

# EXHIBIT D

## Hidden Stagecoach Road Prime PUD

### Written Description

~~August 23,~~ October 20, 2016

#### I. SUMMARY DESCRIPTION OF THE PROPERTY

Parcel RE #: 158883-0000

Parcel Location: West side of San Jose Blvd., between Loretto Rd. and Orange Picker Rd.

Current Land Use Designation: Neighborhood Commercial (NC)

Current Zoning District: PUD (Ord. 2014-137-E)

Proposed Zoning District: PUD

Parcel Size: 3.76 +/- acres

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

Niyani, LLC (the "Owner") and PCWH, LLC (the "Applicant") propose to rezone approximately 3.76 acres of undeveloped property, which contains 0.84 acres of land and an existing stormwater retention pond and 2.92 acres of developable uplands from its current Planned Unit Development ("PUD") zoning district to PUD zoning district. The property is more particularly described by the legal description attached hereto as **Exhibit "1"** (the "Property"). This proposed PUD zoning district is being sought to provide for the use of an upscale, full service car wash which is allowable by exception, as well as, to provide side yards that exceed the Ordinance Code and to self-impose restrictions for a portion of the signage that would otherwise be allowable per the Ordinance Code. The PUD will be developed in accordance with this PUD Written Description and the PUD Site Plan attached hereto as **Exhibit "E"**.

The PUD shall also be developed consistent with the applicable land use category of the 2030 Comprehensive Plan. The property has a land use designation of Neighborhood Commercial (NC), and all uses therein shall be consistent with the NC land use category in its permissible uses by right and by exception.

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

**3. Urban Area (UA):** The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

#### ***NC - URBAN AREA (UA) INTENT***

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

#### ***NC - URBAN AREA USES***

The uses provided herein shall be applicable to all NC sites within the Urban Area.

**Principal Uses**

Offices Business and professional offices including veterinary offices; Multi-family dwellings, when combined with another principal use; Filling Stations; Uses associated with and developed as an integral component of TOD; Single-family dwellings which were originally constructed as single-family dwellings prior to adoption of the 2030 Comprehensive Plan; and Commercial retail and service establishments, except for new or used automobile sales, funeral homes, and broadcasting offices and studios.

**Secondary Uses**

Secondary uses shall be permitted pursuant to the Commercial land use introduction.

**NC - URBAN AREA DENSITY**

The maximum gross density in the Urban Area shall be 30 units/acre and there shall be no minimum density; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 20 units/acre.
- For sites within the Coastal High Hazard Area (CHHA) the maximum gross density shall be 20 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- The maximum density shall be ten units per acre and there shall be no minimum density where this category has been established by a small scale land use amendment, unless otherwise authorized under a Planned Unit Development (PUD) rezoning that is approved pursuant to Future Land Use Element Policy 1.1.10A.

**NC - URBAN AREA DEVELOPMENT CHARACTERISTICS**

The development characteristics provided herein shall be applicable to all NC sites within the Urban Area.

- Residential uses shall not be permitted on the ground floor abutting roads classified as collector or higher on the Functional Highway Classification Map.
- Developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting non-residential uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods.

Furthermore, the following Objectives and Policies from Elements of the 2030 Comprehensive Plan support the proposed development and rezoning:

## **FUTURE LAND USE ELEMENT**

1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

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

1.2.4 Through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility Plan which addresses roadways, limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and Suburban Area as identified in the 2030 Comprehensive Plan, in order to minimize the cost of public facilities and service delivery, and to conserve open space.

1.2.8 Ensure that projected growth in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area will be provided with sufficient system capacity to obtain centralized wastewater and potable water, through implementation of the Capital Improvements Element, which shall be updated annually and shall be coordinated with the growth projections for the City.

3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

## **CAPITAL IMPROVEMENTS ELEMENT**

1.3.3 Decisions regarding the issuance of development orders and permits shall be based upon coordination of the development requirements set forth in the 2030 Comprehensive Plan, including, but not limited to, the Land Development Regulations and the availability of public facilities needed to support development concurrent with the impact of that development in a manner consistent with the requirements of the Florida Statutes or Florida Administrative Code, excluding references to transportation or roadway level of service and concurrency.

## **INFRASTRUCTURE ELEMENT DRAINAGE SUBELEMENT A**

1.6.1 The Public Works Department shall require that proposed development drainage facilities are adequate in capacity to serve the proposed development along with any contributing off-site drainage.

### **TRANSPORTATION ELEMENT**

2.3.4 New development sites shall be required, wherever possible, to share existing access points. The City will encourage new service drives or roads and connections to existing service drives or roads when deemed appropriate by the Traffic Engineering Division and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

### **PUD JUSTIFICATION SUMMARY**

The proposed project will be beneficial to the surrounding neighborhood and community as it provides a neighborhood service. The proposed PUD is consistent with the zoning and uses in the area that front San Jose Boulevard. The PUD provides for an innovative plan for infill development in an appropriate area that is provided with sufficient system capacity wastewater and potable water. This does not strain the public service delivery nor capacity as the proposed development reuses a large portion of their water. To restate from an objective listed above, *"The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents."*

This PUD meets the following land use and zoning initiatives:

- A. Is more efficient and restrictive than would be possible through strict application of the Zoning Code.
- B. Is compatible with the surrounding land uses and will improve the characteristics of the surrounding area.
- C. Is appropriate new infill development on vacant, bypassed and underutilized land that is within an area that already has infrastructure, utilities, public facilities, public transportation, pedestrian and bicyclist connectivity, and addresses the needs of City residents."
- D. Is consistent with the NC Urban Area's intent, uses, density and characteristics, and is intended to provide compact development in nodal and corridor development patterns while promoting the advancement of existing commercial land uses.
- E. Is consistent with abutting a roadway classified as a Principal Arterial Roadway that is maintained by FDOT and is located in an area with existing mixtures of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.
- F. Will promote the purpose of the City of Jacksonville's 2030 Comprehensive Plan.

The proposed development of an upscale, full service car wash is consistent for this Parcel and its surroundings based upon the Neighborhood Commercial land use and the Urban Area definition, intent, use, density, and characteristics. The proposed development is a neighborhood service that is being proposed to be located on the Parcel which has frontage on San Jose Boulevard, State Road 13, which is a major arterial roadway and Hidden Stagecoach Road. This will be infill development that will support multi-modal transportation.

The site plan will promote internal pedestrian access, as well as, provide connectivity with the sidewalk on San Jose Boulevard. Vehicular access to the site and its internal vehicular circulation are strategically designed for efficient flow and effective ingress/egress as to deter stacking on Hidden Stagecoach Road. As preferred by 2030 Comprehensive Plan's NC Urban Area Development Characteristics, it encourages and promotes of pedestrian connectivity and the limitation of an additional driveway access point on an arterial roadway as identified on the Functional Highway Classification Map.

This Parcel is bound by existing sidewalks to the north and south that run the greater length of San Jose Boulevard and is served by JEA water and sewer, City solid waste disposal, and JTA bus service. As this use is not a destination but a community/neighborhood service, it captures passer-by traffic, serving the surrounding residential and commercial community. Due to the nature of the various infrastructure and services provided in this area, the proposed development will be subject to securing points for its Concurrency Reservation Certificate (CRC) and Mobility Fee Calculation Certificate (MFCC).

**III. SITE SPECIFICS**

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

	<u>Land Use</u>	<u>Zoning</u>	<u>Use</u>
North	CGC	CCG-1	Medical Office
South	MDR	RMD-A	Mandarin Lutheran Church
East	CGC	CN/PUD	Dunkin' Donuts/Vape Store
West	MDR	RMD-A/PUD	Single Family Residential

**IV. PUD DEVELOPMENT CRITERIA**

**A. Development Densities/Intensities**

The PUD proposes the following permitted density/intensity: Commercial development of 11,016 enclosed sq. ft., or 7% of the entire site. The total impervious area is approximately 47,000 +/- square feet and total pervious area is 116,786 +/- square feet.

**LAND USE TABLE**

Total Gross Acreage:	3.76 +/- acres (163,786 square feet)	100%
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Amount of each different land use by acreage:

Single Family	0.00 acres	0%
Total Number of Units	0 DUs	0%
Multiple Family	0.00 acres	0%
Commercial	2.92 +/- acres	78%
Industrial	0.00 acres	0%
Other land uses	0.00 acres	0%
Total amount of non-residential floor area	11,016 sf	7%

Active recreation and/or open space	0.00	0%
Passive open space, wetlands, ponds	36,590 +/- sf	22%
Public and private right-of-way	0.00 acres	0%
Maximum coverage of buildings and structures	11,016 sf	7%

The densities/intensities correspond generally to the ITE Trip Generation Manual land use codes. Car Wash Land Use Code is 948; however, the ITE 9<sup>th</sup> Edition indicates that there is insufficient data to rank it as acceptable without further additional trip generation data. A table was generated and submitted with the Concurrency Reservation Certificate (CRC) and Mobility Fee Calculation Certificate (MFCC) entitled “*Prime Vehicles Washed per Day*”, which depicts the vehicles washed per day, per week, and averages washed per week for three different sites for a timeframe over a seven (7) week period during May and June of 2016. [In addition, per the ITE 9<sup>th</sup> Edition, Figures 5.17 and 5.18 were performed over a three day period conducting surveys on 9-6-16, 9-7-16, and 9-16.](#)

### **Permitted Uses**

#### **II. Commercial Neighborhood (CN) District.**

##### **(a) Permitted uses and structures.**

- (1) Medical and dental or chiropractor offices and clinics (but not hospitals).
- (2) Professional and business offices.
- (3) Multi-family residential vertically integrated with a permitted use on the ground floor.
- (4) Neighborhood retail sales and service establishments, however no individual building footprint shall exceed 40,000 square feet.
- (5) Service establishments such as barber or beauty shops, shoe repair shops.
- (6) Restaurants without drive-in or drive-through facilities.
- (7) Banks without drive-thru tellers and financial institutions, travel agencies and similar uses.
- (8) Libraries, museums and community centers.
- (9) An establishment or facility which includes the retail sale of beer or wine in sealed containers for off-premises consumption.
- (10) Veterinarians meeting the performance standards and development criteria set forth in Part 4.
- (11) Essential services, including water, sewer, gas, telephone, radio, television and electric, meeting the performance standards and development criteria set forth in Part 4.
- (12) Employment office (but not a day labor pool).
- (13) Churches, including a rectory or similar use, meeting the performance standards and development criteria set forth in Part 4.
- (14) Art galleries, dance, art, gymnastics, fitness center, atrial arts, music and photography studios, and theaters for stage performances (but not motion picture theaters).
- (15) Automated Car Wash with all wash and vacuum activities taking place indoors with exception of a small, outdoor covered area for detailing.

##### **(b) Permitted accessory uses and structures. See Section 656.403.**

(c) **Permitted uses by exception.**

- (1) Off-street parking lots for premises requiring off-street parking meeting the performance standards and development criteria set forth in Part 4.
- (2) Filling or gas stations, with ancillary single bay automated car wash, meeting the performance standards and development criteria set forth in Part 4.
- (3) Retail outlets for sale of used wearing apparel, toys, books, luggage, jewelry, cameras and sporting goods.
- (4) An establishment or facility which includes the retail sale of beer or wine for on –premises consumption.
- (5) An establishment of facility which includes the retail sale and service of all alcoholic beverages including liquor, beer or wine for on-premises consumption.
- (6) Permanent or restricted outside sale and service in conjunction with a restaurant, meeting the performance standards and development criteria set forth in Part 4.
- (7) Drive-thru facilities in conjunction with a permitted or permissible use or structure.
- (8) Day care centers meeting the performance standards and development criteria set forth in Part 4.
- (9) Animal boarding for household pets, meeting the performance standards and development criteria set forth in Part 4.

(d) **Minimum lot requirements (width and area).**

- (1) Minimum lot width – 75, except as otherwise required for certain uses.
- (2) Minimum lot area – 7,500 square feet, except as otherwise required for certain uses.

(e) **Maximum lot coverage by all buildings and structures.** 50 percent.

(f) **Minimum yard requirements.**

- (1) All uses:
  - (i) Front-10 feet or, where the lot is adjacent to a residential district the required front yard setback of the residential district, whichever is greater.
  - (ii) Side-None.
  - (iii) Rear-Ten feet.

(g) **Maximum height of structures.** 60 feet, provided the building height shall not exceed 45 feet when adjacent to a single family use of zoning district.

(h) **Limitations on permitted or permissible uses by exception.** All of the permitted or permissible uses by exception are subject to the following provisions unless otherwise provided for:

- (1) Sale, display, preparation and storage shall be conducted within a completely enclosed building.
- (2) Products shall be sold only at retail.
- (3) (jj) Automated Car Washes.

(a) The automated car wash shall be contiguous to a street classified as a minor arterial or higher classification, as designed on the Functional Highway Classification Map of Comprehensive Plan.

(b) The entrance and exit bay shall be oriented away from any residentially zoned property.

(c) A 15-foot wide buffer meeting Section 656.1216 of the Zoning Code shall be provided between the property and any institutional use, office use, or any residentially zoned property or residential use.

(d) The hours of operation shall be limited to ~~7:00 a.m. to 10:00 p.m.~~ 7:00am to 8:00pm.

(e) Lighting shall be so designed and installed so as to prevent glare or excessive light on adjacent property. No sources of illumination shall be allowed if such source of illumination would be visible from a residentially-zoned district to the extent that it interferes with the residential use of that area.

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

Accessory uses and structures are permitted if those uses and structures are of the nature customarily incidental and clearly subordinate to a permitted principal use or structure and these uses and structures are located on the same lot (or contiguous lot in the same ownership) as the principal use. Whether attached or detached to a building or structure containing the principal use, the accessory structure shall be considered as a part of the principal building. Accessory uses shall not involve operations or structures not in keeping with character of the district where located and shall be subject to the following:

### **V. OVERALL DEVELOPMENT STANDARDS AND CRITERIA**

#### **A. Access**

Access will be provided as shown on the PUD Site Plan. The previously approved PUD's access to the Parcel was provided by Hidden Stagecoach Road per Ordinance 2014-137, subject to review and approval by the City's Traffic Engineer. There is no existing access driveway on San Jose Boulevard as the distance between the intersection of Hidden Stagecoach Road and the northernmost driveway for the Mandarin Lutheran Church, adjacent to the south of the Parcel, are too close to allow for an additional driveway between the Church's driveway and Hidden Stagecoach Road. The distance between the intersection and the driveway is approximately 235 linear feet. While FDOT will not approve an access driveway on San Jose Boulevard, the previously approved PUD access meets the standard that property shall not be landlocked.

#### **B. Recreation/Open Space**

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

#### **C. Landscaping/Landscaped Buffers**

Landscaping and tree protection shall be provided in accordance with the City's Ordinance Code, with the following additional and superseding provisions specifically noted to address the southern Parcel boundary side yard and tree canopy.

##### **1. Buffers:**

Required: Front – 10 feet, Side – None, Rear – 10 feet

**Proposed: Front – 70 ft., Side (south) – 83 ft., Side (north) – 30 ft., Rear – 263 ft.**

The southern boundary of the Parcel is adjacent to the Mandarin Lutheran Church. The applicant proposes to exceed the required southern side yard from "none", or zero feet, to 83 feet and for the buffer that is approximately 40 feet to remain in its current natural state, wooded.



2. Trees:

Landscaping and tree protection shall be provided in accordance with the City's Ordinance Code. In addition, it is the Applicant's intent to preserve as much of the existing tree canopy as possible and to provide as much tree mitigation on-site, if not entirely on-site if possible. There is 145,000 square feet of non-disturbed tree canopy.

**D. Signage**

Signage shall be provided in accordance with the City's Ordinance Code, with the following additional and superseding provisions specifically noted to address wall signage, monument signs and internal informational signage. The Sign Program (submitted under separate cover) reflects, in great detail, all of the signs proposed for the subject parcel:

1. San Jose Boulevard Monument Sign:  
One (1) double-faced, internally illuminated, monument style sign along San Jose Boulevard is permitted, subject to the following: signage shall not exceed 60 square feet per sign face and ten feet in height.
2. Hidden Stagecoach Road Monument Sign (entrance):  
One (1) double-faced, internally illuminated, monument style sign along Hidden Stagecoach Road is permitted, subject to the following: signage shall not exceed 25 square feet per sign face and five feet in height.
3. Wall signs:  
The wall signs proposed for this subject parcel will be limited to only the southern and eastern elevations of the development. The southern elevation wall sign is located on the café wall which is recessed from the wall face by 3'-0", is 112 square feet, and is non-illuminated. The eastern elevation wall sign is located on the café wall which is recessed from the wall face by 20' - 0", is 163 square feet, and is illuminated. Having the eastern and southern wall signs recessed further back from view is less intrusive and impactful than required per the Code. The unique architectural character and features of the Prime brand makes this commercial project attractive. In this instance, the Code would be asking for this project to defy best practices and deviate from something more palatable if the Code wall fascia criteria were to be applied.  
  
Again, no wall signs are permitted on building frontages facing Hidden Stagecoach Road **with the exception of the following:** there are four (4) grooming bays and there are bay identifiers above each of the bays on the north and south elevations of the building. The bay identifiers are 30 inches in length by 9.5 inches in width flush mounted and pin mounted that are raised off of the wall surface by 2 inches and are not illuminated (SEE SIGN PROGRAM). These must be placed at these locations for directive for customers.
4. Under-Canopy-Sign:  
One (1) under-the canopy sign along San Jose Boulevard not to exceed ten percent (10%) of the occupancy frontage; provided that any square footage used for an under-the-canopy sign shall be subtracted from the maximum allowable wall signage square footage. Under- the-canopy signs may be illuminated.
5. Price/Information Pylons:  
The Price and Informational Pylons are 6 feet in height by 32 ½ inches in width by 6 inches in depth and are non-illuminated.
6. Directional/Informational Signs:  
Directional/Informational Signs are 4 feet in height by 3 feet in width by 6 inches in depth.

7. Identifier Signs:  
The Identifier Signs are 72 inches in height by 5 inches in width by 4 inches in depth and are non-illuminated.
8. Miscellaneous Interior/Exterior Signs:  
These are signs necessary to mark electrical and equipment rooms, no smoking signs, employees only, welcome, exit, etc. and are primarily interior to the building.
9. Scrolling, changing message device signs, snipe, feather flags, or balloon towers are prohibited.

#### **E. Architectural Guidelines**

The proposed architecture shall be provided in accordance with the City's Ordinance Code, with the following additional and superseding provisions specifically noted to address the Applicant's corporate brand architectural design and color of awnings. Corporate brand architectural design is shown in exhibits attached under the cover of **Exhibit E – Site Plan**.

#### **F. Construction offices**

An on-site, temporary construction office will be permitted.

#### **G. Modifications**

Amendment to this approved PUD district may be accomplished through either an administrative modification, minor modification, or by filing an application for rezoning as authorized by this PUD or by Section 656.341 of the Zoning Code.

PUD amendments, including administrative deviations, administrative or minor modifications, or rezonings, may be sought for the Parcel in the PUD. Such PUD amendments may be sought by the owner of the parcel which is the subject of the amendment.

#### **H. Parking and Loading Requirements**

Off street parking will be provided in accordance with Part 6 of the City's Ordinance Code, as it may be amended. The Applicant is proposing 33 parking spaces as depicted on the site plan.

#### **I. Lighting**

To minimize the effects of site lighting on the adjacent residential properties, directional site lighting fixtures will be utilized along the Property boundaries with adjacent residential properties to cast light downward onto the PUD site.

Lighting shall include decorative lighting at the building parapets to be consistent with the existing decorative lighting in nearby retail areas.

#### **J. Stormwater Retention**

Stormwater facilities are already constructed and are serving the Parcel as well as the Hideaway at San Jose residential community to the west of the Parcel. The stormwater pond is 0.84 acres, or 36,590 square feet. There is a reciprocal drainage easement agreement that was established August 22, 2000 by and between the previous property owners Baptist Health Properties, Inc. and Hideaway LLC. The agreement is binding upon and shall inure to the benefit of the successors and assigns of the previous property owners and runs with the title to the current property owner Rakesh and Hemali Patel, the Hideaway property, and the drainage parcel.

**K. Utilities**

The Property is served by JEA.

**L. Pre-Application Conference**

A Pre-application conference was held with Planning and Development Department Staff regarding this application on June 14, 2016 at 10:00 a.m.

**M. Justification for the PUD Rezoning**

The proposed development of an upscale, full service car wash is consistent for this Parcel and its surroundings based upon the Neighborhood Commercial land use and the Urban Area definition, intent, use, density, and characteristics. The proposed development is a neighborhood service that is being proposed to be located on the Parcel which has frontage on San Jose Boulevard, State Road 13, which is a major arterial roadway and Hidden Stagecoach Road. This will be infill development that will support multi-modal transportation.

The site plan will promote internal pedestrian access, as well as, provide connectivity with the sidewalk on San Jose Boulevard. Vehicular access to the site and its internal vehicular circulation are strategically designed for efficient flow and effective ingress/egress as to deter stacking on Hidden Stagecoach Road. As preferred by 2030 Comprehensive Plan's NC Urban Area Development Characteristics, it promotes the limitation of an additional driveway access point on an arterial roadway as identified on the Functional Highway Classification Map.

This Parcel is bound by existing sidewalks to the north and south that run the greater length of San Jose Boulevard and is served by JEA water and sewer, City solid waste disposal, and JTA bus service. As this use is not a destination but a community/neighborhood service, it captures passer-by traffic, serving the surrounding residential and commercial community. Due to the nature of the various infrastructure and services provided in this area, the proposed development will be subject to securing points for its Concurrency Reservation Certificate (CRC) and Mobility Fee Calculation Certificate (MFCC).

**N. PUD/Difference from Usual Application of Zoning Code**

The PUD differs from the usual application of the Zoning Code in the following respects: it binds the Applicant and successors to the PUD Written Description and PUD Site Plan; it provides for site-specific design standards and criteria that far exceed the City's Ordinance Code requirements; and it promotes desired infill development in an Urban Area on a minor arterial roadway. The design and layout of the PUD is: creative in its planning approach as described above; more desirable than would be possible through strict application of the minimum requirements of the Land Development Code; and more efficient.

**O. Names of Development Team**

Owner/Developer: PCWH FLORIDA, LLC

Planner: Lara K. Diettrich Planning Consultant, LLC d/b/a Diettrich Planning, LLC

Landscape Architect: Janet O. Whitmill, Landscape Architect, LLC

Engineer: Gulfstream Design Group, LLC

Architect: Curran Architecture, Inc.

Contractor: Meyer Najem, Inc.

**P. Land Use Exchange Table**

A Land Use Exchange Table may be found in Section IV.A.

**VI. PUD REVIEW CRITERIA**

- A. **Consistency with the Comprehensive Plan:** As described above, the uses proposed herein are consistent with the NC land use category and the Urban Development Area.
- B. **Consistency with the Concurrency Management System:** The PUD will comply with the Concurrency and Mobility Management System, as well as, earn points for infrastructure, multi-modal facilities and services that serve the Parcel.
- C. **Allocation of Residential Land Use:** There is no proposed residential development for the Parcel.
- D. **Internal Compatibility:** There is one structure proposed for the site and the internal vehicular and pedestrian movement and connectivity is compatible and efficient.
- E. **External Compatibility/Intensity of Development:** The PUD proposes a more desirable development than would be possible through strict application of the minimum requirements of the Land Development Code.
- F. **Maintenance of Common Areas and Infrastructure:** All common areas will be maintained by the owner and there is a reciprocal drainage easement agreement that was established August 22, 2000 by and between the previous property owners Baptist Health Properties, Inc. and Hideaway LLC. The agreement is binding upon and shall inure to the benefit of the successors and assigns of the previous property owners and runs with the title to the current property owner Rakesh and Hemali Patel, the Hideaway property, and the drainage parcel.
- G. **Usable Open spaces, Plazas, Recreation Areas:** The PUD provides passive open space and a large portion of the site with undisturbed tree canopy area.
- H. **Impact on Wetlands:** There are no wetlands on the Parcel.
- I. **Listed Species Regulations:** There are no endangered species or species of concern located on this Parcel.
- J. **Off-Street Parking Including Loading and Unloading Areas:** The PUD provides 33 off-street parking spaces as required.
- K. **Sidewalks, Trails, and Bikeways:** The PUD provides connectivity to internal and external surrounding sidewalks and bicycle facilities.