widened. The vast majority of the prescribed roadway improvements have been completed; however, it has become apparent that some portions the prescribed roadway improvements will not occur within a reasonable timeframe, specifically:

- Widening J. Turner Butler Boulevard from San Pablo Road to State Road A1A to a six-lane arterial. JTB is not planned for widening before 2040. It is not a part of the North Florida Transportation Planning Organization's Long Range Transportation Plan.
- Widening San Pablo Road between Beach Boulevard and Atlantic Boulevard to a four-lane arterial. This San Pablo Road improvement is planned as part of the Better Jacksonville Plan, but is not funded and only planned as three lanes (rather than four lanes) due to right-of-way constraint. This three-lane improvement project is not a JTA local option gas tax project with a tentative schedule for construction in the second quarter of 2018.
- Widening State Road A1A from Solano Road to Sixteenth Avenue South to a six-lane divided arterial. State Road A1A will not be improved because of policy decisions by City of Jacksonville Beach and St. Johns County that recognize SR A1A as a constrained roadway that will not be expanded due to physical, environmental, or policy constraints. Both jurisdictions do not support any capacity improvements to SR A1A or to parallel minor arterial highway or collector roads. SR A1A will not be widened beyond the existing four lanes.

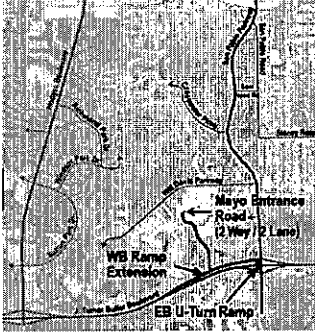
Instead of halting development, the Developer is proposing to use the current State's concurrency and DRI laws that allow the calculation of proportionate share for regional roadway impacts. Thus, the Developer is requesting to calculate proportionate share, consistent with current laws, for its regional impacts to the transportation system for Phases IV and V. The proportionate share analysis shows no impacts in Phase IV and \$2,593,000 of Impacts in Phase V.

The Developer respectfully requests the elimination of Transportation Specific Condition 2 requiring the completion of certain roadway improvements in favor of using the DRI's proportionate share for the remaining development rights using the methodology allowed by the Community Planning Act. A technical memorandum outlining compliance with the Community Planning Act's provisions and the methodology for calculating the proportionate share is included with this application as NOPC Exhibit "D". (see page 15). The Developer proposes replacing the Specific Condition with the following:

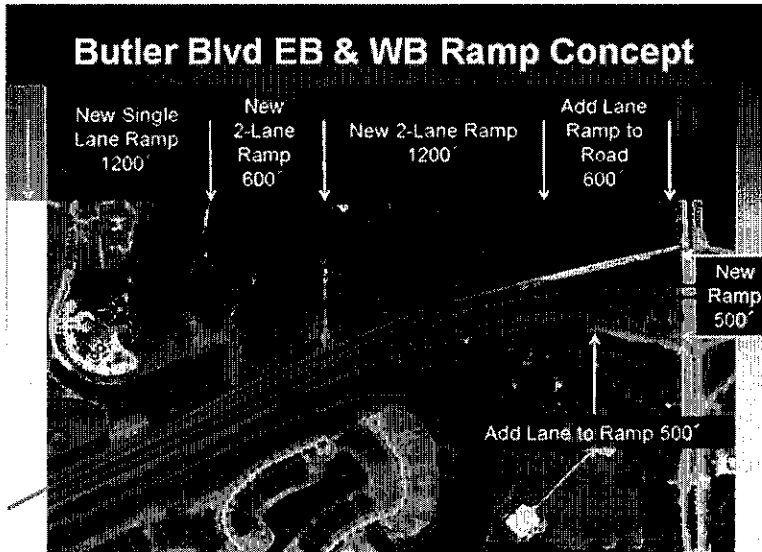
~~Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system.~~

**ATTACHMENT F (cont.)**

**Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC  
Specifically see boxed out areas**



The Developer has proposed this mitigation be in the form of the construction of an interchange modification to J. Turner Butler Boulevard at San Pablo Road. A conceptual design of this improvement depicted below will be subject to an Interchange Monitoring Report (IMR) with ultimate permitting authority resting with FDOT. The Developer will start the IMR process within one year of NOPC approval and construct the feasible alternative from the IMR prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified, the Developer is required to pay \$2,593,000 (in 2014 dollars) to the City of Jacksonville to fund a mobility improvement to be agreed upon by the Developer and the City of Jacksonville.



6. Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, indicate no change.

A Substantial Deviation Determination Chart is attached to this application as **NOPC Exhibit "F"** (see page 26). No changes are proposed to any of the approved land use types as part of this application.

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.318(5), Florida Statutes (2014), the Developer will construct FDOT approved modifications to the SR-202/San Pablo interchange or pay \$2,593,000 proportionate share contribution (in 2014 dollars) to offset the Phase IV and V impacts of the DRI to the regional transportation system.

The Developer has proposed mitigation to be constructed by the Developer be an interchange modification to J. Turner Butler Boulevard at San Pablo Road. A conceptual design of this improvement depicted below will be subject to an Interchange Monitoring Report (IMR) or Interchange Justification Report (IJR) with ultimate permitting authority resting with FDOT. The Developer must receive approval of an IMR/IJR prior to construction and must construct within three years of approval or the IMR/IJR will have to be updated and resubmitted for approval. Construction of the IMR/IJR feasible alternative of the J. Turner Butler Boulevard interchange modification must be completed prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified and the Developer does not build the J. Turner Butler Boulevard interchange modification, then within six (6) months of the no build access, per Chapter 73-40.045(7)(a)3.a. F.A.C., the Developer shall execute with the Florida Department of Transportation District Two (FDOT) a proportional share payment agreement the Developer shall pay to the FDOT Two Million Five Hundred Ninety Three Thousand and 00/100 dollars (\$2,593,000.00) (in 2014 dollars check same comment). In the Alternative, if at any time prior to Phase V, the FDOT builds an interchange modification to J. Turner Butler Boulevard then per Chapter 73-40.045(7)(a)3.a. F.A.C., the Developer shall execute with the FDOT a proportional share payment agreement the Developer shall pay to the FDOT Two Million Five Hundred Ninety Three Thousand and 00/100 dollars (\$2,593,000.00) (in 2014 dollars).

The executed proportionate share payment agreement shall be incorporated into this DRI by reference. The \$2,593,000.00 (in 2014 dollars) shall be used, in the sole determination of FDOT District Two's jurisdiction and with consultation with the City of Jacksonville, to fund projects for the impacted IIB or State Highway System within the impacted area. Any proposed delay or change of the proportionate share payment due to a change in the approved development schedule shall require a reanalysis of the proportionate payment amount as part of any schedule approval amendment.

**ATTACHMENT F (cont.)**

**Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC  
Specifically see boxed out areas**

7. List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project?

Since adoption of Resolution 88-983-362 on September 27, 1988 and associated January 23, 1989 Settlement Agreement, the Mayo Clinic Jacksonville DRI Development Order has been revised and amended twice by the Jacksonville City Council and twice by actions of the Florida Legislature.

Description of Change	Final Action
<p>This amendment (i) increased the total amount of building space from 4.5 million to 7.5 million square feet; (ii) increased the total DRI property from 137 acres to 392 acres; (iii) added a final phase (Phase VI); (iv) extended the build-out date from 2020 to 2030; and (v) assigned the additional 3 million square feet to Phase VI.</p> <p>The proposed land uses in the Amended Development Order vary little from those in the Original Development Order. The Amended Development Order expanded the Related Medical and Support Facilities category to include the Wellness Center Facilities and approximately 100 Medical Residents Facilities. All other uses in the Related Medical and Support Facilities category are the same as those in the Original Development Order.</p>	<p>Substantial Deviation approved by Jacksonville City Council Resolution 93-226-247</p> <p>Approved: 07/13/1993</p>
<p>This amendment (i) simultaneously extended Phase IV and shortened Phase V by four years resulting in the following revised phasing schedule: Phase IV 2002-2014, Phase V 2014-2020, Phase VI 2020-2030; (ii) ensured all unused development rights from a previous phase carry over into subsequent phases until build-out; (iii) modified the Public Safety Specific Condition of the Original Development Order, Resolution 88-983-362 and Special Condition J.3 of the Amended Development Order, Resolution 93-226-247, to eliminate the height limitation and the commitment to purchase an aerial ladder truck. Instead the Developer will cause the donation of an off-site parcel of real property to the City for constructing a fire station; (iv) revised the Master Development Plan, Map H to illustrate previous land donations for a water plant and road right-of-way, remove the fire station/EMS site, and modify external access points and the internal traffic circulation pattern; (v) ensured that the water plant is not deducted from the DRI development rights; and (vi) provided for biennial monitoring reporting.</p>	<p>Non Substantial Deviation approved by Jacksonville City Council Ordinance 2006-841-E</p> <p>Approved: 08/22/2006</p>
<p>Chapter 2007-204, Laws of Florida authorized DRI under active construction on July 1, 2007 a three-year extension of all phase, build-out, and expiration dates. Chapter 2011-139, Laws of Florida (The Community Planning Act) authorized approved DRI a four-year extension of all commencement, phase, build-out, and expiration dates. Sec. 252.363, F.S. (2012) granted DRI a ninety-one (91) day tolled period of a state of emergency associated with Tropical Storm Debby plus six months. These laws specifically state these extensions are not subject to review, are not substantial deviations, and will not be considered when evaluating any future extension requests.</p> <p>These laws extended all phase, build-out, and expiration dates by seven years resulting in the following revised phasing schedule: Phase IV 2002-2022, Phase V 2022-2028, Phase VI 2028-2038. The termination date for completion of development within the Mayo Clinic Jacksonville DRI has become October 31, 2038.</p>	<p>Non Substantial Deviation acknowledged by the Jacksonville Planning and Development Department (see NOPC Exhibit "B" on page 11)</p> <p>Approved: 08/04/2011 &amp; 12/26/2012</p>

**ATTACHMENT F (cont.)**

**Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC  
Specifically see boxed out areas**

8. Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, intended use, and adjacent non-project land uses within 1/2 mile on a project master site plan or other map.

The Substantial Deviation adopted by Jacksonville City Council Resolution 93-226-247 increased the total area by 255 acres, from 137 acres to 392 acres. These additional acres and respective intended uses are shown on Map H (see NOPC Exhibit "E" beginning on page 24).

9. Indicate if the proposed change is less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19)(b), Florida Statutes.

Do you believe this notification of change proposes a change which meets the criteria of Subparagraph 380.06(19)(e)2., F.S.

Yes

10. Does the proposed change result in a change to the build out date or any phasing date of the project? If so, indicate the proposed new build out or phasing dates.

This proposed change memorializes extensions authorized by Chapter 2007-204, Laws of Florida ("HB 7203"), Chapter 2011-139, Laws of Florida ("HB 7207," the Community Planning Act) and Sec. 252.363, F.S. (Executive Order 12-140). The changes extend the DRI build out, termination, down zoning protection and phase expiration dates and are reflected in NOPC Exhibit "C" (see page 13). These three laws specifically state these extensions are not subject to review, are not substantial deviations, and will not be considered when evaluating any future extension requests.

These laws extended all phase, build-out, and expiration dates by seven years resulting in the following revised phasing schedule: Phase IV 2002-2022, Phase V 2022-2028, Phase VI 2028-2038. The termination date for completion of development within the Mayo Clinic Jacksonville DRI has become October 31, 2038.

11. Will the proposed change require an amendment to the local government comprehensive plan?

No, this proposed change does not require an amendment to the City of Jacksonville 2030 Comprehensive Plan.

**ATTACHMENT F (cont.)**

**Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC  
Specifically see boxed out areas**

Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06 (15), F.S., and 73-40.025, Florida Administrative Code:

- 12. An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

See NOPC Exhibit "F" (page 26), an updated Map H that identifies a possible new vehicular connection from the DRI to J. Turner Butler Boulevard (State Road 202).

- 13. Pursuant to Subsection 380.06(19)(f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

- a. All proposed specific changes to the nature, phasing, and build out date of the development; to development order conditions and requirements; to commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

As depicted in NOPC Exhibit "A" (see page 9), revise General Condition D in the Original Development Order with the extended dates prescribed in NOPC Exhibit "B" (see page 11).

As depicted in NOPC Exhibit "A" (see page 9), eliminate Transportation Specific Condition 2 in the Original Development Order replacing the Specific Condition with the following:

~~Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to these phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system.~~

~~The Developer has proposed this mitigation be in the form of the construction of an interchange modification to J. Turner Butler Boulevard at San Pablo Road. The conceptual design of this improvement will be subject to an IMR with ultimate permitting authority resting with FDOT. The Applicant will start the IMR process within one year of NOPC approval and award a contract, including posting a construction bond, for the construction of a feasible alternative from the IMR study prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified, the Developer is required to pay \$2,593,000 (in 2014 dollars) to the City of Jacksonville to fund a mobility improvement to be agreed upon by the Developer and the City of Jacksonville.~~

- b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;

No real property is being added or removed to the previously approved plan of development.

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), the Developer will construct FDOT approved modifications to the SR-202/San Pablo interchange or pay \$2,593,000 proportionate share contribution (in 2014 dollars) to offset the Phase IV and V impacts of the DRI to the regional transportation system. The Developer has proposed mitigation to be constructed by the Developer be an interchange modification to J. Turner Butler Boulevard at San Pablo Road. A conceptual design of this improvement depicted below will be subject to an Interchange Modification Report (IMR) or Interchange Justification Report (IJR) with ultimate permitting authority resting with FDOT. The Developer must receive approval of an IMR/IJR prior to construction and must construct within three years of approval or the IMR/IJR will have to be updated and resubmitted for approval. Construction of the IMR/IJR feasible alternative of the J. Turner Butler Boulevard interchange modification must be completed prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified and the Developer does not build the J. Turner Butler Boulevard interchange modification, then, within six (6) months of the no built access, per Chapter 73-40.045(7)(a)3.a. F.A.C., the Developer shall execute with the Florida Department of Transportation District Two (FDOT) a proportional share payment agreement the Developer shall pay to the FDOT Two Million Five Hundred Ninety Three Thousand and 00/100 dollars (\$2,593,000.00) (in 2014 dollars check same comment). In the Alternative, if at any time prior to Phase V, the FDOT builds an interchange modification to J. Turner Butler Boulevard then per Chapter 73-40.045(7)(a)3.a. F.A.C., the Developer shall execute with the FDOT a proportional share payment agreement the Developer shall pay to the FDOT Two Million Five Hundred Ninety Three Thousand and 00/100 dollars (\$2,593,000.00) (in 2014 dollars). The executed proportionate share payment agreement shall be incorporated into this DRI by reference. The \$2,593,000.00 (in 2014 dollars) shall be used in the sole determination of FDOT District Two's jurisdiction and with consultation with the City of Jacksonville, to fund projects for the impacted JTB or State Highway System within the impacted area. Any proposed delay or change in the proportionate share payment due to a change in the approved development schedule shall require a reanalysis of the proportionate payment amount as part of any schedule approval amendment.

**ATTACHMENT F (cont.)**

**Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC  
Specifically see boxed out areas**

Mayo Clinic Jacksonville DRI  
**NOPC Exhibit "A"**

**General Condition D**

The development shall proceed in accordance with the compliance dates proposed and established in the Application for Development Approval of a Substantial Deviation to the Mayo Clinic DRI summarized as follows:

Phase I	Existing
Phase II	1992 - 1995
Phase III	1995 - 2002
Phase IV	2002 - <del>2024</del> <u>2022</u>
Phase V	<del>2024 - 2037</del> <u>2022 - 2028</u>
Phase VI	<del>2027 - 2037</del> <u>2028 - 2038</u>

The termination date for completion of development within the DRI shall be ~~December 31, 2037~~ October 1, 2038.

\* \* \* \* \*

**Transportation Specific Condition 2**

~~If any of the following improvements are not constructed by the end of Phase IV of the development, as set forth in the ADA, and it is determined that any of the following road segments operate as defined in the conditions at the end of Phase IV, or the Conditions will exist, based on projections which are approved by the local government, NEFRPC and DCA, by the end of Phase V for directional peak hour, the Developer shall not be allowed to initiate construction of any development within Phase V for directional peak hour, the Developer shall not be allowed to initiate construction of any development within Phase V which would cause such road segment to operate as defined in the Conditions until a contract has been let to make the listed improvement for that road segment:~~

- ~~(a) Highway A1A from Solano Road (CR240A) to Sixteenth Avenue, South widened to six lane divided arterial;~~
- ~~(b) Beach Boulevard (SR242) from Hodges Boulevard to Penman Road widened to six lane divided arterial;~~
- ~~(c) J. Turner Butler Boulevard (SR202) from Belfort Road to Highway A1A widened to six lane freeway;~~
- ~~(d) Hodges Boulevard from J. Turner Butler Boulevard to Beach Boulevard widened to four lane divided arterial;~~
- ~~(e) San Pablo Road between Atlantic Boulevard and J. Turner Butler Boulevard widened to four lane road;~~

~~or for those improvements required during Phase V, by providing a solution acceptable to the local government, NEFRPC and DCA showing how and when the unacceptable condition will be maintained.~~

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), prior to Phase V the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements to be agreed upon by the Developer and the City of Jacksonville and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system.



## ATTACHMENT F (cont.)

### Florida Department of Transportation (FDOT) Final Review- recommended changes to NOPC Specifically see boxed out areas

#### Mayo Clinic Jacksonville DRI NOPC Exhibit "D"

**Traffic Projections.** The determination of future traffic has been accomplished using the Florida Standard Urban Transportation Model Structure and the Northeast Regional Planning Model (NERPM) Version 4.2 network and socio-economic data. The model base year is 2005 and the design year is 2035. Model network has also been developed for interim years 2015 and 2025. Socio-economic data has also been developed for each year from 2010 to 2035. The basis of the transportation network data was the 2015 model for the Phase IV analysis. The First Coast TPO master project list was reviewed to ensure only the network that is projected to be in place in 2020 is used. For Phase IV, the 2015 network was used with the following specific modifications discussed at the methodology meeting and follow-up correspondence:

1. The SR 9B extension from CR 2209 (St Johns Parkway) to I-95 4 lane is included by 2021
2. SR 9A (I-295) from SR 9B to JTB was included as 6 lanes by 2021
3. Brougham Ave. (unpaved road) was removed as a cut through road
4. Zone 466 was split to separate Mayo SE data and residential SE data on WM Davis
5. Zone 403 was created to include only the Mayo DRI
6. Almost all employment from Zone 2036 (across the street from Mayo) was moved to the Zone 403 (Mayo). There is only a gas station in zone 2036.
7. The facility type for Beach Boulevard from Hodges Blvd to San Pablo Road was changed from 23 to 24

The NERPM model zonal data from 2021 was used for phase IV analysis. Zone 403 data was modified to ensure model volumes were within 10% of the Phase IV daily trips projected by ITE to reach the external network at the build out of Mayo Clinic Phase IV. NERPM model zonal data from 2027 was used for phase V analysis. Zone 403 data was modified to ensure model volumes were within 10% of the Phase V daily trips projected by ITE to reach the external network.

The total traffic and Mayo Clinic DRI traffic were then developed. The total traffic on each link was determined as the higher of a 1% annual growth rate and the factored transportation demand model volumes. The model volumes were factored by the Model Output Conversion Factor (0.97) and standard K (9%) to derive peak hour traffic. The Mayo Clinic DRI traffic was determined using a select link analysis to determine trip distribution percentages. These distribution percentages were multiplied by total ITE trip generation estimates to determine anticipated Mayo DRI traffic anticipated on each link. The portion of the segment with the highest project traffic was used for both project distribution and model volumes to ensure a conservative approach and the highest likelihood of discovering a significant and adverse impact to a roadway segment. An attribute was created in the Loaded Network called Used\_Link\_Yes\_1 to show portions of the segment that were used for distribution and volume analysis – this is intended to help reviewers. Where the attribute is 1, the portion was used, where the attribute is 0, the portion was not used.

**Significance Threshold.** Though the significance threshold for the Mayo Clinic DRI is 10%, the City requested the applicant evaluate transportation impacts based on the more stringent 5% threshold. This analysis will review transportation impacts based on a 5% threshold, though the 10% threshold will be retained for any future analysis including the reanalysis required before Phase VI.

**Community Planning Act.** The applicant followed ~~Florida Statute~~ Subsection 163.3180(5)(h), Florida Statutes (2014) relating to transportation deficiencies and proportionate share calculation. Specific sections to highlight are Subsection 163.3180(5)(h)2, Florida Statutes (2014) listed on the following page.

## ATTACHMENT G

### Applicant's Additional Information in response to FDOT and PDD's Concerns

# PROSSER™

13901 Sutton Park Drive South, Suite 200

Jacksonville, Florida 32224-0229

p 904.739.3655 f 904.730.3413

www.prosserinc.com

July 1, 2015

Ms. Ameera Sayeed, AICP, GISP  
Florida Department of Transportation  
2198 Edison Avenue  
Jacksonville, FL 32204

**RE: Mayo Clinic DRI NOPC  
Supplemental Information  
Prosser Reference No. 113038.01**

Dear Ms. Sayeed:

Thank you for the comments regarding the Mayo Clinic DRI NOPC dated June 12, 2015. The comments centered on the question regarding the status of trips in Phases I-III within the transportation analysis for Phase V.

#### BACKGROUND

The Applicant provided the original transportation analysis consistent with the effective concurrency and DRI laws on January 19, 2015. FDOT provided technical comments requesting the modification of a transportation improvement cost and questioned the application of the Community Planning Act. The Applicant accepted the modification to the transportation improvement cost and revised the proportionate share calculation in Phase V to include both Phase IV and Phase V trips. These revisions were provided back to reviewing agencies as part of the NOPC application on May 18, 2015. FDOT provided comments on June 12, 2015 again questioning if the proportionate share calculation for Phase V impacts should include Phase I, II, III, IV, and V trips. This correspondence contains supplemental information intended to clarify the Applicant's contention why the proportionate share calculation for Phase V should only include Phase IV and V trips.

#### FLORIDA STATUTE

Subsection 163.3180(5)(h)2.c., F.S. *"When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase."*

The current Development Order required the widening of San Pablo Road from J. Turner Butler Boulevard to Atlantic Boulevard from two lanes to four lanes before moving into Phase IV if Mayo Clinic traffic exceeded 10% of the directional MSV and the roadway volume is exceeding two lane LOS D capacity. These conditions were met for San Pablo Road from J. Turner Butler Boulevard to Beach Boulevard. The required widening was completed in 1999. The portion of San Pablo Road from Beach Boulevard to Atlantic Boulevard was not required to be widened when Mayo Clinic DRI moved to Phase IV because Mayo Clinic traffic consumed less than 10% of the two lane LOS D MSV. Mayo Clinic DRI Phase III had mitigation which was required and provided; therefore Phase III is deemed fully mitigated in the transportation analysis for Phase IV and V. The reanalysis shows no Phase IV mitigation required, so we have followed the permissible provision of cumulatively analyzing trips from Phase IV for the transportation analysis in Phase V.

#### SUPPORTING INFORMATION

The following pages contain traffic data taken from each of the DRI monitoring reports submitted since the end of Phase III. Each report covering the years from 2002 to 2012 show San Pablo Road from Beach

Community | Management | Energy | Relationships

## ATTACHMENT G (cont.)

### Applicant's Additional Information in response to FDOT and Transportation Section's Concerns

Ms. Ameera Sayeed, AICP, GISP  
Mayo Clinic DRI NOPC  
July 1, 2015  
Page 2

Boulevard to Atlantic Boulevard is exceeding its approved capacity, but Mayo Clinic traffic consumes less than 10% of the approved maximum service volume. San Pablo Road from J. Turner Butler Boulevard to Beach Boulevard does meet the conditions of exceeding 10% significance and exceed capacity as a two lane road. Mitigation was required and provided for the portion of San Pablo Road from J. Turner Butler Boulevard to Beach Boulevard by the end of Phase III and was completed in 1999. The May 18, 2015 NOPC application analyzes the Phase IV and V impacts and provides mitigation consistent with the current proportionate share methods which considers Phases I through III fully mitigated.

#### REVISED NOPC APPLICATION

In an effort to alleviate FDOT's concerns about mitigation expressed to the City, the Applicant respectfully seeks the Department's opinion about the following change to the FDOT's opinion about the following change to the new Development Order condition:

***Applicant-proposed revision to the new Specific Condition specified at the bottom of page 10 of the June 15, 2015 NOPC Application:***

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), prior to Phase V the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements to be agreed upon by the Developer and FDOT the City of Jacksonville and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system. Regardless of method of mitigation, the overall required mitigation is \$2,593,000 (in 2014 dollars). The Developer, at its sole discretion, may exceed the required mitigation. The Developer intends to start the IMR process for the provided conceptual interchange modification to FDOT within one year. This IMR and any feasible alternative coming from this process will be acceptable as transportation mitigation. If no feasible alternative is determined from the IMR, any alternative mitigation payment and/or project(s) shall be to improve J. Turner Butler Boulevard (including interchanges) and must be agreed upon by the Developer and FDOT.

Please feel free to contact me with any questions or comments.

Thank you,

**PROSSER, INC.**



Austin Chapman, PE, PTOE  
Senior Transportation Engineer

Copy: Laurie Santana, Jacksonville Planning and Development Department  
Lurise Bannister, Jacksonville Planning and Development Department  
Helena Parola, Jacksonville Planning and Development Department  
Lindsay Haga, AICP, Northeast Florida Regional Council  
Ana Richmond, Florida Department of Economic Opportunity  
Joseph Addae-Mensa, Florida Department of Economic Opportunity  
Tony Robbins, AICP, Prosser, Inc.  
David Martin, PE, Mayo Foundation for Medical Education and Research  
T.R. Hainline, Jr., Esq., Rogers Towers, P.A.

**PROSSER™**

## ATTACHMENT G (cont.)

### Applicant's Additional Information in response to FDOT and Transportation Section's Concerns

*Mayo Clinic Jacksonville 2002 Annual Monitoring Report  
Appendix C*

**Table A-3: Existing 2002 Traffic Conditions**

Count Station	Roadway Segments	Roadway Characteristics		Maximum <sup>(A)</sup> Pk Hr Service		2002 Conditions		Mayo Clinic 2002 Pk Hr Traffic Vol
		Classification	Lns Group	Volume	LOS	Pk Hr Vol	LOS	
<b>Beach Boulevard</b>								
305	Kernan Blvd - Hodges Blvd	Pr. Arterial	6 Class II	5,080	E	3,850	B	110
944	Hodges Blvd - San Pablo Rd	Pr. Arterial	6 Class II	5,080	E	3,860	B	120
62	San Pablo Rd - SR A1A	Pr. Arterial	6 Class II	5,080	E	3,730	B	100
<b>Butler Boulevard</b>								
924	Belfort Rd - Southside Blvd	Freeway	6 Group 2	9,840	D	6,530	C	90
920	Southside Blvd. - Gate Parkway	Freeway	6 Group 2	9,840	D	7,520	C	190
1008	Gate Parkway - St. Johns Bluff Rd	Freeway	6 Group 2	9,840	D	7,420	C	230
949	St. Johns Bluff Blvd - Kernan Blvd	Freeway	6 Group 2	9,840	D	7,300	C	460
1007	Kernan Blvd - Hodges Blvd	Freeway	6 Group 2	9,840	D	4,950	B	470
921	Hodges Blvd - San Pablo Road	Freeway	6 Group 2	9,840	D	5,260	C	530
950	San Pablo Road - A1A	Freeway	4 Group 2	6,250	D	5,800	C	210
<b>Hodges Boulevard</b>								
7195*	North of Beach Blvd <sup>(B)</sup>	Minor Arterial	4 Class I	3,390	E	2,260	B	20
7198*	South of Beach Blvd	Minor Arterial	4 Class I	3,390	E	2,240	B	60
<b>San Pablo Road</b>								
7242*	North of Beach Blvd	Minor Arterial	2 Class I	1,610	E	2,130	F	80
7244*	South of Beach Blvd	Minor Arterial	4 Class I	3,390	E	2,640	B	830
<b>SR A1A</b>								
5070	North of Butler Blvd	Pr. Arterial	4 Class II	3,110 <sup>(C)</sup>	D	3,970	F	90
80	South of Butler Blvd	Minor Arterial	4 Class II	4,880	D	4,330	D	110

Notes:

<sup>(A)</sup> Source is Local Government Concurrency Management Tables

<sup>(B)</sup> Proposed construction to a four lane divided roadway

<sup>(C)</sup> Source is FDOT Generalized LOS Tables

\* Denotes City of Jacksonville Count Stations, all others denote FDOT Count Station Number

## ATTACHMENT G (cont.)

### Applicant's Additional Information in response to FDOT and Transportation Section's Concerns

Mayo Clinic Jacksonville

2003 Annual Traffic Monitoring Report

Appendix C

**Table A-3: Existing 2003 Traffic Conditions**

Count Station	Roadway Segments	Roadway Characteristics		Maximum <sup>(A)</sup> Pk Hr Service		2003 Conditions		Mayo Clinic
		Classification	Lns Group	Volume	LOS	Pk Hr Vol	LOS	2003 Pk Hr Traffic Vol
	<b>Beach Boulevard</b>							
305	Kernan Blvd - Hodges Blvd	Pr. Arterial	6 Class II	5,080	E	3,760	B	110
944	Hodges Blvd - San Pablo Rd	Pr. Arterial	6 Class II	5,080	E	3,850	B	130
62	San Pablo Rd - SR A1A	Pr. Arterial	6 Class II	5,080	E	3,710	B	100
	<b>Butter Boulevard</b>							
924	Belfort Rd - Southside Blvd	Freeway	6 Group 2	9,840	D	6,710	C	100
920	Southside Blvd. - Gate Parkway	Freeway	6 Group 2	9,840	D	6,920	C	200
1008	Gate Parkway - St. Johns Bluff Rd	Freeway	6 Group 2	9,840	D	6,960	C	240
949	St. Johns Bluff Blvd - Kernan Blvd	Freeway	6 Group 2	9,840	D	7,200	C	480
1007	Kernan Blvd - Hodges Blvd	Freeway	6 Group 2	9,840	D	5,230	B	490
921	Hodges Blvd - San Pablo Road	Freeway	6 Group 2	9,840	D	5,650	C	560
950	San Pablo Road - A1A	Freeway	4 Group 2	6,250	D	5,730	C	220
	<b>Hodges Boulevard</b>							
7195*	North of Beach Blvd	Minor Arterial	4 Class I	3,390	E	2,110	B	30
7198*	South of Beach Blvd	Minor Arterial	4 Class I	3,390	E	2,540	B	60
	<b>San Pablo Road</b>							
7242*	North of Beach Blvd <sup>(B)</sup>	Minor Arterial	2 Class I	1,691	E	2,560	F	90
7244*	South of Beach Blvd	Minor Arterial	4 Class I	3,390	E	2,940	C	870
	<b>SR A1A</b>							
5070	North of Butler Blvd	Pr. Arterial	4 Class II	3,110 <sup>(C)</sup>	D	3,980	F	90
80	South of Butler Blvd	Minor Arterial	4 Class II	4,880	D	4,510	D	120

Notes:

<sup>(A)</sup> Source is Local Government Concurrency Management Tables

<sup>(B)</sup> BJP Proposed two-lane roadway with two-way left turn lane (3-lanes)

<sup>(C)</sup> Source is FDOT Generalized LOS Tables

\* Denotes City of Jacksonville Count Stations, all others denote FDOT Count Station Number

## ATTACHMENT G (cont.)

### Applicant's Additional Information in response to FDOT and Transportation Section's Concerns

Mayo Clinic, Jacksonville Florida

2004 Annual Traffic Monitoring Report

Appendix C

**Table C-3: Existing 2004 Traffic Conditions**

Count Station	Roadway Segments	Roadway Characteristics		Maximum <sup>(A)</sup> Pk Hr Service		2004 <sup>(A)</sup> Conditions		Mayo Clinic
		Classification	Lns Group	Volume	LOS	Pk Hr Vol	LOS	2004 Pk Hr Traffic Vol
<b>Beach Boulevard</b>								
305	Kernan Blvd - Hodges Blvd	Pr. Arterial	6 Class II	5,080	E	3,808	B	120
944	Hodges Blvd - San Pablo Rd	Pr. Arterial	6 Class II	5,080	E	3,456	B	130
62	San Pablo Rd - SR A1A	Pr. Arterial	6 Class II	5,080	E	3,627	B	100
<b>Butler Boulevard</b>								
924	Belfort Rd - Southside Blvd	Freeway	6 Group 2	9,840	D	6,284	C	100
920	Southside Blvd. - Gate Parkway	Freeway	6 Group 2	9,840	D	6,042	C	200
1008	Gate Parkway - St. Johns Bluff Rd	Freeway	6 Group 2	9,840	D	6,042	C	240
949	St. Johns Bluff Blvd - Kernan Blvd	Freeway	6 Group 2	9,840	D	5,909	C	480
1007	Kernan Blvd - Hodges Blvd	Freeway	6 Group 2	9,840	D	5,909	C	500
921	Hodges Blvd - San Pablo Road	Freeway	6 Group 2	9,840	D	5,159	B	560
950	San Pablo Road - A1A	Freeway	4 Group 2	6,250	D	4,697	C	220
<b>Hodges Boulevard</b>								
7195*	North of Beach Blvd	Minor Arterial	4 Class I	3,390	E	1,746	B	30
7198*	South of Beach Blvd	Minor Arterial	4 Class I	3,390	E	2,361	B	60
<b>San Pablo Road</b>								
7242*	North of Beach Blvd <sup>(B)</sup>	Minor Arterial	2 Class I	1,691	E	1,991	F	90
7244*	South of Beach Blvd	Minor Arterial	4 Class I	3,690	E	2,520	B	880
<b>SR A1A</b>								
5070	North of Butler Blvd	Pr. Arterial	4 Class II	3,110 <sup>(C)</sup>	D	4,140	F	90
80	South of Butler Blvd	Minor Arterial	4 Class II	4,880	D	4,930	E	120

**Notes:**

<sup>(A)</sup> Source is most recent COJ Road Link Status Report, 11/15/04

<sup>(B)</sup> BJP Proposed two-lane roadway with two-way left turn lane (3-lanes)

<sup>(C)</sup> Source is FDOT Generalized LOS Tables

\* Denotes City of Jacksonville Count Stations, all others denote .FDOT Count Station Number

**ATTACHMENT G (cont.)**

**Applicant's Additional Information in response to FDOT and Transportation Section's Concerns**

Mayo Clinic, Jacksonville Florida

2005 Annual Traffic Monitoring Report

Appendix C

**Table C-3: Existing 2005 P.M. Peak Hour Traffic Conditions**

Count Station	Roadway Segments	Roadway Characteristics			Maximum <sup>(A)</sup> Pk Hr Service		2005 Existing <sup>(A)</sup> Conditions		Mayo Clinic 2005 Pk Hr Traffic Vol
		Classification	Lns	Group	Volume	LOS	Pk Hr Vol	LOS	
<b>Beach Boulevard</b>									
305	Kernan Blvd - Hodges Blvd	Pr. Arterial	6	Class II	5,080	E	3,774	B	120
944	Hodges Blvd - San Pablo Rd	Pr. Arterial	6	Class II	5,080	E	3,410	B	130
.62	San Pablo Rd - SR A1A	Pr. Arterial	6	Class II	5,080	E	3,706	B	100
<b>Butler Boulevard</b>									
924	Belfort Rd - Southside Blvd	Freeway	6	Group 2	9,840	D	5,782	C	100
920	Southside Blvd. - Gate Parkway	Freeway	6	Group 2	9,840	D	6,654	C	200
1008	Gate Parkway - St. Johns Bluff Rd	Freeway	6	Group 2	9,840	D	6,654	C	240
949	St. Johns Bluff Blvd - Kernan Blvd	Freeway	6	Group 2	9,840	D	6,898	C	480
1007	Kernan Blvd - Hodges Blvd	Freeway	6	Group 2	9,840	D	6,898	C	500
921	Hodges Blvd - San Pablo Road	Freeway	6	Group 2	9,840	D	5,271	C	560
950	San Pablo Road - A1A	Freeway	4	Group 2	6,250	D	4,704	C	220
<b>Hodges Boulevard</b>									
407*	North of Beach Blvd	Minor Arterial	4	Class I	3,390	E	1,746	B	30
408*	South of Beach Blvd	Minor Arterial	4	Class I	3,390	E	2,361	B	60
<b>San Pablo Road</b>									
409*	North of Beach Blvd	Minor Arterial	2	Class I	1,691	E	1,991	F	90
410*	South of Beach Blvd	Minor Arterial	4	Class I	3,690	E	2,520	B	880
<b>SR A1A</b>									
5070	North of Butler Blvd	Pr. Arterial	4	Class II	3,110	D	4,090	F	90
80	South of Butler Blvd	Minor Arterial	4	Class II	4,880	D	4,980	F	120

Notes:

<sup>(A)</sup>Source is most recent COJ Road Links Status Report, dated 8/25/05

\*Denotes City of Jacksonville Count Stations, all others denote FDOT Count Station Number

**ATTACHMENT G (cont.)**

**Applicant's Additional Information in response to FDOT and Transportation Section's Concerns**

Mayo Clinic Jacksonville

2008 Traffic Monitoring Report

**Table E-4: Existing 2008 P.M. Peak Hour Traffic Conditions**

FDOT/ COJ Count Station	Roadway Segments	Roadway Characteristics		Maximum <sup>(A)</sup> Pk Hr Service		2008 Existing <sup>(A)</sup> Conditions		Mayo Clinic 2008 Pk Hr Traffic Vol
		Classification	Lns Group	Volume	LOS	Pk Hr Vol	LOS	
	<b>Beach Boulevard</b>							
305/515	Central Pkwy (FCCJ Access) - Hodges Blvd	Pr. Arterial	6 Class 1	5,080	E	3,575	B	130
944/516	Hodges Blvd - San Pablo Rd	Pr. Arterial	6 Class 1	5,080	E	3,049	B	150
62/517	San Pablo Rd - SR A1A	Pr. Arterial	6 Class 1	5,080	E	2,889	B	120
	<b>J. Turner Butler Boulevard</b>							
924/514	Belfort Rd - Southside Blvd	Freeway	6 Group 2	9,840	D	6,939	C	110
920/88	Southside Blvd. - Gate Parkway	Freeway	6 Group 2	9,840	D	6,958	C	230
1008/88	Gate Parkway - St. Johns Bluff Rd	Freeway	6 Group 2	9,840	D	6,958	C	280
949/89	St. Johns Bluff Blvd - Kernan Blvd	Freeway	8 <sup>(B)</sup> Group 2	13,420	D	7,377	C	550
1007/89	Kernan Blvd - Hodges Blvd	Freeway	6 Group 2	9,840	D	7,377	C	570
921/518	Hodges Blvd - San Pablo Road	Freeway	6 Group 2	9,840	D	5,890	C	650
950/563	San Pablo Road - A1A	Freeway	4 Group 2	6,250	D	5,010	D	260
	<b>Hodges Boulevard</b>							
407	North of Beach Blvd	Minor Arterial	4 Class 1	3,390	E	1,736	B	30
408	South of Beach Blvd	Minor Arterial	4 Class 1	3,390	E	2,615	B	70
	<b>San Pablo Road</b>							
409	North of Beach Blvd	Minor Arterial	2 Class 1	1,690	E	1,927	F	100
410	South of Beach Blvd	Minor Arterial	4 Class 2	3,690	E	2,285	B	1,010
	<b>SR A1A</b>							
306*	North of Butler Blvd	Pr. Arterial	4 Class 2	3,110	D	2,700	D	110
80*	South of Butler Blvd	Minor Arterial	4 Class 2	3,110	D	3,900	F	140

Notes:

- 2008 P.M. Peak Hour determined by factoring the seasonally adjusted 2007 P.M. Peak Hour traffic by the 2006 - 2007 growth rate.
- (A) Source is the most recent COJ Road Links Status Report dated 10/06/08.  
LOS determined from the FDOT Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas, Table 4-4.
- (B) Currently has six lanes with auxiliary lanes so that there are at least 4 lanes in either direction on this segment. Hence it is analyzed as an 8-lane roadway section



**ATTACHMENT G (cont.)**

**Applicant's Additional Information in response to FDOT and Transportation Section's Concerns**



**Existing 2010 P.M. Peak Hour Traffic Conditions**

The 2010 peak-hour traffic volumes and level of service for various segments on the five roadways monitored for the project are shown on Table 8 below. This table also includes a description of the roadway in terms of its classification, number of lanes and arterial group and LOS standard. Since the 2010 volumes shown in this table are taken from actual traffic count data, they include traffic generated by Mayo Clinic Jacksonville 2010 which is also shown in this table.

As reflected in Table 8, all of the roadway segments currently operate at an acceptable level of service, except three segments: San Pablo Road north of Beach Boulevard and SR A1A north and south of Butler Boulevard. These roadway segments currently operate at Level of Service F. Table 8 and Illustration 7 on the following page provide the maximum peak hour traffic volumes, the level of service, and the peak hour traffic volumes that may be attributable to Mayo Clinic Jacksonville based on the traffic assignment percentages estimated for the DRI in the 1993 Substantial Deviation. The Mayo Clinic P.M. peak hour project traffic represents 6.3% of the San Pablo Road maximum service volume, 3.2% of the A1A north segment and 4.1% of the A1A south segment.

**Table 8: Existing 2010 Traffic Conditions**

Count Station	Roadway Segments	Roadway Characteristics			Maximum <sup>(A)</sup> Pk Hr Service		Existing 2010 <sup>(A)</sup> Conditions		Mayo Clinic 2010 Pk Hr Traffic Vol
		Classification	Lns	Group	Volume	LOS	Pk Hr Vol	LOS	
<b>Beach Boulevard</b>									
305	Kernan Blvd - Hodges Blvd	Pr. Arterial	6	Class I	5,360	E	4,609	C	130
944	Hodges Blvd - San Pablo Rd	Pr. Arterial	6	Class I	5,360	E	4,356	B	150
62	San Pablo Rd - SR A1A	Pr. Arterial	6	Class I	5,360	E	3,211	B	120
<b>Butler Boulevard</b>									
924	Belfort Rd - Southside Blvd	Freeway	6	Group 2	10,150	D	7,794	C	110
920	Southside Blvd. - Gate Parkway	Freeway	6	Group 2	10,150	D	7,794	C	230
1008	Gate Parkway - SR 9A	Freeway	6	Group 2	10,150	D	6,526	C	280
949	SR 9A - Kernan Blvd	Freeway	8	Group 2	13,480	D	9,900	C	550
1007	Kernan Blvd - Hodges Blvd	Freeway	6	Group 2	10,150	D	8,250	C	570
921	Hodges Blvd - San Pablo Road	Freeway	6	Group 2	10,150	D	7,100	C	650
950	San Pablo Road - A1A	Freeway	4	Group 2	6,770	D	5,850	D	260
<b>Hodges Boulevard</b>									
407*	North of Beach Blvd	Minor Arterial	4	Class I	3,560	E	1,736	B	50
408*	South of Beach Blvd	Minor Arterial	4	Class I	3,560	E	2,612	B	70
<b>San Pablo Road</b>									
409*	North of Beach Blvd	Minor Arterial	2	Class I	1,600	E	1,882	F	100
410*	South of Beach Blvd	Minor Arterial	4	Class I	3,560	E	2,271	B	1000
<b>SR A1A</b>									
5098	North of Butler Blvd	Pr. Arterial	4	Class II	3,400	D	4,579	F	110
80	South of Buder Blvd	Minor Arterial	4	Class II	3,400	D	4,645	F	140

Notes:

<sup>(A)</sup> City of Jacksonville Road Link Status Report dated 7/30/2010

\* City of Jacksonville Count Stations, all others denote FDOT Count Station Number

**ATTACHMENT G (cont.)**

**Applicant's Additional Information in response to FDOT and Transportation Section's Concerns**

Mayo Clinic Jacksonville DRI  
2012 Biennial Monitoring Report



directional traffic has been done to determine if the contribution by Mayo Clinic Jacksonville currently meets the condition stated in the aforementioned Specific Condition.

**Table 5: Existing 2012 Traffic Conditions**

Count Station	Roadway Segments	Roadway Characteristics			Maximum <sup>(A)</sup> Pk Hr Service		Existing 2012 <sup>(A)</sup> Conditions		Mayo Clinic 2012 Pk Hr Traffic Vol
		Classification	Lns	Group	Volume	LOS	Pk Hr Vol	LOS	
<b>Beach Boulevard</b>									
305	Kernan Blvd - Hodges Blvd	Pr. Arterial	6	Class I	5,360	E	3,977	B	140
944	Hodges Blvd - San Pablo Rd	Pr. Arterial	6	Class II	5,150	E	4,074	D	160
62	San Pablo Rd - Penman Rd.	Pr. Arterial	6	Class I	5,360	E	3,415	B	120
5095	Penman Rd - SR A1A	Pr. Arterial	4	Class II	3,400	E	2,498	D	120
<b>Butler Boulevard</b>									
924	Belfort Rd - Southside Blvd	Freeway	6		10,150	D	7,774	C	120
920	Southside Blvd. - Gate Parkway	Freeway	6		11,050	D	8,234	C	240
1008	Gate Parkway - SR 9A	Freeway	8		14,380	D	8,648	B	290
949	SR 9A - Kernan Blvd	Freeway	8		13,480	D	10,994	C	570
1007	Kernan Blvd - Hodges Blvd	Freeway	6		11,050	D	7,958	C	600
921	Hodges Blvd - San Pablo Road	Freeway	6		10,150	D	7,084	C	670
950	San Pablo Road - A1A	Freeway	4		6,770	D	4,807	C	270
<b>Hodges Boulevard</b>									
407*	North of Beach Blvd	Minor Arterial	4	Class I	3,560	E	1,992	B	50
408*	South of Beach Blvd	Minor Arterial	4	Class I	3,560	E	2,323	B	80
<b>San Pablo Road</b>									
409*	North of Beach Blvd	Minor Arterial	2	Class I	1,600	E	1,700	F	100
410*	Beach Blvd. to W.M. Davis Pkwy	Minor Arterial	4	Class I	3,560	E	2,187	B	530
566*	W.M. Davis Pkwy to JT Butler Blvd	Minor Arterial	6	Class I	5,150	E	3,072	C	1040
<b>SR A1A</b>									
5098	North of Butler Blvd	Pr. Arterial	4	Class II	3,400	D	4,000	F	110
80	South of Butler Blvd	Minor Arterial	4	Class II	3,400	D	3,896	F	140

Notes:

- (A) City of Jacksonville Road Link Status Report dated 3/8/2012 for City streets and FDOT LOS Report June 2012 for FDOT Roads.
- \* City of Jacksonville Count Stations, all others denote FDOT Count Station Number

**ATTACHMENT H**  
**Northeast Florida Regional Council (NEFRC) Final Review**



*Bringing Communities Together*

Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns

July 24, 2015

via electronic and US Mail

Ms. Ana Richmond  
Department of Economic Opportunity  
107 E. Madison Street  
Tallahassee, Florida 32399

RE: Mayo Clinic DRI – Notice of Proposed Change – NEFRC review

Dear Ms. Richmond:

NEFRC staff has reviewed the Notice of Proposed Change (NOPC) for the Mayo Clinic DRI located in the City of Jacksonville, received May 22, 2015. During the review of the application, discussions between the applicant, City and the FDOT resulted in an applicant approved extension for the NEFRC response as July 24, 2015. The extension allowed the applicant and the FDOT to examine the transportation analysis for cumulative trips between phases. The following recommendation is based upon our review of the information provided in the NOPC, updated July 1, 2015, as well as review comments from other agencies (FDOT comments dated July 23, 2015). A comprehensive plan amendment is not necessary to accommodate the changes proposed in the NOPC.

The NOPC proposes three primary changes: extend phasing following statutory extensions as also recognized by the City of Jacksonville; modify Map H to include a possible external vehicular connection to J. Turner Butler Boulevard; and recalculate the transportation mitigation amount using current proportionate fair share formulas, eliminating listed improvements and providing for the initiation of an Interchange Modification Report (IMR).

The proposed changes do not result in additional regional impacts. The proposal to utilize current proportionate fair share methodology results in a calculated mitigation of \$2,593,000 (2014 dollars). Through the development of the IMR, a capital improvement may be identified as acceptable mitigation. The revised development order language includes a provision that if no feasible alternative results from the IMR, then any alternatives shall be agreed upon by the Developer, City and the FDOT (refer to applicant response letter dated July 1, 2015). Since the receipt of the data and analysis showing Phases I through III have been fully mitigated, the FDOT provided specific suggested language for the City to consider (refer to FDOT response email dated July 23, 2015). This suggestion and the applicant's revised draft align as to when the \$2.5 million in transportation improvements or payments will be constructed or paid and

---

6850 Belfort Oaks Place • Jacksonville, FL 32216 • (904) 279-0880 • Fax (904) 279-0881 • Suncom 874-0880 • Suncom Fax 874-0881  
Web Site: [www.nefrc.org](http://www.nefrc.org) • Email: [nefrc@nefrc.org](mailto:nefrc@nefrc.org)  
*Let's Develop our Future*

**ATTACHMENT H (cont.)**  
**Northeast Florida Regional Council (NEFRC) Final Review**

Ms. Ana Richmond  
Mayo Clinic NOPC  
July 24, 2015  
Page 2

that if the IMR does not result in any feasible project, then the \$2.5 million will be paid to the FDOT for an agreed upon improvement between the Developer, City and FDOT.

The FDOT new language softens the inclusion of the City in the determination of which transportation improvement or alternative the \$2.5 million in proportionate fair share payment will be allocated. It is recommended that the development order language read more plainly to reference the City in the decision making process. For example, this clause may be considered "...to be agreed upon by the Developer, the City and the FDOT."

Second, the FDOT new language introduces a concept of adopting a proportionate fair share agreement as referenced in 73-40.045(7)(a)3.a, F.A.C. It is acknowledged that this section also provides local government development agreements as an option to allocate proportionate share payments. To effectuate an agreement under this section, it is recommended that all three affected parties – the Developer, the City and the FDOT be signatories.

Staff recommends that the proposed amendments to the Mayo Clinic DRI D.O. will not result in additional regional impacts. Staff recommends, if the City of Jacksonville adopts the changes as proposed in the NOPC, that the proposed changes do not constitute a substantial deviation. Should you have any questions regarding this recommendation, please contact me at (904) 279-0880.

Sincerely,



Lindsay Haga, AICP  
Director of Planning and Development

cc: Ms. Helena Parola  
Mr. Tony Robbins

## ATTACHMENT I

### Proposed Transportation Special Condition 2, Revised August 10, 2015

Revised 08/10/15

Phases I through III have been fully mitigated, and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014) for Phases IV and V impacts to the regional transportation system, the Developer will contribute \$2,593,000 (in 2014 dollars), the "Proportionate Share Contribution". The Developer will elect to either construct FDOT-approved modifications to the J. Turner Butler/San Pablo Road interchange as described in Option "A" below or pay the Proportionate Share Contribution as described in either Option "B" or Option "C" below. Any of these Options shall relieve the Developer of any further transportation mitigation obligation through Phase V.

**Option "A":** The Developer proposes as mitigation a modification to the J. Turner Butler Boulevard/San Pablo Road interchange to be constructed by the Developer. A FDOT agreed upon conceptual design of an improvement will be subject to an Interchange Modification Report (IMR) or Interchange Justification Report (IJR) with ultimate permitting authority resting with FDOT. The IMR/IJR will be prepared by the Developer and must be submitted to FDOT at least two years prior to the end of Phase IV. The Developer must receive approval of an IMR/IJR prior to construction and must construct within three years of approval or the IMR/IJR will have to be updated and resubmitted for approval. The Developer shall begin construction of the IMR/IJR approved conceptual design of the J. Turner Butler Boulevard interchange modification (defined as a construction contract being awarded and construction bond being posted) prior to commencement of Phase V of the Development Order of this project and must be completed within twenty-four (24) months of the commencement of construction of the interchange modification. In the event that the cost of the IMR, design, right-of-way (if necessary) and construction of the FDOT permitted alternative is less than the Proportionate Share Contribution, the Developer shall pay the difference to FDOT consistent with the timeframe and process specified in Option "B" below.

**Option "B":** Prior to the commencement of Phase V, the Developer shall pay the Proportionate Share Contribution as described below. The Developer shall provide for notification of the City of Jacksonville when the funds are paid. The FDOT shall provide for notification of the City of Jacksonville when the funds are received. The Proportionate Share Contribution shall be used to fund J. Turner Butler Boulevard improvements which mitigate traffic impacts of the Mayo Clinic DRI as agreed upon by the Developer, the City of Jacksonville and FDOT. The FDOT and the City shall execute a Memorandum of Understanding ("MOU") whereby the FDOT identifies a FDOT project that will address the Phase IV and Phase V impacts.

If prior to the commencement of Phase V the FDOT has identified a project, the FDOT shall submit the project pursuant to the MOU to the City. If the City agrees to this project, the Developer shall execute a locally funded agreement for the Proportionate Share Contribution with the FDOT. If prior to the commencement of Phase V the FDOT has not identified a project, the Developer shall contribute the

**ATTACHMENT I (continued)**

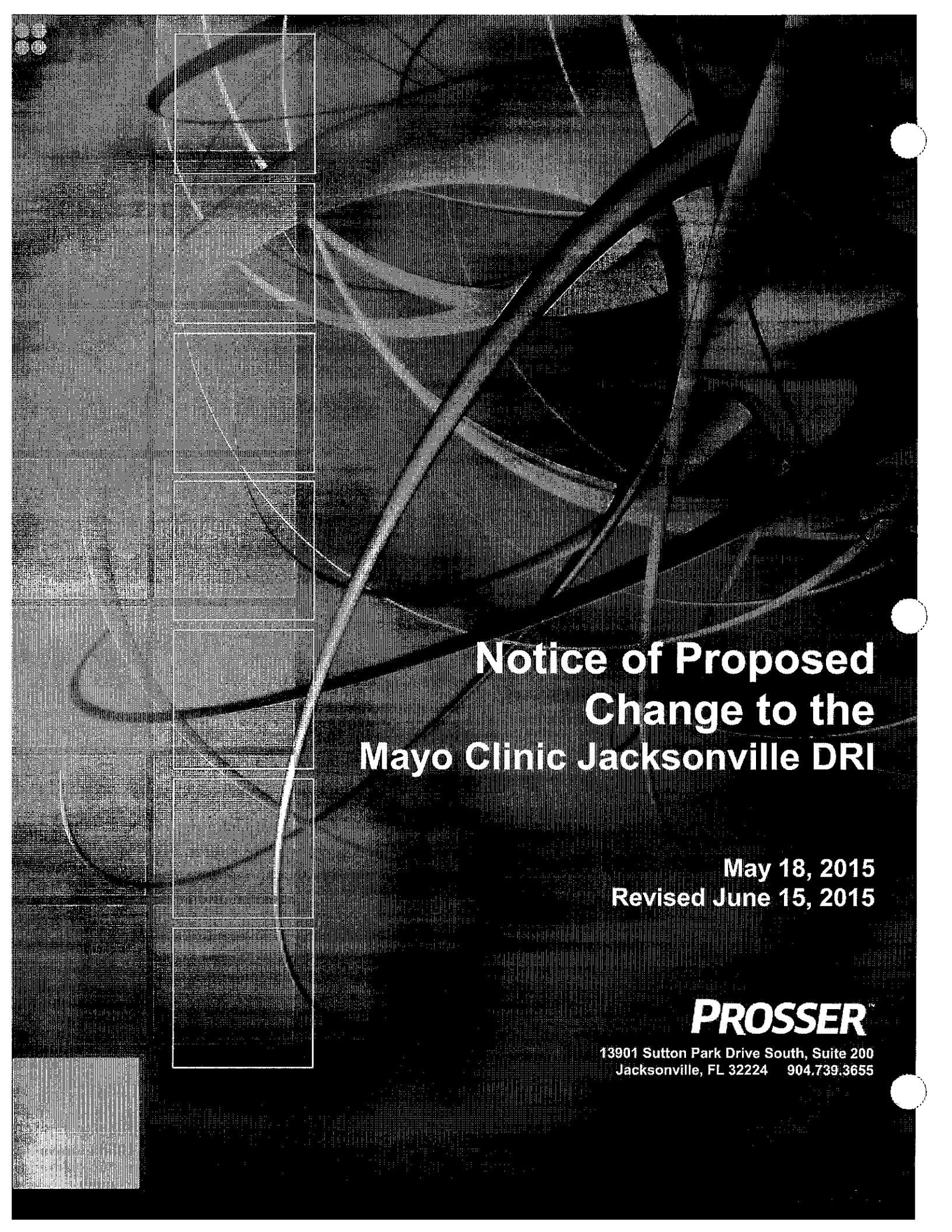
**Proposed Transportation Special Condition 2, Revised August 10, 2015**

Revised 08/10/15

Proportionate Share Contribution to the City. The City will retain the Contribution until the FDOT identifies a project and then enter into a locally funded agreement with FDOT.

**Option "C":** If prior to the commencement of Phase V the FDOT, with concurrence of the City, constructs a facility that addresses the Phase IV and Phase V impacts, prior to the commencement of Phase V the Developer shall contribute the Proportionate Share Contribution to FDOT. The Developer shall provide for notification of the City of Jacksonville when the funds are paid. The FDOT shall provide for notification of the City of Jacksonville when the funds are received.

**ATTACHMENT J**  
**NOPC Application as revised dated June 15, 2015**  
**(see following pages)**



**Notice of Proposed  
Change to the  
Mayo Clinic Jacksonville DRI**

**May 18, 2015  
Revised June 15, 2015**

**PROSSER™**

13901 Sutton Park Drive South, Suite 200  
Jacksonville, FL 32224 904.739.3655



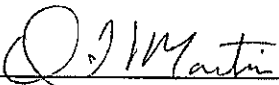
STATE OF FLORIDA  
DEPARTMENT OF ECONOMIC OPPORTUNITY  
DIVISION OF COMMUNITY PLANNING & DEVELOPMENT  
The Caldwell Building, MSC 160  
107 East Madison Street  
Tallahassee, Florida 32399

**NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED  
DEVELOPMENT OF REGIONAL IMPACT (DRI)  
SUBSECTION 380.06(19), FLORIDA STATUTES**

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

1. I, **David Martin, P.E.**, the undersigned authorized representative of the **Mayo Foundation for Medical Education and Research** (Developer), hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), *Florida Statutes*. In support thereof, I submit the following information concerning the **Mayo Clinic Jacksonville DRI ("Mayo Clinic DRI")** development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Jacksonville, to the Northeast Florida Regional Council, and to the Bureau of Community Planning, Department of Economic Opportunity.

5/15/15  
Date

  
\_\_\_\_\_  
David Martin, P.E.  
Chair, Campus Planning and Projects  
Mayo Foundation for Medical Education and Research

**2. Applicant (name, address, phone).**

Mayo Foundation for Medical Education and Research  
**David Martin, P.E.**  
Chair, Campus Planning and Projects  
4500 San Pablo Road  
Stabile Building, Suite 130A  
Jacksonville, FL 32224  
904.953.2963

**3. Authorized Agents (name, address, phone).**

Prosser, Inc.  
**Anthony S. Robbins, AICP**  
13901 Sutton Park Drive South, Suite 200  
Jacksonville, FL 32224  
904.739.3655 Ext. 112

Rogers Towers, P.A.  
**T.R. Hainline, Jr., Esquire**  
1301 Riverplace Boulevard, Suite 1500  
Jacksonville, FL 32207  
904.398.3911

**4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.**

North of J. Turner Butler Boulevard (State Road 202), south of W.M. Davis Parkway, west of San Pablo Road, east of Hodges Boulevard in Jacksonville, Florida (Duval County)

**5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build out date, development order conditions and requirements, or to the representations contained in either the development order or the Application for Development Approval.**

Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

**Proposed Change No. 1: Phasing Extension**

The Applicant proposes to amend the Mayo Clinic DRI Development Order to reflect extensions to the project's phasing and build-out dates pursuant to Chapter 2011-139, Laws of Florida and Section 252.363, F.S. (Executive Order 12-140). **NOPC Exhibit "B"** (see page 11) contains prior acknowledgement of these extensions by the City of Jacksonville Planning and Development Department. **NOPC Exhibit "C"** (see page 13) identifies the revised development schedule.

**Proposed Change No. 2: Master Plan**

Replace Map H with **NOPC Exhibit "E"** (see page 24) which identifies a possible new vehicular connection from the DRI to J. Turner Butler Boulevard (State Road 202) related to Proposed Change No. 3.

**Proposed Change No. 3: Proportionate Share Mitigation**

Pursuant to Subsection 380.06(19)(e)6, *Florida Statutes* a change in the transportation proportionate share calculation and mitigation plan in an adopted development order as a result of recalculation of the proportionate share contribution meeting the requirements of Section

163.3180(5)(h), *Florida Statutes* in effect as of the date of such change shall be presumed not to create a substantial deviation. The proposed changes to the Development Order only relate to a calculation of the proportionate share. Thus, the Developer is not proposing any modifications to the existing Development Order that would constitute a substantial deviation under Subsection 380.06(19), *Florida Statutes*.

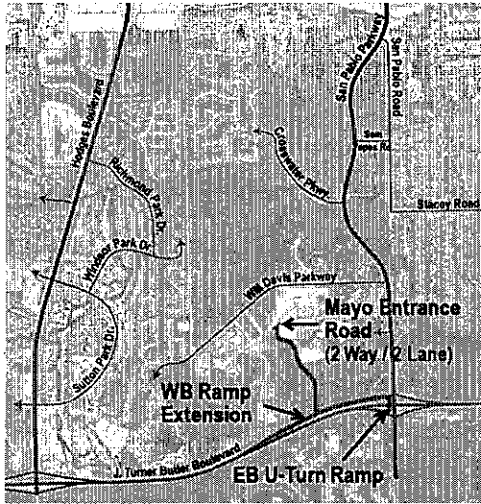
The Jacksonville City Council approved the Mayo Clinic DRI transportation conditions in 1988 and 1992. The Developer is not required to fund any transportation improvements. The transportation mitigation in the current Mayo Clinic DRI Development Order (**Transportation Specific Condition 2**) consists of not continuing development beyond certain points until identified roadway segments are widened. The vast majority of the prescribed roadway improvements have been completed; however, it has become apparent that some portions the prescribed roadway improvements will not occur within a reasonable timeframe, specifically:

- **Widening J. Turner Butler Boulevard from San Pablo Road to State Road A1A to a six-lane arterial.** JTB is not planned for widening before 2040. It is not a part of the North Florida Transportation Planning Organization's Long Range Transportation Plan.
- **Widening San Pablo Road between Beach Boulevard and Atlantic Boulevard to a four-lane arterial.** This San Pablo Road improvement is planned as part of the Better Jacksonville Plan, but is not funded and only planned as three lanes (rather than four lanes) due to right-of-way constraint. This three-lane improvement project is a JTA local option gas tax project with a tentative schedule for construction in the second quarter of 2018.
- **Widening State Road A1A from Solano Road to Sixteenth Avenue South to a six-lane divided arterial.** State Road A1A will not be improved because of policy decisions by City of Jacksonville Beach and St. Johns County that recognize SR A1A as a constrained roadway that will not be expanded due to physical, environmental, or policy constraints. Both jurisdictions do not support any capacity improvements to SR A1A or to parallel minor arterial highway or collector roads. SR A1A will not be widened beyond the existing four lanes.

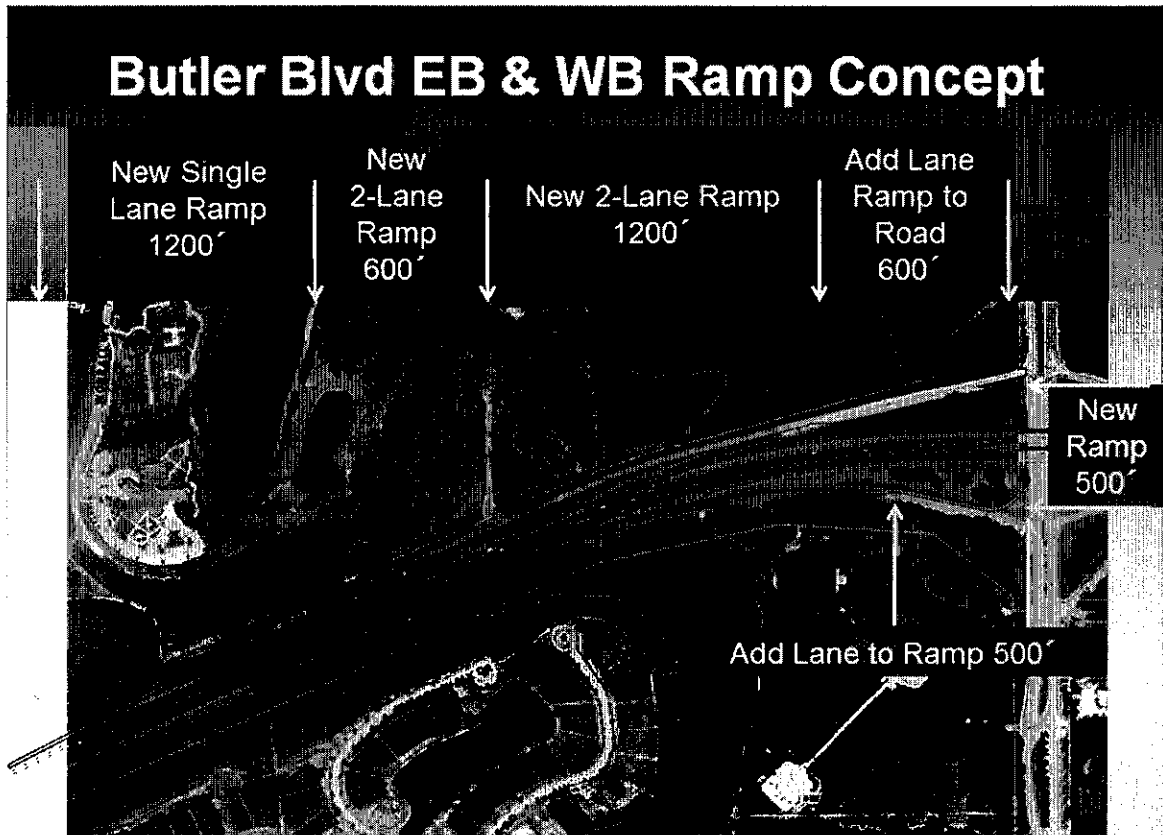
Instead of halting development, the Developer is proposing to use the current State's concurrency and DRI laws that allow the calculation of proportionate share for regional roadway impacts. Thus, the Developer is requesting to calculate proportionate share, consistent with current laws, for its regional impacts to the transportation system for Phases IV and V. The proportionate share analysis shows no impacts in Phase IV and \$2,593,000 of impacts in Phase V.

The Developer respectfully requests the elimination of **Transportation Specific Condition 2** requiring the completion of certain roadway improvements in favor of using the DRI's proportionate share for the remaining development rights using the methodology allowed by the Community Planning Act. A technical memorandum outlining compliance with the Community Planning Act's provisions and the methodology for calculating the proportionate share is included with this application as **NOPC Exhibit "D"** (see page 15). The Developer proposes replacing the Specific Condition with the following:

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), *Florida Statutes* (2014), the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system.



The Developer has proposed this mitigation be in the form of the construction of an interchange modification to J. Turner Butler Boulevard at San Pablo Road. A conceptual design of this improvement depicted below will be subject to an Interchange Monitoring Report (IMR) with ultimate permitting authority resting with FDOT. The Developer will start the IMR process within one year of NOPC approval and construct the feasible alternative from the IMR prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified, the Developer is required to pay \$2,593,000 (in 2014 dollars) to the City of Jacksonville to fund a mobility improvement to be agreed upon by the Developer and the City of Jacksonville.



6. Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, indicate no change.

A Substantial Deviation Determination Chart is attached to this application as **NOPC Exhibit "F"** (see page 26). No changes are proposed to any of the approved land use types as part of this application.

7. List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project?

Since adoption of Resolution 88-983-362 on September 27, 1988 and associated January 23, 1989 Settlement Agreement, the Mayo Clinic Jacksonville DRI Development Order has been revised and amended twice by the Jacksonville City Council and twice by actions of the Florida Legislature.

Description of Change	Final Action
<p>This amendment (i) increased the total amount of building space from 4.5 million to 7.5 million square feet; (ii) increased the total DRI property from 137 acres to 392 acres; (iii) added a final phase (Phase VI); (iv) extended the build-out date from 2020 to 2030; and (v) assigned the additional 3 million square feet to Phase VI.</p> <p>The proposed land uses in the Amended Development Order vary little from those in the Original Development Order. The Amended Development Order expanded the Related Medical and Support Facilities category to include the Wellness Center Facilities and approximately 100 Medical Residents Facilities. All other uses in the Related Medical and Support Facilities category are the same as those in the Original Development Order.</p>	<p>Substantial Deviation approved by Jacksonville City Council Resolution 93-226-247</p> <p>Approved: 07/13/1993</p>
<p>This amendment (i) simultaneously extended Phase IV and shortened Phase V by four years resulting in the following revised phasing schedule: Phase IV 2002-2014, Phase V 2014-2020, Phase VI 2020-2030; (ii) ensured all unused development rights from a previous phase carry over into subsequent phases until build-out; (iii) modified the Public Safety Specific Condition of the Original Development Order, Resolution 88-983-362 and Special Condition J.3 of the Amended Development Order, Resolution 93-226-247, to eliminate the height limitation and the commitment to purchase an aerial ladder truck. Instead the Developer will cause the donation of an off-site parcel of real property to the City for constructing a fire station; (iv) revised the Master Development Plan, Map H to illustrate previous land donations for a water plant and road right-of-way, remove the fire station/EMS site, and modify external access points and the internal traffic circulation pattern; (v) ensured that the water plant is not deducted from the DRI development rights; and (vi) provided for biennial monitoring reporting.</p>	<p>Non Substantial Deviation approved by Jacksonville City Council Ordinance 2006-841-E</p> <p>Approved: 08/22/2006</p>
<p>Chapter 2007-204, Laws of Florida authorized DRI under active construction on July 1, 2007 a three-year extension of all phase, build-out, and expiration dates. Chapter 2011-139, Laws of Florida (The Community Planning Act) authorized approved DRI a four-year extension of all commencement, phase, build-out, and expiration dates. Sec. 252.363, F.S. (2012) granted DRI a ninety-one (91) day tolled period of a state of emergency associated with Tropical Storm Debby plus six months. These laws specifically state these extensions are not subject to review, are not substantial deviations, and will not be considered when evaluating any future extension requests.</p> <p>These laws extended all phase, build-out, and expiration dates by seven years resulting in the following revised phasing schedule: Phase IV 2002-2022, Phase V 2022-2028, Phase VI 2028-2038. The termination date for completion of development within the Mayo Clinic Jacksonville DRI has become October 31, 2038.</p>	<p>Non Substantial Deviation acknowledged by the Jacksonville Planning and Development Department (see NOPC Exhibit "B" on page 11)</p> <p>Approved: 08/04/2011 &amp; 12/26/2012</p>

8. Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, intended use, and adjacent non-project land uses within 1/2 mile on a project master site plan or other map.

The Substantial Deviation adopted by Jacksonville City Council Resolution 93-226-247 increased the total area by 255 acres, from 137 acres to 392 acres. These additional acres and respective intended uses are shown on Map H (see **NOPC Exhibit "E"** beginning on page 24).

9. Indicate if the proposed change is less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19)(b), Florida Statutes.

Do you believe this notification of change proposes a change which meets the criteria of Subparagraph 380.06(19)(e)2., F.S.

Yes

10. Does the proposed change result in a change to the build out date or any phasing date of the project? If so, indicate the proposed new build out or phasing dates.

This proposed change memorializes extensions authorized by Chapter 2007-204, Laws of Florida ("HB 7203"), Chapter 2011-139, Laws of Florida ("HB 7207," the Community Planning Act) and Sec. 252.363, F.S. (Executive Order 12-140). The changes extend the DRI build out, termination, down zoning protection and phase expiration dates and are reflected in **NOPC Exhibit "C"** (see page 13). These three laws specifically state these extensions are not subject to review, are not substantial deviations, and will not be considered when evaluating any future extension requests.

These laws extended all phase, build-out, and expiration dates by seven years resulting in the following revised phasing schedule: Phase IV 2002-2022, Phase V 2022-2028, Phase VI 2028-2038. The termination date for completion of development within the Mayo Clinic Jacksonville DRI has become October 31, 2038.

11. Will the proposed change require an amendment to the local government comprehensive plan?

No, this proposed change does not require an amendment to the City of Jacksonville 2030 Comprehensive Plan.

Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06 (15), F.S., and 73-40.025, Florida Administrative Code:

12. An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

See **NOPC Exhibit "F"** (page 26), an updated Map H that identifies a possible new vehicular connection from the DRI to J. Turner Butler Boulevard (State Road 202).

13. Pursuant to Subsection 380.06(19)(f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

- a. All proposed specific changes to the nature, phasing, and build out date of the development; to development order conditions and requirements; to commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

As depicted in **NOPC Exhibit "A"** (see page 9), revise **General Condition D** in the Original Development Order with the extended dates prescribed in **NOPC Exhibit "B"** (see page 11).

As depicted in **NOPC Exhibit "A"** (see page 9), eliminate **Transportation Specific Condition 2** in the Original Development Order replacing the Specific Condition with the following:

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), *Florida Statutes* (2014), the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system.

The Developer has proposed this mitigation be in the form of the construction of an Interchange Modification to J. Turner Butler Boulevard at San Pablo Road. The conceptual design of this improvement will be subject to an IMR with ultimate permitting authority resting with FDOT. The Applicant will start the IMR process within one year of NOPC approval and award a contract, including posting a construction bond, for the construction of a feasible alternative from the IMR study prior to commencement of Phase V of the development rights of this project. If no feasible alternative is identified, the Developer is required to pay \$2,593,000 (in 2014 dollars) to the City of Jacksonville to fund a mobility improvement to be agreed upon by the Developer and the City of Jacksonville.

- b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;

No real property is being added or removed to the previously approved plan of development.

- c. **A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;**

The proposed changes do not result in a change in the deadline for commencing physical development.

- d. **A proposed amended development order termination date that reasonably reflects the time required to complete the development;**

The proposed changes do not result in a change to the termination date required to complete the development.

- e. **A proposed amended development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable; and**

No change is being proposed for these dates.

- f. **Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 73C-40.025 (7), F.A.C.**

No change is being proposed to annual report specifications.

## List of Exhibits

---

**Exhibit "A" Revised to Development Order Conditions**

**Exhibit "B" City Acknowledgement of Phasing Extension**

**Exhibit "C" Revised Development Schedule**

**Exhibit "D" Traffic Technical Memorandum**

**Exhibit "E" Revised Map H**

**Exhibit "F" Substantial Deviation Determination Chart**



**Notification of a Proposed Change to the  
Mayo Clinic Jacksonville DRI**

**Jacksonville, Florida**

---

**NOPC  
EXHIBIT "A"**

**General Condition D**

The development shall proceed in accordance with the compliance dates proposed and established in the Application for Development Approval of a Substantial Deviation to the Mayo Clinic DRI summarized as follows:

Phase I	Existing
Phase II	1992 – 1995
Phase III	1995 – 2002
Phase IV	2002 – <del>2024</del> 2022
Phase V	<del>2021 – 2027</del> 2022 - 2028
Phase VI	<del>2027 – 2037</del> 2028 - 2038

The termination date for completion of development within the DRI shall be ~~December 31, 2037~~ October 1, 2038.

\* \* \* \* \*

**Transportation Specific Condition 2**

~~If any of the following improvements are not constructed by the end of Phase IV of the development, as set forth in the ADA, and it is determined that any of the following road segments operate as defined in the conditions at the end of Phase IV, or the Conditions will exist, based on projections which are approved by the local government, NEFRPC and DCA, by the end of Phase V for directional peak hour, the Developer shall not be allowed to initiate construction of any development within Phase V for directional peak hour, the Developer shall not be allowed to initiate construction of any development within Phase V which would cause such road segment to operate as defined in the Conditions until a contract has been let to make the listed improvement for that road segment:~~

- ~~(a) Highway A1A from Solano Road (CR210A) to Sixteenth Avenue, South — widened to six lane divided arterial;~~
- ~~(b) Beach Boulevard (SR212) from Hodges Boulevard to Penman Road — widened to six lane divided arterial;~~
- ~~(c) J. Turner Butler Boulevard (SR202) from Belfort Road to Highway A1A — widened to six lane freeway;~~
- ~~(d) Hodges Boulevard from J. Turner Butler Boulevard to Beach Boulevard — widened to four lane divided arterial;~~
- ~~(e) San Pablo Road between Atlantic Boulevard and J. Turner Butler Boulevard — widened to four lane road;~~

~~or for these improvements required during Phase V, by providing a solution acceptable to the local government, NEFRPC and DCA showing how and when the unacceptable condition will be maintained.~~

Phases I through III have been fully mitigated for and the Developer has complied with all Development Order terms and conditions relating to those phases. To meet concurrency requirements pursuant to Subsection 163.3180(5), Florida Statutes (2014), prior to Phase V the Developer will contribute \$2,593,000 (proportionate share contribution in 2014 dollars) in funded transportation improvements to be agreed upon by the Developer and the City of Jacksonville and/or cash payments to offset the Phase IV and V impacts of the DRI to the regional transportation system.

**Notification of a Proposed Change to the  
Mayo Clinic Jacksonville DRI**

Jacksonville, Florida

---

**NOPC  
EXHIBIT "B"**

**Mayo Clinic Jacksonville DRI  
NOPC Exhibit "B"**

**Prosser Hallock™** 13901 Sutton Park Drive South, Suite 200  
Jacksonville, Florida 32224-0224  
p 904.726.2655 f 904.730.2413  
www.prosserhallock.com

August 2, 2011

Ms. Helena Parola  
City Planner III  
Jacksonville Planning and Development Department  
Ed Ball Building, Third Floor  
214 North Hogan Street  
Jacksonville, Florida 32202

RE: **Mayo Clinic Jacksonville Development of Regional Impact  
Prosser Hallock Reference No. 110026.01**

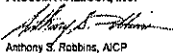
Ms. Parola,

The 2011 Community Planning Act implements the most sweeping changes to Florida's growth management laws in decades including significant changes to Chapter 380, F.S., which regulates Developments of Regional Impact ("DRI"). One provision of this new law is a four-year extension of all commencement, phase, buildout, and expiration dates for approved DRI. Included with this extension are associated mitigation requirements, unless the City has entered into a contract for construction of a facility with funds provided by the developer for a phase under development. The law specifically says this four-year extension is not subject to review, is not a substantial deviation, and will not be considered when evaluating any future extension requests. On behalf of Mayo Clinic Jacksonville, please accept this correspondence as their intention to claim the four-year extension, more specifically:

DRI Component	Before Extension	After Extension
Phase IV	2002 - 2017	2002 - 2021
Phase V	2017 - 2023	2021 - 2027
Phase VI	2023 - 2033	2027 - 2037
Termination Date	12.31.33	12.31.37

I would appreciate receipt of your acknowledgement and concurrence with this notification at your earliest convenience. Should any questions arise in the interim, please do not hesitate to contact me. Thank you for your time and attention.

With kind regards, I am

**PROSSER HALLOCK, INC.**  
  
Anthony S. Robbins, AICP  
Senior Planner

Copy (via e-mail): Edward Lehman, Northeast Florida Regional Council  
Ana Richmond, Florida Department of Community Affairs  
David Martin, P.E., Mayo Clinic Jacksonville  
Mark Miles, Mayo Clinic Jacksonville  
T.R. Hamilton, Jr., Rogers Towers, P.A.

Community | Management | Energy | Rehabilitation

PLANNING AND DEVELOPMENT DEPARTMENT

**Jacksonville**  
Where Florida Begins.

August 4, 2011

Anthony S. Robbins, AICP  
Senior Planner  
Prosser Hallock, Inc.  
13901 Sutton Park Drive South, Suite 200  
Jacksonville, Florida 32224


RE: **HB 7207; Phasing and Termination Date Extensions of the Mayo Clinic DRI**

Dear Mr. Robbins:

This letter confirms the receipt of the notice to extend the phasing and termination dates of the Mayo Clinic DRI by 4 years pursuant to House Bill 7207. HB 7207 authorizes an additional 4-year extension for all valid developments of regional impact and explains that "the 4-year extension is not a substantial deviation, is not subject to further development-of-regional-impact review, and may not be considered when determining whether a subsequent extension is a substantial deviation."

The City of Jacksonville's Planning and Development Department concurs with the request for the extension of phasing and termination dates pursuant to HB 7207. Our files will be updated accordingly.

Should have further concerns or questions, please feel free to contact me at 255-7842 or HParola@cpj.net.

Sincerely,  
  
Helena Atala Parola  
Planner III

214 N Hogan St, Suite 300 Jacksonville, FL 32202 Phone: 904.233.7808 Fax: 904.233.7884 www.cpj.net

**Prosser Hallock™** 13901 Sutton Park Drive South, Suite 200  
Jacksonville, Florida 32224-0224  
p 904.730.2655 f 904.730.2413  
www.prosserhallock.com

December 21, 2012

Ms. Helena Parola  
City Planner III  
Jacksonville Planning and Development Department  
Ed Ball Building, Third Floor  
214 North Hogan Street  
Jacksonville, Florida 32202

RE: **Mayo Clinic Jacksonville Development of Regional Impact  
Prosser Hallock Reference No. 110026.01**

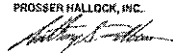
Ms. Parola,

On behalf of Mayo Clinic Jacksonville, please accept this correspondence as their intention to claim the extension granted to Developments of Regional Impact located within Duval County pursuant to Sec. 252.263, F.S. (2012). This extension is for ninety-one (91) days constituting the state of emergency associated with Tropical Storm Dobby plus six (6) months, more specifically:

DRI Component	Before Extension	After Extension
Phase IV	2002 - 2021	2002 - 2022
Phase V	2021 - 2027	2022 - 2028
Phase VI	2027 - 2037	2028 - 2038
Termination Date	12.31.37	09.02.38

I would appreciate receipt of your acknowledgement and concurrence with this notification at your earliest convenience. Should any questions arise in the interim, please do not hesitate to contact me. Thank you for your time and attention.

With kind regards, I am

**PROSSER HALLOCK, INC.**  
  
Anthony S. Robbins, AICP  
Senior Planner

Copy (via e-mail): Edward Lehman, Northeast Florida Regional Council  
Ana Richmond, Florida Department of Community Affairs  
David Martin, P.E., Mayo Clinic Jacksonville  
Mark Miles, Mayo Clinic Jacksonville  
T.R. Hamilton, Jr., Rogers Towers, P.A.

Community | Management | Energy | Rehabilitation

PLANNING AND DEVELOPMENT DEPARTMENT

**Jacksonville**  
Where Florida Begins.

December 26, 2012

Anthony S. Robbins, AICP  
Prosser Hallock  
13901 Sutton Park Drive South, Suite 200  
Jacksonville, Florida 32224

RE: **Mayo Clinic DRBDO  
Section 252.263, Florida Statutes Extensions**

Dear Mr. Robbins:


This letter confirms the receipt of the notice to extend the DRBDO phasing, buildout, and expiration dates of the Mayo Clinic DRI by the 91 day tolled period of the state of the emergency, plus 6 months pursuant to Section 252.263, Florida Statutes.

Section 252.263, Florida Statutes authorizes a 6-month extension in addition to the 91 day tolled period under Executive Order 12-143, due to Tropical Storm Dobby, and its two amendments under Executive Orders 12-192 and 12-217.

The City of Jacksonville's Planning and Development Department concurs with this request pursuant to Section 252.263, Florida Statutes. The phasing, buildout and expiration dates of the Mayo Clinic DRBDO have been extended by 91 days plus 6 months. However, my calculations differ from the termination date calculated in your letter. According to my calculations, the new termination date is October 1, 2013.

Please make note of these changes in the next monitoring report.

Should have further concerns or questions, please feel free to contact me at 255-7842 or HParola@cpj.net.

Sincerely,  
  
Helena Atala Parola  
Planner III

214 N Hogan St, Suite 300 Jacksonville, FL 32202 Phone: 904.233.7808 Fax: 904.233.7884 www.cpj.net

**Notification of a Proposed Change to the  
Mayo Clinic Jacksonville DRI**

**Jacksonville, Florida**

---

**NOPC  
EXHIBIT "C"**

Mayo Clinic Jacksonville DRI  
NOPC Exhibit "C"

PROPOSED LAND USES	PHASE I 1992	PHASE II 1993-1995	PHASE III 1995-2002	PHASE IV 2002-2022	PHASE V 2022-2028	Distribution of Related Medical (PHASES I-V)	PHASE VI 2028-2038	Distribution of Related Medical (PHASES I-VI)
<b>RELATED MEDICAL AND SUPPORT FACILITIES</b>								
Outpatient Facilities	202,900	115,000	400,000	290,000	300,000	1,307,900	1,565,000	2,872,900
Research and Clinical Lab Facilities	18,400	80,000	199,200	35,000	75,000	407,600	340,800	748,400
Education Facilities	5,300		58,400	75,000	75,000	213,700	51,600	265,300
Hospital Facilities			400,000	350,000	300,000	1,050,000	458,100	1,508,100
(Beds)			200	200	200		300	
Housing Facilities			25,000	25,000	50,000	100,000		100,000
Support <sup>(1)</sup>	134,000	10,800	518,400	175,000	250,000	1,088,200	417,100	1,505,300
Total Square Footage	360,600	205,800	1,601,000	950,000	1,050,000	4,167,400	2,832,600	7,000,000
Cumulative Square Footage	360,600	566,400	2,167,400	3,117,400	4,167,400		7,000,000	
<b>HOTEL FACILITIES</b>								
Hotel, Monitored Hotel and Wellness Center Facilities	82,600		260,000				157,400	
(Rooms)	150		350				250	
<b>TOTAL SQUARE FOOTAGE</b>	443,200	205,800	1,861,000	950,000	1,050,000		2,990,000	
<b>CUMULATIVE TOTAL</b>	443,200	649,000	2,510,000	3,460,000	4,510,000		7,500,000	

Revised December 26, 2012

<sup>(1)</sup> Water plant and structured parking building area not included in square footage totals.

**Notification of a Proposed Change to the  
Mayo Clinic Jacksonville DRI**

**Jacksonville, Florida**

---

**NOPC  
EXHIBIT "D"**

**To: Helena Parola**  
**From: Austin Chapman**  
**Date 03/27/2015**  
**RE: Mayo Clinic NOPC**

**Introduction.** The Mayo Clinic NOPC transportation methodology to be used for the analysis was discussed at a methodology meeting held at the City of Jacksonville on September 17, 2014. The procedures used in preparing this report are consistent with the procedures discussed at that meeting. The development plan calls for six phases of development as reflected in Table 1:

Table 1  
 Development Phasing Plan

Phase (Build Out Date)	Outpatient (SF)	Research and Clinical Lab (SF)	Education (SF)	Hospital (Beds)	Housing (SF)	Support (SF)	Hotel (Rooms)
I (1992)	202,900	18,400	5,300	0	0	134,000	150
II (1995)	115,000	80,000	0	0	0	10,800	0
III (2002)	400,000	199,200	58,400	200	25,000	518,400	350
IV (2022)	290,000	35,000	75,000	200	25,000	175,000	0
V (2028)	300,000	75,000	75,000	200	50,000	250,000	0
<b>Total I-V</b>	<b>1,307,900</b>	<b>407,600</b>	<b>213,700</b>	<b>600</b>	<b>100,000</b>	<b>1,088,200</b>	<b>500</b>
VI (2038)	1,565,000	340,800	51,600	300	0	417,100	250

As shown in Table 1, the project is planned for development in six phases and is currently in phase IV. The current development order requires the applicant to prepare a DRI traffic analysis in the mid-year of Phase V to evaluate the impacts of development in Phase VI. Therefore, the scope of this reanalysis that Mayo Clinic DRI is seeking approval for is phase IV and V of the DRI. The project PM Peak trip generation estimates were updated using equations provided by the Institute of Transportation Engineers (ITE) *Trip Generation, Ninth Edition, 2012*. Outputs from this calculation are included in Table 2. As can be seen in Table 2, at the end of Phase III, the Mayo Clinic DRI is estimated to have produced 1,868 PM Peak Hour external trips. At the end of Phase V, the DRI is expected to produce 3,302 PM Peak Hour external trips.



**Table 2: Peak Hour Trip Generation**

PM PEAK TRIP GENERATION - Phase IV (Cumulative)							
ITE Code	Land Use Description	Quantity (X)	Units	Trip Rate (T)	PM Peak Hour Trips	Enter	Exit
150	Support Facility	838.200	1000 SF GFA	$\ln(T)=0.64*\ln(X) + 1.14$	210	53	158
220	Apartments	50	DU	$T=0.55*(X) + 17.65$	45	29	16
310	Hotel	250	RM	$(T)=0.6*(X)$	150	77	74
310	Monitored Hotel	250	RM	$(T)=0.6*(X)$	150	77	74
610	Inpatient Hospital	400	Bed	$T=1.42*(X)$	568	187	381
SITE	Outpatient Hospital	1,007.900	1000 SF GFA	$T=1.78*(X)$	1,794	232	1,562
760	Research Facility	252.600	1000 SF GFA	$\ln(T)=0.83*\ln(X)+1.06$	285	43	242
760	Education Facility	138.700	1000 SF GFA	$\ln(T)=0.83*\ln(X)+1.06$	173	26	147
Total					3,375		
Trip Reduction					844	25%	
External Trips					2,531		

Trip Generation Source: ITE, *Trip Generation, 9th Edition*, 2012

PM PEAK TRIP GENERATION - Phase V (Cumulative)							
ITE Code	Land Use Description	Quantity (X)	Units	Trip Rate (T)	PM Peak Hour Trips	Enter	Exit
150	Support Facility	1,088.200	1000 SF GFA	$\ln(T)=0.64*\ln(X) + 1.14$	248	62	186
220	Apartments	100	DU	$T=0.55*(X) + 17.65$	73	47	26
310	Hotel	250	RM	$(T)=0.6*(X)$	150	77	74
310	Monitored Hotel	250	RM	$(T)=0.6*(X)$	150	77	74
610	Inpatient Hospital	600	Bed	$T=1.42*(X)$	852	281	571
SITE	Outpatient Hospital	1,307.900	1000 SF GFA	$T=1.78*(X)$	2,328	301	2,027
760	Research Facility	327.600	1000 SF GFA	$\ln(T)=0.83*\ln(X)+1.06$	353	53	300
760	Education Facility	213.700	1000 SF GFA	$\ln(T)=0.83*\ln(X)+1.06$	248	37	211
Total					4,402		
Trip Reduction					1,101	25%	
External Trips					3,302		

Trip Generation Source: ITE, *Trip Generation, 9th Edition*, 2012

PM PEAK TRIP GENERATION - Phase III (Cumulative)							
ITE Code	Land Use Description	Quantity (X)	Units	Trip Rate (T)	PM Peak Hour Trips	Enter	Exit
150	Support Facility	663.200	1000 SF GFA	$\ln(T)=0.64*\ln(X) + 1.14$	181	45	136
220	Apartments	25	DU	$T=0.55*(X) + 17.65$	31	20	11
310	Hotel	250	RM	$(T)=0.6*(X)$	150	77	74
310	Monitored Hotel	250	RM	$(T)=0.6*(X)$	150	77	74
610	Inpatient Hospital	200	Bed	$T=1.42*(X)$	284	94	190
SITE	Outpatient Hospital	717.900	1000 SF GFA	$T=1.78*(X)$	1,278	165	1,113
760	Research Facility	297.600	1000 SF GFA	$\ln(T)=0.83*\ln(X)+1.06$	326	49	277
760	Education Facility	63.700	1000 SF GFA	$\ln(T)=0.83*\ln(X)+1.06$	91	14	77
Total					2,491		
Trip Reduction					623	25%	
External Trips					1,868		

Trip Generation Source: ITE, *Trip Generation, 9th Edition*, 2012

**Traffic Projections.** The determination of future traffic has been accomplished using the Florida Standard Urban Transportation Model Structure and the Northeast Regional Planning Model (NERPM) Version 4.2 network and socio-economic data. The model base year is 2005 and the design year is 2035. Model network has also been developed for interim years 2015 and 2025. Socio-economic data has also been developed for each year from 2010 to 2035. The basis of the transportation network data was the 2015 model for the Phase IV analysis. The First Coast TPO master project list was reviewed to ensure only the network that is projected to be in place in 2020 is used. For Phase IV, the 2015 network was used with the following specific modifications discussed at the methodology meeting and follow-up correspondence:

1. The SR 9B extension from CR 2209 (St Johns Parkway) to I-95 4 lane is included by 2021
2. SR 9A (I-295) from SR 9B to JTB was included as 6 lanes by 2021
3. Brougham Ave. (unpaved road) was removed as a cut through road
4. Zone 466 was split to separate Mayo SE data and residential SE data on WM Davis
5. Zone 403 was created to include only the Mayo DRI
6. Almost all employment from Zone 2036 (across the street from Mayo) was moved to the Zone 403 (Mayo). There is only a gas station in zone 2036.
7. The facility type for Beach Boulevard from Hodges Blvd to San Pablo Road was changed from 23 to 24

The NERPM model zonal data from 2021 was used for phase IV analysis. Zone 403 data was modified to ensure model volumes were within 10% of the Phase IV daily trips projected by ITE to reach the external network at the build out of Mayo Clinic Phase IV. NERPM model zonal data from 2027 was used for phase V analysis. Zone 403 data was modified to ensure model volumes were within 10% of the Phase V daily trips projected by ITE to reach the external network.

The total traffic and Mayo Clinic DRI traffic were then developed. The total traffic on each link was determined as the higher of a 1% annual growth rate and the factored transportation demand model volumes. The model volumes were factored by the Model Output Conversion Factor (0.97) and standard K (9%) to derive peak hour traffic. The Mayo Clinic DRI traffic was determined using a select link analysis to determine trip distribution percentages. These distribution percentages were multiplied by total ITE trip generation estimates to determine anticipated Mayo DRI traffic anticipated on each link. The portion of the segment with the highest project traffic was used for both project distribution and model volumes to ensure a conservative approach and the highest likelihood of discovering a significant and adverse impact to a roadway segment. An attribute was created in the Loaded Network called Used\_Link\_Yes\_1 to show portions of the segment that were used for distribution and volume analysis – this is intended to help reviewers. Where the attribute is 1, the portion was used, where the attribute is 0, the portion was not used.

**Significance Threshold.** Though the significance threshold for the Mayo Clinic DRI is 10%, the City requested the applicant evaluate transportation impacts based on the more stringent 5% threshold. This analysis will review transportation impacts based on a 5% threshold, though the 10% threshold will be retained for any future analysis including the reanalysis required before Phase VI.

**Community Planning Act.** The applicant followed Subsection 163.3180(5)(h), *Florida Statutes* (2014) relating to transportation deficiencies and proportionate share calculation. Specific sections to highlight are Subsection 163.3180(5)(h)2, *Florida Statutes* (2014) listed on the following page.

*"a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service."*

Mayo Clinic DRI is seeking approval for Phases IV and V of the DRI. Phases I-III are complete. Phase VI cannot be reanalyzed prior to the middle of Phase V. When calculating proportionate share in Phase V of this analysis, the trips used in the numerator are phase IV and V trips on the given segment during the peak hour since these are the stages or phases being approved.

*b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.*

*"4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review."*

Per these sections, the applicant has assumed any background segment deficiencies have been corrected. When determining if a segment is deficient, the applicant has included Phase I-III trips as background traffic since (per section c.) these trips shall be deemed fully mitigated in the transportation analysis of the subsequent phases. In addition, phase III trips are committed since the DRI has satisfied its transportation commitments for Phase III development. There were no significant and adverse impacts identified in Phase IV, so the applicant has cumulative analyzed Phase IV and V traffic to determine if the Phase V impacts require mitigation.

*"c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase."*

The current development order required the widening of San Pablo Road from J Turner Butler to Beach Boulevard before moving into Phase IV. This required improvement was provided with the completion of construction in 1999. Mayo Clinic DRI donated R/W for this widening. The DRI moved into Phase IV in 2002 and remains in Phase IV today. All of the cumulative Phase III transportation impacts are deemed fully mitigated in this transportation analysis.

Mayo Clinic Jacksonville DRI  
NOPC Exhibit "D"

**Results.** Table 3 shows there is no significant and adverse impact identified in Phase IV. Table 4 shows there is one significant and adverse impact revealed in Phase V. The proportionate share calculation for the Phase V impact is shown in Table 5. As can be seen in Table 5, \$2,593,000 as the Mayo Clinic DRI proportionate share cost. Tables 3, 4, and 5 can be seen below:

Table 3  
Mayo Clinic DRI  
Future Roadway Conditions Phase IV

1	2	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Roadway Link Identification		Roadway Characteristics				Phase IV- 2021											
Link ID	Roadway Segment	Number of Lanes & Approved Road Type	Segment Length (Miles)	LOS Std.	Financially Secure MSV	2021 Projected 1% Growth	2021 Model Total Peak Hour Volume	Phase III Cumulative Project Traffic (Gen*Col 17)	Phase IV Project Traffic (Gen*Col 17)	2021 Background Volume (Greater of Col 10 or Col 11 - Col 13)	2021 Background Deficiency? (Col 14 > Col 9?)	Capacity Needed for Background (FS 163.3180 (S)(h))	2021 External Trip Assignment	2021 Project % of MSV (Col 12*Col 13/Col 9)	Significant Contribution (Col 18 > 5%?)	2021 Total Traffic (Col 13 + Col 14)	Significant & Adverse Impacts (IF Col 19 = YES, IS Col 20 > Col 16?)
<b>Beach Blvd (SR 212/US 90)</b>																	
314	SR 9A - Kerman Blvd	6-Art 1	1.94	E	5,390	5,054	6,477	260	92	6,385	Yes	7,210	13.9%	6.5%	Yes	6,477	NO
315	Kerman Blvd - Hodges Blvd	6-Art 1	1.77	E	5,390	4,520	5,891	340	121	5,770	Yes	7,210	18.2%	8.5%	Yes	5,891	NO
316	Hodges Blvd - San Pablo Rd	6-Art 1	1.27	E	5,390	4,180	4,161	415	147	4,032	No	5,390	22.2%	10.4%	Yes	4,180	NO
317	San Pablo Rd - Penman Rd.	6-Art 1	1.95	E	5,390	3,756	4,046	185	66	3,980	No	5,390	9.9%	4.6%	No	4,046	NO
318	Penman Rd - SR A1A	4-Art II	0.83	E	3,040	2,576	2,378	50	18	2,558	No	3,040	2.7%	2.3%	No	2,576	NO
<b>J. Turner Butler (SR 202)</b>																	
296	I-95 to Belfort Rd	6-II	0.56	D	8,840	10,060	4,960	204	72	9,988	Yes	11,780	10.9%	3.1%	No	10,060	NO
297	Belfort Rd - Southside Blvd	6-F	1.96	D	10,060	7,970	7,027	262	93	7,878	No	10,060	14.0%	3.5%	No	7,970	NO
298	Southside Blvd. - Gate Parkway	6/I-F	0.99	D	11,860	9,380	7,283	314	111	9,268	No	11,860	16.8%	3.6%	No	9,380	NO
299	Gate Parkway - I-295	8/I-F	1.20	D	15,190	9,817	7,181	372	132	9,685	No	15,190	19.9%	3.3%	No	9,817	NO
300	I-295 - Kerman Blvd	8-F	1.07	D	13,480	11,227	10,874	686	243	10,983	No	13,480	36.7%	6.9%	Yes	11,227	NO
301	Kerman Blvd - Hodges Blvd	6/I-F	1.92	D	11,860	9,817	8,512	723	257	9,561	No	11,860	38.7%	8.3%	Yes	9,817	NO
302	Hodges Blvd - San Pablo Road	6-F	1.92	D	10,060	7,047	8,016	762	271	7,745	No	10,060	40.8%	10.3%	Yes	8,016	NO
303	San Pablo Road - A1A	4-F	2.91	D	6,700	4,909	6,667	269	95	6,571	No	6,700	14.4%	5.4%	Yes	6,667	NO
<b>3rd Street (SR A1A)</b>																	
351	DaVal County Line to 34th Ave	4-Art II	0.69	E	3,040	4,034	2,781	69	25	4,009	Yes	4,990	3.7%	3.1%	No	4,034	NO
80	Solana Road to DaVal County Line	4-Art I	1.69	D	3,580	4,811	4,384	121	43	4,768	Yes	5,390	6.5%	4.6%	No	4,811	NO
<b>I-295 (SR 9A)</b>																	
62	St Johns Bluff to Beach Blvd	4-F	2.05	D	6,700	7,484	7,426	116	41	7,443	Yes	10,060	6.2%	2.3%	No	7,484	NO
63	Beach Blvd to Town Center Pkwy.	6-F	1.29	D	10,060	8,165	7,598	0	0	8,165	No	10,060	0.0%	0.0%	No	8,165	NO
64	Town Center Pkwy. To J. Turner Butler	6-F	1.1	D	10,060	8,262	8,173	6	2	8,260	No	10,060	0.3%	0.1%	No	8,262	NO
65	J. Turner Butler to Gate Pkwy.	8-F	1.18	D	13,480	8,699	12,289	310	110	12,179	No	13,480	16.6%	3.1%	No	12,289	NO
<b>I-95</b>																	
30	JTB to Bowden	6/2-F	1.48	D	11,860	10,886	13,431	149	53	13,378	Yes	15,190	8.0%	1.7%	No	13,431	NO
<b>Atlantic Blvd (SR 10)</b>																	
123	Girvin Rd. To San Pablo Rd.	6-Art 1	1.37	E	5,390	5,006	6,639	65	23	6,616	Yes	7,210	3.5%	1.6%	No	6,639	NO
124	San Pablo Rd. to A1A	6-Art 1	1.46	E	5,390	4,666	6,094	37	13	6,080	Yes	7,210	2.0%	0.9%	No	6,094	NO
<b>Southside Blvd (SR 115)</b>																	
225	Baymeadows to JTB	6-Art 1	2.17	E	5,390	5,006	5,855	64	23	5,833	Yes	7,210	3.4%	1.6%	No	5,855	NO
<b>Hodges Blvd</b>																	
407	Beach Blvd - Atlantic Blvd	4-Art 1	2.20	E	3,580	2,381	2,708	47	17	2,691	No	3,580	2.5%	1.8%	No	2,708	NO
408	J. Turner Butler to Beach Blvd.	4-Art 1	2.50	E	3,580	3,186	2,298	39	14	3,172	No	3,580	2.1%	1.5%	No	3,186	NO
<b>San Pablo Blvd</b>																	
409	Atlantic Blvd. to Beach Blvd.	2-Art 1	2.50	E	1,600	1,789	1,246	148	52	1,737	Yes	3,580	7.9%	12.5%	Yes	1,789	NO
410	Beach Blvd. to WM Davis Pkwy.	4-Art 1	1.60	E	3,560	2,505	2,827	794	282	2,545	No	3,560	42.5%	30.2%	Yes	2,827	NO
566	WM Davis Pkwy. To J. Turner Butler	6-Art 1	0.60	E	5,150	3,292	3,176	1,054	374	2,918	No	5,150	56.4%	27.7%	Yes	3,292	NO

<sup>1</sup>FDOT Generalized LOS Tables, 2012

**Mayo Clinic Jacksonville DRI  
NOPC Exhibit "D"**

**Table 4  
Mayo Clinic DRI  
Future Roadway Conditions Phase V**

1	2	6	7	8	9	22	23	24	25	26	27	28	29	30	31	32	33
Roadway Link Identification		Roadway Characteristics				Phase V - 2027											
Link ID	Roadway Segment	Number of Lanes & Approved Road Type	Segment Length (Miles)	LOS Std.	Financially Secure MSV	2027 Projected % Growth	2027 Model Total Peak Hour Volume	Phase III Cumulative Project Traffic (Gen*Col 29)	Phase IV+V Project Traffic (Gen*Col 29)	2027 Background Volume (Greater of Col 22 or Col 23 - Col 25)	2027 Background Deficiency? (Col 26 > Col 9?)	Capacity Needed for Background (FS 163.3180 (5)(h))	2027 External Trip Assignment	2027 Project % of MSV (Col 24 + Col 25 / Col 9)	Significant Contribution (Is Col 30 > 5%)?	2027 Total Peak Hour Traffic (Col 25 + Col 26)	Significant & Adverse Impacts (IF Col 31 = YES, IS Col 32 > Col 28?)
<b>Beach Blvd (SR 212/US 90)</b>																	
314	SR 9A - Kernan Blvd	6-Alt I	1.94	E	5,390	5,382	6,509	254	195	6,314	Yes	7,210	13.6%	8.33%	Yes	6,509	NO
315	Kernan Blvd - Hodges Blvd	6-Alt I	1.77	E	5,390	4,813	5,927	342	262	5,665	Yes	7,210	18.3%	11.21%	Yes	5,927	NO
316	Hodges Blvd - San Pablo Rd	6-Alt I	1.27	E	5,390	4,451	4,291	413	317	4,134	No	5,390	22.1%	13.54%	Yes	4,451	NO
317	San Pablo Rd - Penman Rd.	6-Alt I	1.95	E	5,390	4,000	4,245	172	132	4,113	No	5,390	9.2%	5.64%	Yes	4,245	NO
318	Penman Rd - SR A1A	4-Alt II	0.83	E	3,040	2,743	2,434	47	36	2,707	No	3,040	2.5%	2.72%	No	2,743	NO
<b>J. Turner Butler (SR 202)</b>																	
296	I-95 to Belfort Rd	6-II	0.56	D	8,840	10,712	6,853	215	165	10,547	Yes	11,780	11.5%	4.29%	No	10,712	NO
297	Belfort Rd - Southside Blvd	6-F	1.96	D	10,060	8,487	8,759	265	204	8,555	No	10,060	14.2%	4.66%	No	8,759	NO
298	Southside Blvd. - Gate Parkway	6/I-F	0.99	D	11,860	9,988	9,063	323	248	9,740	No	11,860	17.3%	4.82%	No	9,988	NO
299	Gate Parkway - I-295	8/I-F	1.20	D	15,190	10,454	8,327	385	295	10,158	No	15,190	20.6%	4.48%	No	10,454	NO
300	I-295 - Kernan Blvd	8-F	1.07	D	13,480	11,954	11,680	688	527	11,427	No	13,480	36.8%	9.01%	Yes	11,954	NO
301	Kernan Blvd - Hodges Blvd	6/I-F	1.92	D	11,860	10,454	9,079	729	559	9,895	No	11,860	39.0%	10.86%	Yes	10,454	NO
302	Hodges Blvd - San Pablo Road	6-F	1.92	D	10,060	7,504	8,405	766	588	7,817	No	10,060	41.0%	13.46%	Yes	8,405	NO
303	San Pablo Road - A1A	4-F	2.91	D	6,700	5,227	6,748	267	205	6,543	No	6,700	14.3%	7.05%	Yes	6,748	YES
<b>3rd Street (SR A1A)</b>																	
351	Duval County Line to J4th Ave	4-Alt II	0.69	E	3,046	4,295	2,989	67	52	4,244	Yes	4,590	3.6%	3.91%	No	4,295	NO
80	Solana Road to Duval County Line	4-Alt I	1.69	D	3,580	5,123	4,492	116	89	5,034	Yes	5,390	6.2%	5.72%	Yes	5,123	NO
<b>I-295 (SR 9A)</b>																	
62	St Johns Bluff to Beach Blvd	4-F	2.05	D	6,700	7,970	7,585	112	86	7,884	Yes	10,060	6.0%	2.96%	No	7,970	NO
63	Beach Blvd to Town Center Pkwy.	6-F	1.29	D	10,060	8,694	7,739	0	0	8,694	No	10,060	0.0%	0.00%	No	8,694	NO
64	Town Center Pkwy. To J. Turner Butler	6-F	1.1	D	10,060	8,798	8,317	6	4	8,793	No	10,060	0.3%	0.10%	No	8,798	NO
65	J. Turner Butler to Gate Pkwy.	8-F	1.18	D	13,480	9,263	13,143	297	228	12,915	No	13,390	15.9%	3.89%	No	13,143	NO
<b>I-95</b>																	
30	JTD to Bowden	62-F	1.48	D	11,860	11,592	14,676	148	113	14,563	Yes	15,190	7.9%	2.20%	No	14,676	NO
<b>Atlantic Blvd. (SR 10)</b>																	
123	Givin Rd. To San Pablo Rd.	6-Alt I	1.37	E	5,390	5,330	6,884	69	53	6,831	Yes	7,210	3.7%	2.27%	No	6,884	NO
124	San Pablo Rd. to A1A	6-Alt I	1.46	E	5,390	4,968	6,273	45	34	6,238	Yes	7,210	2.4%	1.47%	No	6,273	NO
<b>Southside Blvd (SR 115)</b>																	
225	Baymeadows to JTD	6-Alt I	2.17	E	5,390	5,330	6,056	65	50	6,006	Yes	7,210	3.5%	2.14%	No	6,056	NO
<b>Hodges Blvd</b>																	
407	Beach Blvd. - Atlantic Blvd	4-Alt I	2.20	E	3,580	2,559	2,826	50	39	2,788	No	3,580	2.7%	2.49%	No	2,826	NO
408	J. Turner Butler to Beach Blvd.	4-Alt I	2.50	E	3,580	3,425	2,510	39	30	3,394	No	3,580	2.1%	1.94%	No	3,425	NO
<b>San Pablo Blvd.</b>																	
409	Atlantic Blvd. to Beach Blvd.	2-Alt I	2.30	E	1,600	1,923	1,392	159	122	1,801	Yes	3,580	8.5%	17.54%	Yes	1,923	NO
410	Beach Blvd. to WM Davis Pkwy.	4-Alt I	1.60	E	3,560	2,692	2,952	792	608	2,345	No	3,560	42.4%	39.32%	Yes	2,952	NO
566	WM Davis Pkwy. To J. Turner Butler	6-Alt I	0.60	E	5,150	3,539	3,367	1,056	810	2,729	No	5,150	56.5%	36.22%	Yes	3,539	NO

<sup>1</sup> FDOT Generalized LOS Tables, 2012

**Table 5  
Mayo Clinic DRI  
Proportionate Share Calculation**

Butler Blvd (San Pablo Rd to SR A1A)	Widen 4 Ln	Roadway	1.85 Miles	\$3,719,230	\$ 6,880,600
	Freeway to 6 Ln	Signals	0 Each	\$ -	\$ -
	Freeway Incl ICW	Bridge	223,880 SF	\$ 145	\$32,462,600
	Bridge	PE & CEI (2)	46% of Const		\$ 3,165,100
		SUBTOTAL			\$42,508,300
		Right-of-Way	0% of Const		\$ -
		TOTAL			\$42,508,300
Roadway Segment	Improvement	Service Volumes	Project Traffic (1)	Project Share	Project Share Cost
Butler Blvd (San Pablo Rd to SR A1A)	Widen 4 Ln	Existing SV	6,700		
	Freeway to 6 Ln	Improvement SV	10,060		
	Freeway Incl ICW	SV Increase	3,360	205	6.10%
					\$ 2,593,000

(1) Project traffic is Phase IV and V traffic per F.S. 163.3180(5)(h)

Source: FDOT Cost Per Mile Model 4/15/14

FDOT Bridge Costs 4/29/14

**Mitigation.** The applicant is proposing an operational improvement at the interchange of J Turner Butler (SR 202) and San Pablo Boulevard. A concept is shown in Appendix A. The applicant will be responsible for an Interchange Modification Report (IMR) which will be reviewed by FDOT. This IMR, as approved by FDOT, will determine the actual improvements to be made at the interchange. Under any circumstance, the applicant will provide a mobility improvement that will benefit a regionally significant transportation facility that is greater than the project's proportionate share of impacts. The applicant will start the IMR process within 1 year and will start actual construction of the improvement no later than Phase V of development.

Please do not hesitate to contact me if you have any questions regarding this analysis.

Thank you,

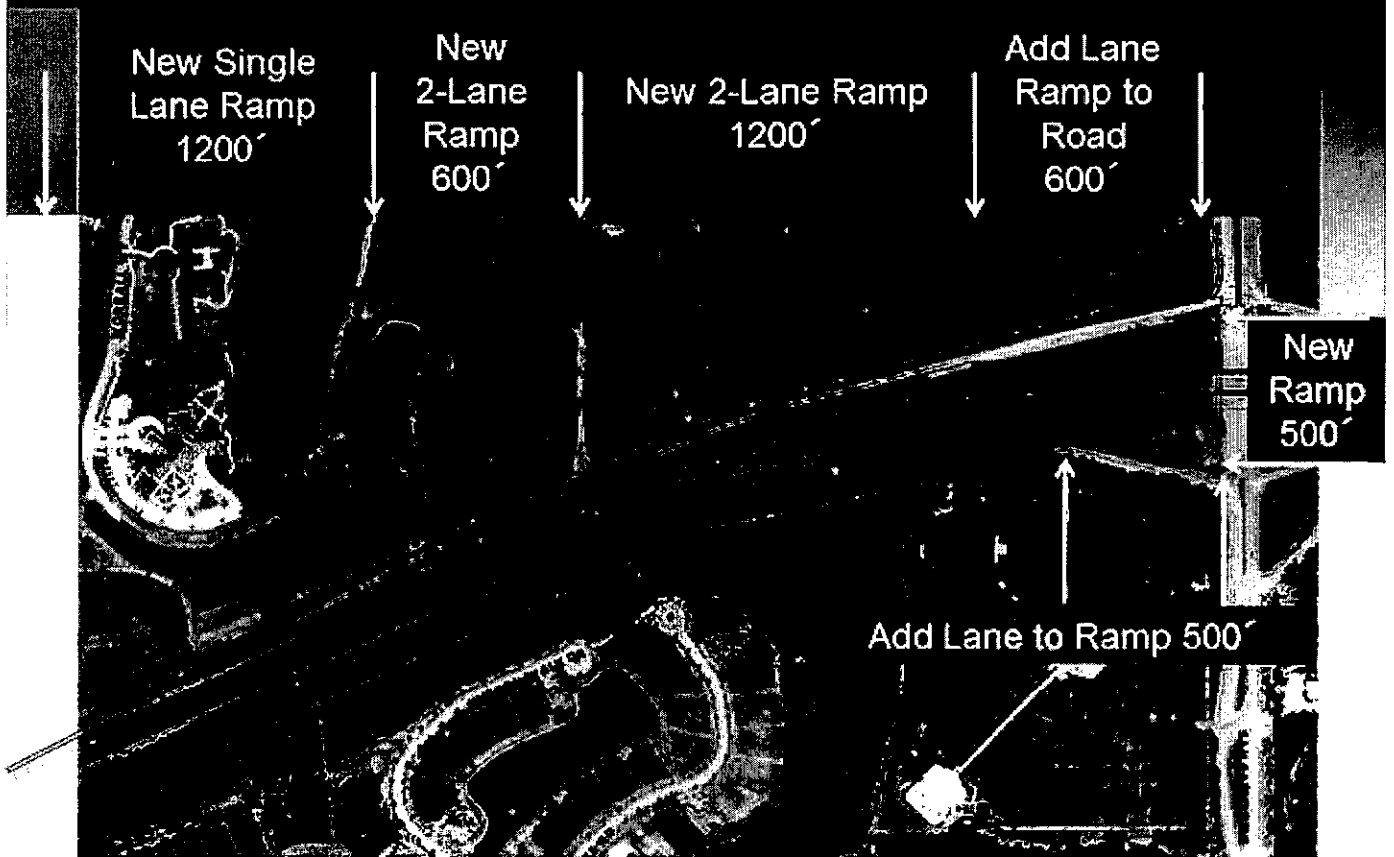
Prosser, Inc.



Austin Chapman, PE, PTOE

Appendix A  
Interchange Improvement Concept

# Butler Blvd EB & WB Ramp Concept



**Notification of a Proposed Change to the  
Mayo Clinic Jacksonville DRI**

Jacksonville, Florida

---

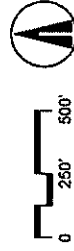
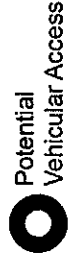
**NOPC  
EXHIBIT "E"**



**Mayo Clinic Jacksonville DRI**  
**Notification of Proposed Change**



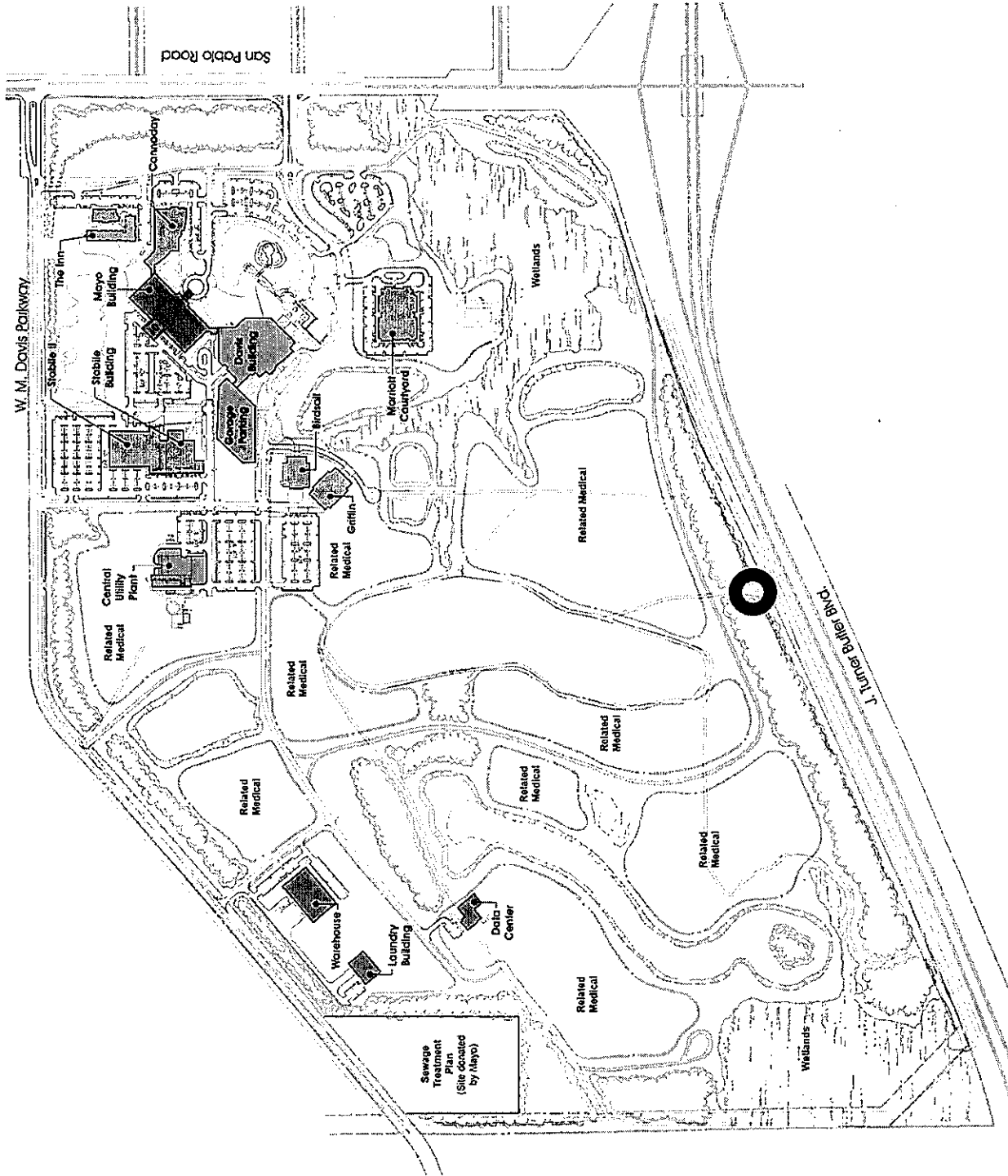
**NOPC Exhibit "E"**



**PROSSER**

May 15, 2015

113038.01



**Notification of a Proposed Change to the  
Mayo Clinic Jacksonville DRI**

Jacksonville, Florida

---

**NOPC  
EXHIBIT "F"**

Substantial Deviation Determination Chart				
TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE & DATE OF CHANGE
Attraction/Recreation	# Parking Spaces	No Change	None	
	# Spectators	"	"	
	# Seats	"	"	
	Site locational changes	"	"	
	Acreage, including drainage, ROW, easements, etc.	"	"	
	External Vehicle Trips	"	"	
	D.O. Conditions	"	"	
	ADA Representations	"	"	
	Runway (length)	No Change	None	
	Runway (strength)	"	"	
	Terminal (gross square feet)	"	"	
	# Parking Spaces	"	"	
Airports	# Gates	"	"	
	Apron Area (gross square feet)	"	"	
	Site locational changes	"	"	
	Airport Acreage, including drainage, ROW, easements, etc.	"	"	
	# External Vehicle Trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	# Beds	No Change	900	
	# Parking Spaces	"	"	
	Building (gross square feet)	"	1,508,100	
	Site locational changes	"	"	
	Acreage, including drainage, ROW, easements, etc.	"	"	
Hospitals	# Beds	No Change	900	
	# Parking Spaces	"	"	
	Building (gross square feet)	"	1,508,100	
	Site locational changes	"	"	
	Acreage, including drainage, ROW, easements, etc.	"	"	
	# External Vehicle Trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	# Beds	No Change	900	
	# Parking Spaces	"	"	
	Building (gross square feet)	"	1,508,100	

Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings. The Bureau may request additional information from the developer or his agent.

Substantial Deviation Determination Chart				
TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE & DATE OF CHANGE
Hospitals (cont.)	External Vehicle Trips	"		
	D.O. conditions	"		
	ADA representations	"		Substitute aerial ladder truck for donation of fire station site 08/22/06
Industrial	Acreage, including drainage, ROW, easements, etc.	No Change	None	
	# Parking spaces	"	"	
	Building (gross square feet)	"	"	
	# Employees	"	"	
	chemical storage (barrels and pounds)	"	"	
	Site locational changes	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	Acreage mined (year)	No Change	None	
Mining Operations	Water withdrawal (gal/day)	"	"	
	Size of mine (acres), including drainage, ROW, easements, etc.	"	"	
	Site locational changes	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	Acreage, including drainage, ROW, easements, etc.	No Change		
	Building (gross square feet)	"	5,491,900	
	# Parking Spaces	"		
	# Employees	"		
Office/Related Medical	Acreage, including drainage, ROW, easements, etc.	No Change		
	Building (gross square feet)	"	5,491,900	

Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings. The Bureau may request additional information from the developer or his agent.

Substantial Deviation Determination Chart				
TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE & DATE OF CHANGE
Office/Related Medical (cont.)	Site locational changes	"		
	# External vehicle trips	"		
	D.O. Conditions	"		
	ADA representations	"		
Petroleum/Chemical Storage	Storage Capacity (barrels and/or pounds)	No Change	None	
	Distance to Navigable Waters (feet)	"	"	
	Site locations changes	"	"	
	Facility Acreage, including drainage, ROW, easements, etc.	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	# Boats, wet storage	No Change	None	
	# Boats, dry storage	"	"	
	Dredge and fill (cu. yds.)	"	"	
Ports (Marinas)	Petroleum storage (gals.)	"	"	
	Site locational changes	"	"	
	Port Acreage, including drainage, ROW, easements, etc.	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	# Dwelling units	No Change	None	
	Type of dwelling units	"	"	
	# of lots	"	"	
	Acreage, including drainage, ROW, easements, etc.	"	"	
Residential				

Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings.  
The Bureau may request additional information from the developer or his agent.

Substantial Deviation Determination Chart				
TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE & DATE OF CHANGE
Residential (cont.)	Site locational changes	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	Acreage, including drainage, ROW, easements, etc.	No Change	None	
	Floor Space (gross square feet)	"	"	
Wholesale, Retail, Service	# Parking Spaces	"	"	
	# Employees	"	"	
	Site locational changes	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	# Rental Units	No Change	750	
	Floor space (gross square feet)	"	500,000	
	# Parking Places	"	"	
	# Employees	"	"	
Hotel/Motel	Site locational changes	"	"	
	Acreage, including drainage, ROW, easements, etc.	"	"	
	# External vehicle trips	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	
	Acreage, including drainage, ROW, easements, etc.	"	"	
	# Parking Spaces	"	"	
	Buildings (gross square feet)	"	"	
	# Employees	"	"	
	R.V. Park	Acreage, including drainage, ROW, easements, etc.	No Change	None

Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings.  
The Bureau may request additional information from the developer or his agent.

Substantial Deviation Determination Chart				
TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE & DATE OF CHANGE
R.V. Park (cont.)	Site locational changes	"	"	
	# External vehicle trips	"	"	
	D.O. conditions	"	"	
	ADA representations	"	"	
Open Space (All natural and vegetated non-impervious surfaces)	Acreage	No Change	None	
	Site locational changes	"	"	
	Type of open space	"	"	
	D.O. Conditions	"	"	
Preservation, Buffer or Special Protection Areas Preservation	ADA representations	"	"	
	Acreage	No Change	None	
	Site locational changes	"	"	
	Development of site proposed	"	"	
	D.O. Conditions	"	"	
	ADA representations	"	"	

Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings.  
 The Bureau may request additional information from the developer or his agent.

