

This Memorandum of Understanding between the City of Jacksonville and the Florida Department of Transportation is regarding the Mayo Foundation for Medical Education and Research's fulfillment of Phase IV and Phase V concurrency requirements under its Development of Regional Impact Notice of Proposed Change.

-Recitals-

A. On August 25, 2015, the City of Jacksonville ("City") amended the Mayo Foundation for Medical Education and Research ("Developer") Mayo Clinic Jacksonville Development of Regional Impact ("DRI") to include the Notice of Proposed Change ("Mayo NOPC"), see attached Exhibit "A" City Ordinance 2015-449-E; and

B. Per the Mayo NOPC amendments, the Mayo Foundation for Medical Education and Research ("Developer") fulfills the Phase IV and Phase V proportionate share contribution concurrency requirements by payment of two million five hundred ninety three thousand and 00/100 in 2014 dollars (\$2,593,000) to the Florida Department of Transportation ("Department") District 2 for a City approved Department Work Program project; and

C. In 2016, the Department funded the fiscal year 2018/2019 design phase for Department Work Program project, financial numbers 4394767-1-32 and 439467-1-52-01, a diverging diamond interchange (DDI) conversion at the State Road 202 (J Turner Butler Blvd)/San Pablo Road South Interchange); the DDI Concept Study for SR 202/J Turner Butler Blvd. @ San Pablo Road ("Department Projects 4394767-1-32 and 4394767-1-52-01") is attached Exhibit "B"; and

D. Additionally, the Department proposes in fiscal year 2020/2021 it may fund the construction phase of Department Projects 4394767-1-32 and 4394767-1-52-01; and

E. Pursuant to the Mayo NOPC, the City has reviewed the proposed Department Projects 4394767-1-32 and 4394767-1-52-01 and determined that it is a suitable project to offset the Phase IV and Phase V impacts of the DRI to the regional transportation system; and

F. The Department has prepared a developer funded local agreement (lump sum) for the Developer's payment of the proportionate share contribution of two million five hundred ninety three thousand and 00/100 dollars (\$2,593,000), which requests deposit of such funds by July 2017; and the FDOT and Developer will execute a mutually acceptable form of the Developer Funded Agreement; and

G. The City requested that the Department notify the City of the Department's receipt of the Developer's proportionate share contribution in writing; and

H. The Department and City agree that upon the Department's receipt of the lump sum payment from the Developer that the Department will send the City a letter. The Department's letter to the City will constitute the Department's written notice to the City of the Department's receipt of the Developer's proportionate share and the Developer's fulfillment of the Mayo DRI NOPC Phase IV and V DRI requirements.

- Signatures on following pages -

City of Jacksonville, Florida

Witnesses:

Lenny Curry, Mayor

Printed Name: _____

Date: _____

Printed Name: _____

James R. McCain, Jr. Corporation Secretary

Date: _____

Form Approved:

By: _____

Office of the General Counsel

State of Florida
County of Duval

The foregoing instrument was acknowledged before me this ____ day of _____, 2017, by _____
_____ for and on behalf by Lenny Curry, the Mayor, and James R. McCain, Jr. the
Corporation Secretary, respectively, of the City of Jacksonville, Florida, a municipal corporation, on
behalf of the corporation, pursuant to the authority of Ordinance _____
adopted on _____. Such persons are personally known to me.

Florida Department of Transportation

Witnesses:

By: _____

Printed Name: Greg Evans

Printed Name: _____

Title: District Two Secretary

Date: _____

Printed Name: _____

Legal Review:

By: _____

Office of the General Counsel

State of Florida
County of Columbia

The foregoing instrument was acknowledged before me this ____ day of _____, 2017, by Greg Evans, District Two Secretary, who is personally known to me.

1 Introduced and amended by the Land Use and Zoning Committee:



2
3 ATTACHLUZEXH1.tif

4 **ORDINANCE 2015-449-E**

5 AN ORDINANCE AMENDING THE DEVELOPMENT ORDER FOR
6 THE MAYO CLINIC JACKSONVILLE DEVELOPMENT OF
7 REGIONAL IMPACT (DRI), ORIGINALLY APPROVED BY
8 RESOLUTION 88-983-362, AS AMENDED BY RESOLUTION
9 93-226-247 AND ORDINANCE 2006-841-E;
10 SPECIFICALLY AMENDING THE DEVELOPMENT ORDER
11 PURSUANT TO THE NOTIFICATION OF A PROPOSED
12 CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF
13 REGIONAL IMPACT (NOPC) FILED BY MAYO FOUNDATION
14 FOR MEDICAL EDUCATION AND RESEARCH, AND DATED
15 JUNE 15, 2015 AND REVISED AUGUST 18, 2015 WHICH
16 CHANGES ARE GENERALLY DESCRIBED AS CHANGING THE
17 PHASING SCHEDULE, CHANGING THE MASTER PLAN MAP
18 H TO REFLECT A POSSIBLE NEW VEHICULAR
19 CONNECTION FROM THE DRI TO J. TURNER BUTLER
20 BLVD., CHANGING THE TRANSPORTATION
21 PROPORTIONATE SHARE CALCULATION AND MITIGATION
22 PLAN AND REPLACING THE TRANSPORTATION SPECIFIC
23 CONDITION 2; FINDING THAT THESE CHANGES DO NOT
24 CONSTITUTE A SUBSTANTIAL DEVIATION FROM THE
25 ORIGINALLY APPROVED MAYO CLINIC JACKSONVILLE
26 DRI DEVELOPMENT ORDER; WAIVING POSTING OF SIGNS
27 AND MAILING OF NOTICES IF APPLICABLE; PROVIDING
28 AN EFFECTIVE DATE.

29
30 **WHEREAS**, the Council adopted the Mayo Clinic Jacksonville DRI
31 Development Order by Resolution 88-983-362, as amended by

1 Resolution 93-226-247 and Ordinance 2006-841-E; and

2 **WHEREAS**, Mayo Foundation for Medical Education and Research
3 has submitted an NOPC, dated June 15, 2015 and revised August 18,
4 2015, to the City requesting certain changes to the Mayo Clinic
5 Jacksonville DRI Development Order; and

6 **WHEREAS**, the NOPC has been submitted to the appropriate state
7 and local land planning agencies and has been reviewed by the
8 City's Planning and Development Department; and

9 **WHEREAS**, the Planning and Development Department has submitted
10 recommendations regarding the proposed changes to the Mayo Clinic
11 Jacksonville DRI Development Order; and

12 **WHEREAS**, the Land Use and Zoning Committee has reviewed the
13 NOPC and made its recommendation to Council; and

14 **WHEREAS**, the Northeast Florida Regional Council found that the
15 proposed changes do not result in any additional adverse regional
16 impacts and do not constitute a substantial deviation from the
17 originally approved DRI Development Order; and

18 **WHEREAS**, a public hearing was properly noticed and held by the
19 Council pursuant to Section 380.06, *Florida Statutes*; and

20 **WHEREAS**, after such public hearing and in consideration of the
21 recommendations submitted to the Council, the Council has made
22 certain findings and determinations; now, therefore

23 **BE IT ORDAINED** by the Council of the City of Jacksonville:

24 **Section 1.** The Development Order for the Mayo Clinic
25 Jacksonville DRI is hereby amended to incorporate the proposed
26 changes and modifications contained in the NOPC dated June 15, 2015
27 and revised August 18, 2015 and **attached hereto** as **Revised Exhibit**
28 **1.**

29 **Section 2.** The Council hereby finds and determines that
30 the changes and modifications set forth in the NOPC dated June 15,
31 2015 and revised August 18, 2015 do not constitute a substantial

1 deviation as defined in Section 380.06(19), *Florida Statutes*.

2 **Section 3.** Phases I through III have been fully
3 mitigated, and the Developer has complied with all Development
4 Order terms and conditions relating to those phases. To meet
5 concurrency requirements pursuant to Subsection 163.3180(5),
6 Florida Statutes (2014) for Phases IV and V impacts to the regional
7 transportation system, the Developer will contribute \$2,593,000 (in
8 2014 dollars), the "Proportionate Share Contribution". The
9 Developer will elect to either construct FDOT-approved
10 modifications to the J. Turner Butler/San Pablo Road interchange as
11 described in Option "A" below or pay the Proportionate Share
12 Contribution as described in either Option "B" or Option "C" below.
13 Any of these Options shall relieve the Developer of any further
14 transportation mitigation obligation through Phase V.

15 **Option "A":** The Developer proposes as mitigation a
16 modification to the J. Turner Butler Boulevard/San Pablo Road
17 interchange to be constructed by the Developer. A FDOT agreed upon
18 conceptual design of an improvement will be subject to an
19 Interchange Modification Report (IMR) or Interchange Justification
20 Report (IJR) with ultimate permitting authority resting with FDOT.
21 The IMR/IJR will be prepared by the Developer and must be submitted
22 to FDOT at least two years prior to the end of Phase IV. The
23 Developer must receive approval of an IMR/IJR from the FDOT prior
24 to construction and must construct within three years of approval
25 or the IMR/IJR will have to be updated and resubmitted for
26 approval. The Developer shall begin construction of the IMR/IJR
27 approved conceptual design of the J. Turner Butler Boulevard
28 interchange modification (defined as a construction contract being
29 awarded and construction bond being posted) prior to commencement
30 of Phase V of the Development Order of this project and must be
31 completed within twenty-four (24) months of the commencement of

1 construction of the interchange modification. In the event that the
2 cost of the IMR, design, right-of-way (if necessary) and
3 construction of the FDOT permitted alternative is less than the
4 Proportionate Share Contribution, the Developer shall pay the
5 difference to FDOT consistent with the timeframe and process
6 specified in Option "B" below.

7 **Option "B":** Prior to the commencement of Phase V, the
8 Developer shall pay the Proportionate Share Contribution as
9 described below. The Developer shall provide for notification to
10 FDOT and the City of Jacksonville when the funds are paid. The
11 recipient of funds, as outlined below, shall provide for
12 notification of the City or FDOT, as applicable, when the funds are
13 received. The Proportionate Share Contribution shall be used to
14 fund J. Turner Butler Boulevard improvements which mitigate traffic
15 impacts of the Mayo Clinic DRI as agreed upon by the Developer, the
16 City of Jacksonville and FDOT. The FDOT and the City shall execute
17 a Memorandum of Understanding ("MOU") whereby the FDOT and the City
18 outline how the FDOT will identify a FDOT project that will address
19 the Phase IV and Phase V impacts and submit the project to the City
20 for its consideration and review.

21 If prior to the commencement of Phase V the FDOT has
22 identified a project, the FDOT shall submit the project pursuant to
23 the MOU to the City. If the City agrees to this project, the
24 Developer shall execute a locally funded agreement for the
25 Proportionate Share Contribution with the FDOT. If prior to the
26 commencement of Phase V the FDOT has not identified a project, the
27 Developer shall contribute the Proportionate Share Contribution to
28 the City. The City shall retain the Contribution until the FDOT
29 identifies a project and then the City shall enter into a locally
30 funded agreement with FDOT.

31 **Option "C":** If prior to the commencement of Phase V the FDOT,

1 with concurrence of the City, constructs a facility that addresses
2 the Phase IV and Phase V impacts, prior to the commencement of
3 Phase V the Developer shall contribute the Proportionate Share
4 Contribution to FDOT. The Developer shall provide for notification
5 of the City of Jacksonville when the funds are paid. The FDOT shall
6 provide for notification of the City of Jacksonville when the funds
7 are received.

8 **Section 4.** The mailing of notices and posting of signs
9 regarding consideration of this Ordinance is hereby determined
10 unnecessary and impractical. Accordingly, the provisions of
11 Chapter 656, *Ordinance Code*, are waived, to the extent such
12 provisions would require the mailing of notices and posting of
13 signs regarding this Ordinance.

14 **Section 5.** The Legislative Services Division is hereby
15 directed to forward a certified copy of this Ordinance to the
16 following, immediately upon its effective date: State of Florida,
17 Department of Economic Opportunity, Division of Community Planning
18 & Development, the Caldwell Building, MSC 160, 107 East Madison
19 Street, Tallahassee, Florida 32399; Growth Management Director,
20 Northeast Florida Regional Council, 6850 Belfort Oaks Place,
21 Jacksonville, Florida 32216; Anthony Robbins, AICP, Agent for the
22 Mayo Clinic Jacksonville DRI, 13901 Sutton Park Drive South, Suite
23 200, Jacksonville Florida, 32224; and Mr. T.R. Hainline, Esq.,
24 Agent for the Mayo Clinic Jacksonville DRI, 1301 Riverplace
25 Boulevard, Suite 1500, Jacksonville, Florida, 32207.

26 **Section 6. Effective Date.** The adoption of this
27 ordinance shall be deemed to constitute a quasi-judicial action of
28 the City Council and shall become effective upon signature by the
29 Council President and the Council Secretary.

1 Form Approved:

2

3 /s/ Susan C. Grandin

4 Office of General Counsel

5 Legislation Prepared By: Susan C. Grandin

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Notice of Proposed Change to the Mayo Clinic Jacksonville DRI

May 18, 2015
Revised June 15, 2015
Revised August 18, 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 12](#)) contains prior acknowledgement of these extensions by the City of Jacksonville Planning and Development Department. **NOPC Exhibit "C"** ([see page 14](#)) identifies the revised development schedule.

Proposed Change No. 2: Master Plan

Replace Map H with **NOPC Exhibit "E"** ([see page 25](#)) 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*.

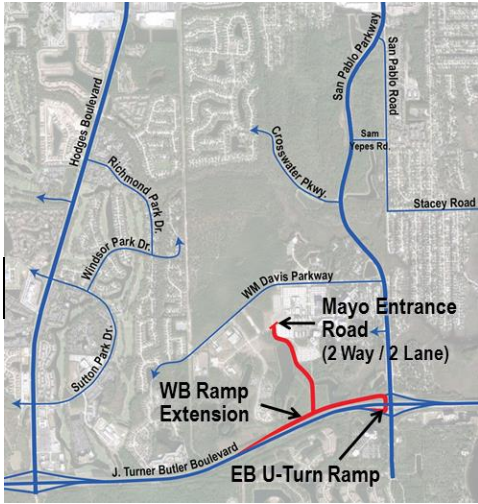
The Jacksonville City Council approved the Mayo Clinic DRI transportation conditions in 1988 and 1992. The Developer is not required to fund any transportation improvements. The transportation mitigation in the current Mayo Clinic DRI Development Order (**Transportation Specific Condition 2**) consists 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 ~~2035~~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.

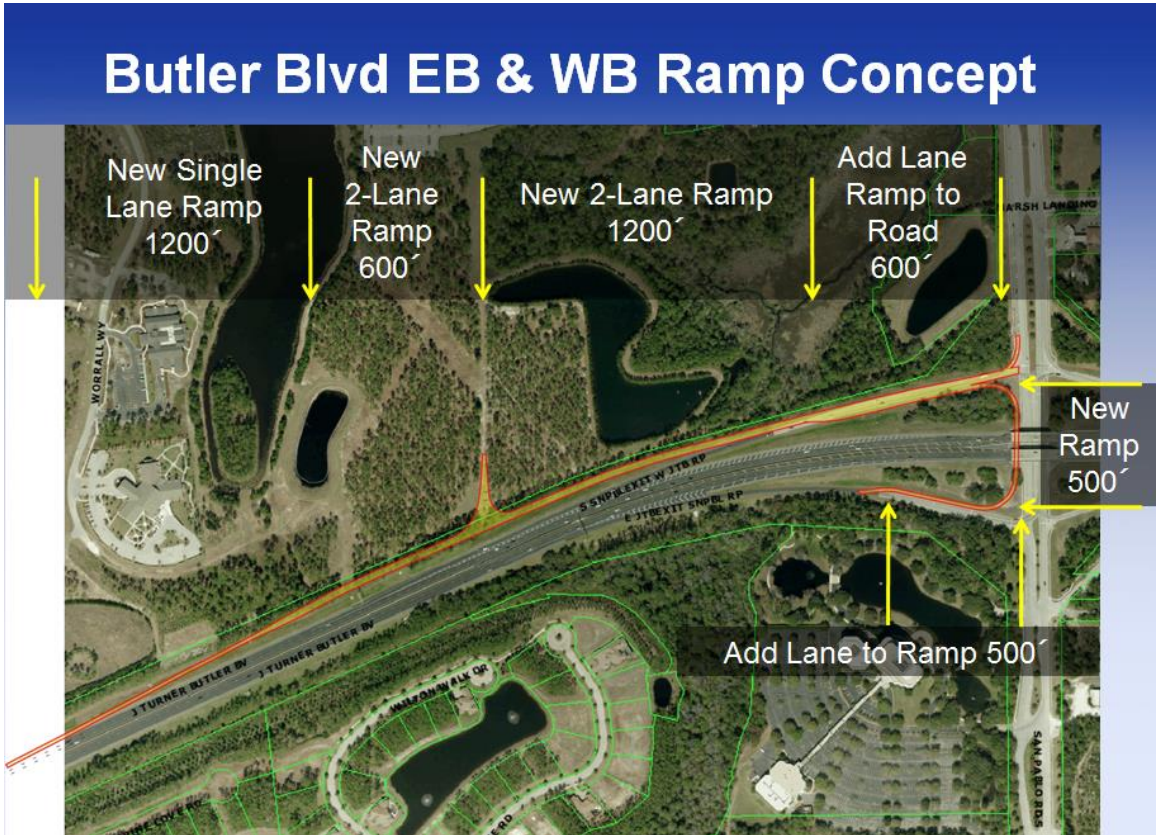
Instead of halting development, the Developer is proposing to use the current State's concurrency and DRI laws that allow the calculation of proportionate share for regional roadway impacts. Thus, the Developer is requesting to calculate proportionate share, consistent with current laws, for its regional 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 16). 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.



- 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 27). 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 12)</p> <p>Approved: 08/04/2011 & 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 25](#)).

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 14](#)). 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 27), 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 12).

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 – 2024 <u>2022</u> |
| Phase V | 2024 – 2027 <u>2022 - 2028</u> |
| Phase VI | 2027 – 2037 <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 (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 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, 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 from the FDOT 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 to FDOT and the City of Jacksonville when the funds are paid. The ~~agency in receipt~~ recipient of funds, as outlined below, shall provide for notification of the City or FDOT, as applicable, 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 and the City outline how the FDOT will identify a FDOT project that will address the Phase IV and Phase V impacts and submit the project to the City for its consideration and review.

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 Proportionate Share Contribution to the City. The City shall retain the Contribution until the FDOT identifies a project and then the City shall 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.

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

Jacksonville, Florida

**NOPC
EXHIBIT “B”**

Prosser Hallock™ 13901 Sutton Park Drive South, Suite 200
Jacksonville, Florida 32224-0229
p.904.739.3655 f.904.730.3413
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,

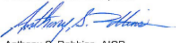
The 2011 Community Planning Act implements the most sweeping changes to Florida's growth management laws in decades including significant changes to Chapter 380, F.S., which regulates Developments of Regional Impact ("DRI"). One provision of this new law is a four-year extension of all commencement, 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. Hainline, Jr., Rogers Towers, P.A.

Community | Management | Energy | Relationships

PLANNING AND DEVELOPMENT DEPARTMENT



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@coj.net.

Sincerely,



Helena Atalla Parola
Planner III

214 N Hogan St, Suite 300 | Jacksonville, FL 32202 | Phone: 904.255.7000 | Fax: 904.255.7886 | www.coj.net

Prosser Hallock™ 13901 Sutton Park Drive South, Suite 200
Jacksonville, Florida 32224-0229
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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. 252.363, F.S. (2012). This extension is for ninety-one (91) days constituting the state of emergency associated with Tropical Storm Debby 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. Hainline, Jr., Rogers Towers, P.A.

Community | Management | Energy | Relationships

PLANNING AND DEVELOPMENT DEPARTMENT



December 26, 2012

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

**RE: Mayo Clinic DRI/DO
Section 252.363, Florida Statutes Extensions**

Dear Mr. Robbins:

This letter confirms the receipt of the notice to extend the DRI/DO 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 252.363, Florida Statutes.


Section 252.363, Florida Statutes authorizes a 6-month extension in addition to the 91 day tolled period under Executive Order 12-140, due to Tropical Storm Debby, 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 252.363, Florida Statutes. The phasing, buildout and expiration dates of the Mayo Clinic DRI/DO 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, 2038.

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@coj.net.

Sincerely,



Helena Atalla Parola
Planner III

214 N Hogan St, Suite 300 | Jacksonville, FL 32202 | Phone: 904.255.7000 | Fax: 904.255.7886 | www.coj.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 | | PHASE VI 2028-2038 | Distribution of Related Medical | |
|---|-----------------|-----------------------|------------------------|-----------------------|----------------------|------------------------------------|--------|-----------------------|------------------------------------|--------|
| | | | | | | (PHASES I-V) | | | (PHASES I-VI) | |
| RELATED MEDICAL AND SUPPORT FACILITIES | | | | | | | | | | |
| Outpatient Facilities | 202,900 | 115,000 | 400,000 | 290,000 | 300,000 | 1,307,900 | 31.4% | 1,565,000 | 2,872,900 | 41.0% |
| Research and Clinical Lab Facilities | 18,400 | 80,000 | 199,200 | 35,000 | 75,000 | 407,600 | 9.8% | 340,800 | 748,400 | 10.7% |
| Education Facilities | 5,300 | | 58,400 | 75,000 | 75,000 | 213,700 | 5.1% | 51,600 | 265,300 | 3.8% |
| Hospital Facilities (Beds) | | | 400,000 | 350,000 | 300,000 | 1,050,000 | 25.2% | 458,100 | 1,508,100 | 21.5% |
| Housing Facilities | | | 25,000 | 25,000 | 50,000 | 100,000 | 2.4% | | 100,000 | 1.4% |
| Support ⁽¹⁾ | 134,000 | 10,800 | 518,400 | 175,000 | 250,000 | 1,088,200 | 26.1% | 417,100 | 1,505,300 | 21.5% |
| Total Square Footage | 360,600 | 205,800 | 1,601,000 | 950,000 | 1,050,000 | 4,167,400 | 100.0% | 2,832,600 | 7,000,000 | 100.0% |
| Cumulative Square Footage | 360,600 | 566,400 | 2,167,400 | 3,117,400 | 4,167,400 | | | 7,000,000 | | |
| HOTEL FACILITIES | | | | | | | | | | |
| Hotel, Monitored Hotel and Wellness Center Facilities (Rooms) | 82,600 | | 260,000 | | | | | 157,400 | | |
| | 150 | | 350 | | | | | 250 | | |
| TOTAL SQUARE FOOTAGE | 443,200 | 205,800 | 1,861,000 | 950,000 | 1,050,000 | | | 2,990,000 | | |
| CUMULATIVE TOTAL | 443,200 | 649,000 | 2,510,000 | 3,460,000 | 4,510,000 | | | 7,500,000 | | |

Revised December 26, 2012

(1) 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 |
| Total I-V | 1,307,900 | 407,600 | 213,700 | 600 | 100,000 | 1,088,200 | 500 |
| 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 | $\text{Ln}(T)=0.64*\text{Ln}(X) + 1.14$ | 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 | $\text{Ln}(T)=0.83*\text{Ln}(X)+1.06$ | 285 | 43 | 242 |
| 760 | Education Facility | 138.700 | 1000 SF GFA | $\text{Ln}(T)=0.83*\text{Ln}(X)+1.06$ | 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 | $\text{Ln}(T)=0.64*\text{Ln}(X) + 1.14$ | 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 | $\text{Ln}(T)=0.83*\text{Ln}(X)+1.06$ | 353 | 53 | 300 |
| 760 | Education Facility | 213.700 | 1000 SF GFA | $\text{Ln}(T)=0.83*\text{Ln}(X)+1.06$ | 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 | $\text{Ln}(T)=0.64*\text{Ln}(X) + 1.14$ | 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 | $\text{Ln}(T)=0.83*\text{Ln}(X)+1.06$ | 326 | 49 | 277 |
| 760 | Education Facility | 63.700 | 1000 SF GFA | $\text{Ln}(T)=0.83*\text{Ln}(X)+1.06$ | 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 ~~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.](#)

"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 cumulatively 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.

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 |
| Link ID | Roadway Link Identification | Roadway Characteristics | | | | Phase IV- 2021 | | | | | | | | | | | |
| | | 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 (5)(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?) |
| Beach Blvd (SR 212/US 90) | | | | | | | | | | | | | | | | | |
| 314 | SR 9A - Kernan Blvd | 6-Art I | 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 | Kernan Blvd - Hodges Blvd | 6-Art I | 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 I | 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 I | 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% | 2.2% | No | 2,576 | NO |
| J. Turner Butler (SR 202) | | | | | | | | | | | | | | | | | |
| 296 | I-95 to Belfort Rd | 6-H | 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 | 6/1-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 | 8/1-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 - Kernan 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 | Kernan Blvd - Hodges Blvd | 6/1-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 |
| 3rd Street (SR A1A) | | | | | | | | | | | | | | | | | |
| 351 | Duval County Line to 34th Ave | 4-Art II | 0.69 | E | 3,040 | 4,034 | 2,781 | 69 | 25 | 4,009 | Yes | 4,590 | 3.7% | 3.1% | No | 4,034 | NO |
| 80 | Solana Road to Duval 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 |
| I-295 (SR 9A) | | | | | | | | | | | | | | | | | |
| 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 |
| I-95 | | | | | | | | | | | | | | | | | |
| 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 |
| Atlantic Blvd. (SR 10) | | | | | | | | | | | | | | | | | |
| 123 | Girvin Rd. To San Pablo Rd. | 6-Art I | 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 I | 1.46 | E | 5,390 | 4,666 | 6,094 | 37 | 13 | 6,080 | Yes | 7,210 | 2.0% | 0.9% | No | 6,094 | NO |
| Southside Blvd (SR 115) | | | | | | | | | | | | | | | | | |
| 225 | Baymeadows to JTB | 6-Art I | 2.17 | E | 5,390 | 5,006 | 5,855 | 64 | 23 | 5,833 | Yes | 7,210 | 3.4% | 1.6% | No | 5,855 | NO |
| Hodges Blvd | | | | | | | | | | | | | | | | | |
| 407 | Beach Blvd. - Atlantic Blvd | 4-Art I | 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 I | 2.50 | E | 3,580 | 3,186 | 2,298 | 39 | 14 | 3,172 | No | 3,580 | 2.1% | 1.5% | No | 3,186 | NO |
| San Pablo Blvd. | | | | | | | | | | | | | | | | | |
| 409 | Atlantic Blvd. to Beach Blvd. | 2-Art I | 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 I | 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 I | 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 |

¹FDOT 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 1% 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?) |
| Beach Blvd (SR 212/US 90) | | | | | | | | | | | | | | | | | |
| 314 | SR 9A - Kernan Blvd | 6-Art 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-Art 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-Art 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-Art 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-Art 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 |
| J. Turner Butler (SR 202) | | | | | | | | | | | | | | | | | |
| 296 | I-95 to Belfort Rd | 6-H | 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 | 11,600 | 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 |
| 3rd Street (SR A1A) | | | | | | | | | | | | | | | | | |
| 351 | Duval County Line to 34th Ave | 4-Art II | 0.69 | E | 3,040 | 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-Art 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 |
| I-295 (SR 9A) | | | | | | | | | | | | | | | | | |
| 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 |
| I-95 | | | | | | | | | | | | | | | | | |
| 30 | JTB to Bowden | 6/2-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 |
| Atlantic Blvd. (SR 10) | | | | | | | | | | | | | | | | | |
| 123 | Girvin Rd. To San Pablo Rd. | 6-Art 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-Art 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 |
| Southside Blvd (SR 115) | | | | | | | | | | | | | | | | | |
| 225 | Baymeadows to JTB | 6-Art 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 |
| Hodges Blvd | | | | | | | | | | | | | | | | | |
| 407 | Beach Blvd. - Atlantic Blvd | 4-Art 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-Art 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 |
| San Pablo Blvd. | | | | | | | | | | | | | | | | | |
| 409 | Atlantic Blvd. to Beach Blvd. | 2-Art I | 2.50 | 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-Art 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-Art 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 |

¹FDOT Generalized LOS Tables, 2012

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

| | | | | | |
|---|---|-----------------|---------------------|---------------|--------------------|
| Butler Blvd (San Pablo Rd to SR A1A) | Widen 4 Ln Freeway to 6 Ln Freeway Incl ICW Bridge | Roadway | 1.85 Miles | \$3,719,230 | \$ 6,880,600 |
| | | Signals | 0 Each | \$ - | \$ - |
| | | Bridge | 223,880 SF | \$ 145 | \$32,462,600 |
| | | 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 Freeway to 6 Ln Freeway Incl ICW | Existing SV | 6,700 | | |
| | | Improvement SV | 10,060 | | |
| | | SV Increase | 3,360 | 205 | 6.10% |

(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,

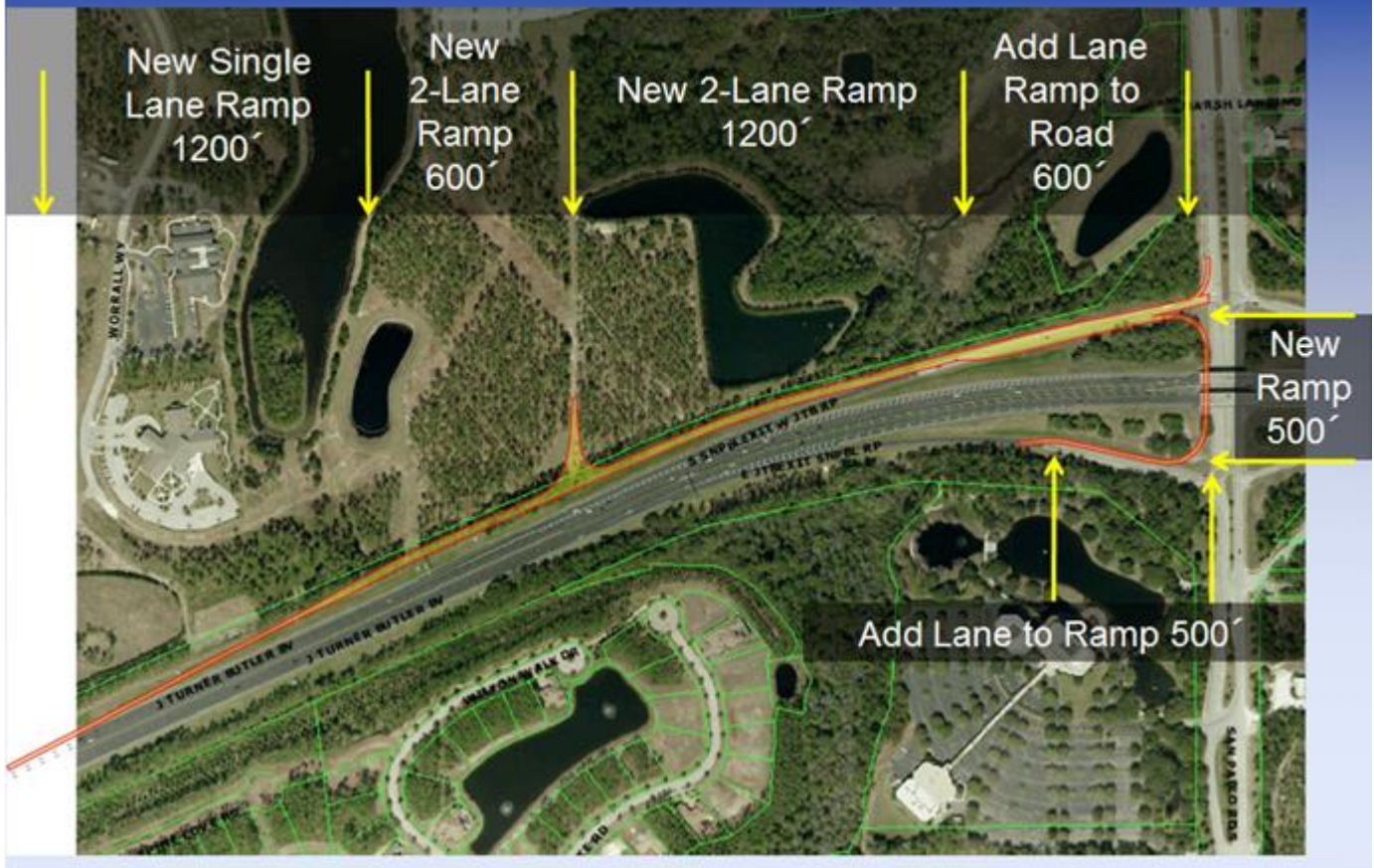
Prosser, Inc.

A handwritten signature in blue ink that reads "Austin Chapman". The signature is written in a cursive, flowing style.

Austin Chapman, PE, PTOE

Appendix A Interchange Improvement Concept

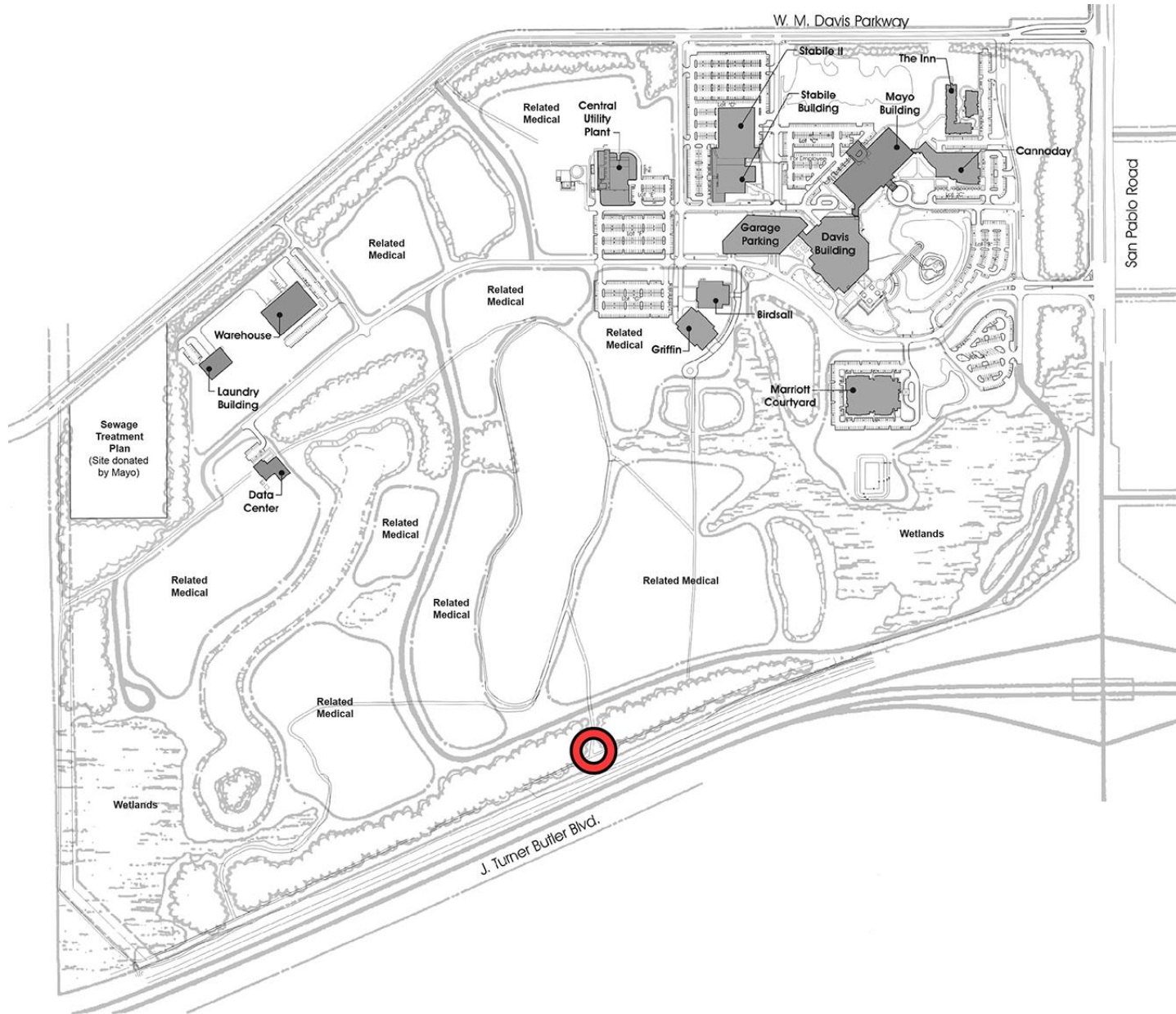
Butler Blvd EB & WB Ramp Concept



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

Jacksonville, Florida


**NOPC
EXHIBIT “E”**

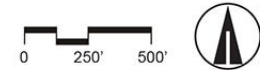


**Mayo Clinic Jacksonville DRI
Notification of Proposed Change**



NOPC Exhibit "E"

 Potential Vehicular Access



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 | " | " | |
| Airports | Runway (length) | No Change | None | |
| | Runway (strength) | " | " | |
| | Terminal (gross square feet) | " | " | |
| | # Parking Spaces | " | " | |
| | # Gates | " | " | |
| | Apron Area (gross square feet) | " | " | |
| | Site locational changes | " | " | |
| | Airport Acreage, including drainage, ROW, easements, etc. | " | " | |
| | # External Vehicle Trips | " | " | |
| | D.O. Conditions | " | " | |
| | ADA representations | " | " | |
| Hospitals | # Beds | No Change | 900 | |
| | # Parking Spaces | " | | |
| | Building (gross square feet) | " | 1,508,100 | |
| | Site locational changes | " | | |
| | Acreage, including drainage, ROW, easements, etc. | " | | |

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 | " | " | |
| Mining Operations | Acreage mined (year) | No Change | None | |
| | Water withdrawal (gal/day) | " | " | |
| | Size of mine (acres), including drainage, ROW, easements, etc. | " | " | |
| | Site locational changes | " | " | |
| | # External vehicle trips | " | " | |
| | D.O. Conditions | " | " | |
| | ADA representations | " | " | |
| Office/Related Medical | Acreage, including drainage, ROW, easements, etc. | No Change | | |
| | Building (gross square feet) | " | 5,491,900 | |
| | # Parking Spaces | " | | |
| | # Employees | " | | |

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 | " | " | |
| Ports (Marinas) | # Boats, wet storage | No Change | None | |
| | # Boats, dry storage | " | " | |
| | Dredge and fill (cu. yds.) | " | " | |
| | Petroleum storage (gals.) | " | " | |
| | Site locational changes | " | " | |
| | Port Acreage, including drainage, ROW, easements, etc. | " | " | |
| | # External vehicle trips | " | " | |
| | D.O. Conditions | " | " | |
| | ADA representations | " | " | |
| Residential | # Dwelling units | No Change | None | |
| | Type of dwelling units | " | " | |
| | # of lots | " | " | |
| | Acreage, including drainage, ROW, easements, etc. | " | " | |

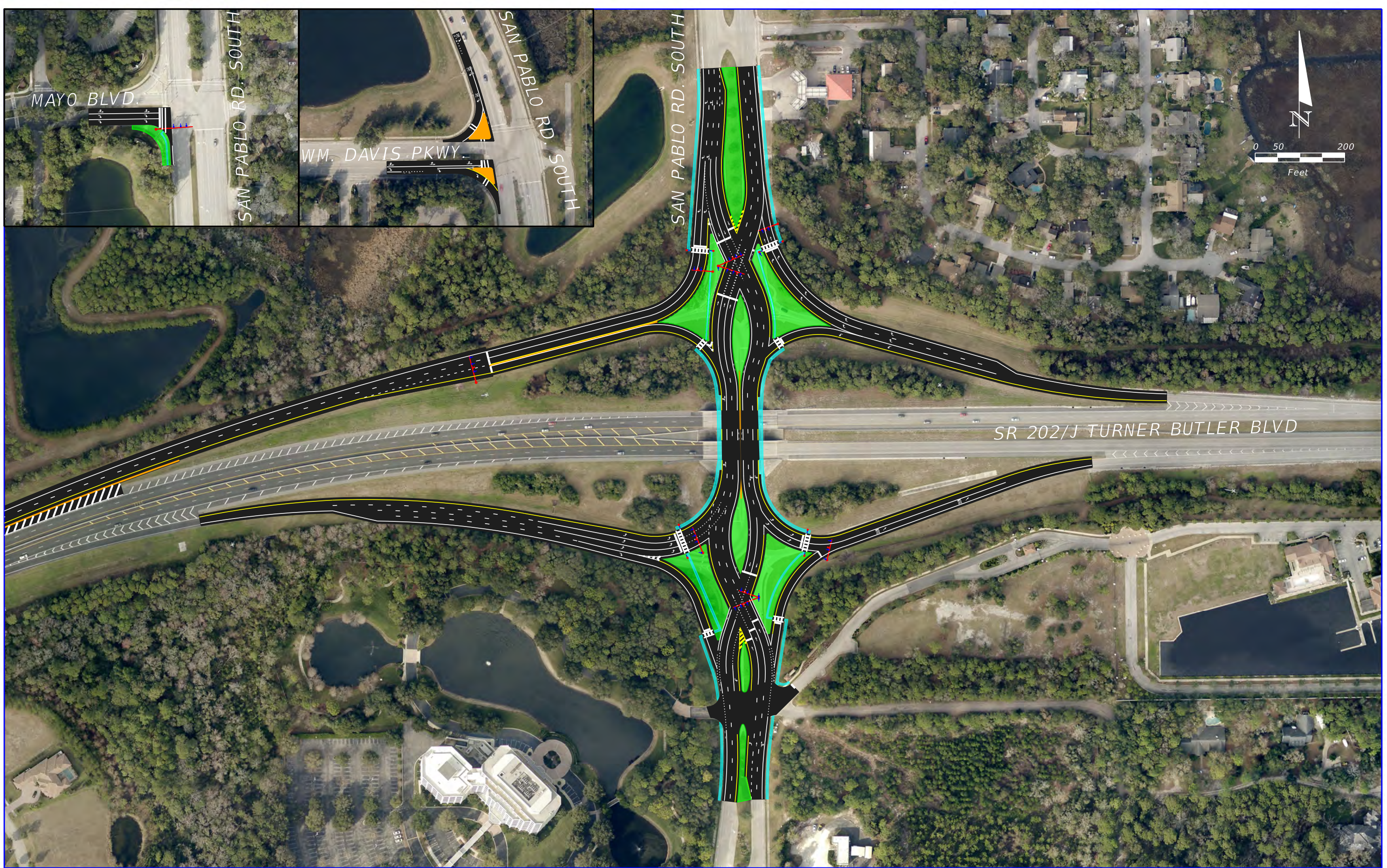
Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings.
The Bureau may request additional information from the developer or his agent.

| 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 | " | " | |
| Wholesale, Retail, Service | Acreage, including drainage, ROW, easements, etc. | No Change | None | |
| | Floor Space (gross square feet) | " | " | |
| | # Parking Spaces | " | " | |
| | # Employees | " | " | |
| | Site locational changes | " | " | |
| | # External vehicle trips | " | " | |
| | D.O. Conditions | " | " | |
| | ADA representations | " | " | |
| Hotel/Motel | # Rental Units | No Change | 750 | |
| | Floor space (gross square feet) | " | 500,000 | |
| | # Parking Places | " | | |
| | # Employees | " | | |
| | Site locational changes | " | | |
| | Acreage, including drainage, ROW, easements, etc. | " | | |
| | # External vehicle trips | " | | |
| | D.O. Conditions | " | | |
| | ADA representations | " | | |
| R.V. Park | Acreage, including drainage, ROW, easements, etc. | No Change | None | |
| | # Parking Spaces | " | " | |
| | Buildings (gross square feet) | " | " | |
| | # Employees | " | " | |

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 | " | " | |
| | ADA representations | " | " | |
| Preservation, Buffer or Special Protection Areas Preservation | 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.



| REVISIONS | | | |
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| DATE | DESCRIPTION | DATE | DESCRIPTION |
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| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| SR 202 | DUVAL | |

DDI Concept Study for
SR 202/J Turner Butler Blvd
@ San Pablo Rd South

SHEET NO.
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SR 202/J TURNER BUTLER BLVD

| REVISIONS | | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | DDI Concept Study for SR 202/J Turner Butler Blvd @ San Pablo Rd South | SHEET NO. |
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