



# APPLICATION FOR A CHANGE (AFC) TO THE CONSOLIDATED DEVELOPMENT OF REGIONAL IMPACT (DRI)

## OVERVIEW

**ORDINANCE: 2018-771**

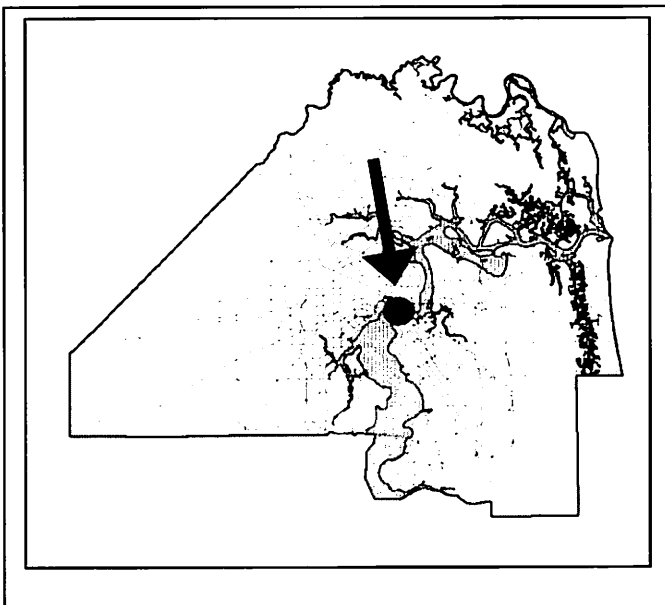
**APPLICANT: DOWNTOWN INVESTMENT AUTHORITY**

**GENERAL LOCATION OF DRI:** The Consolidated Downtown DRI is located in Jacksonville's Urban Core as depicted on the DRI location Map on page 2.

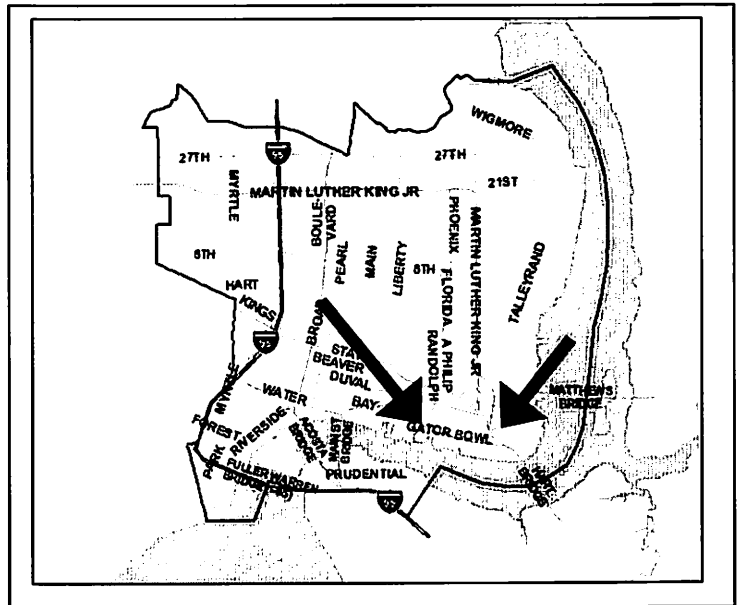
**Requested Action:** Amend the DRI Development Order (D.O.) to extend the geographic area of the "Shipyards" to include Metropolitan Park and Parking Lot J of TIAA Bank Field. The development rights currently dedicated to the "Shipyards" area will not change. Additional changes to the D.O. include the removal of all references to "Trilegacy Group, LLC", procedural updates and corrected Manatee Protection Plan references.

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

### LOCATION MAPS:

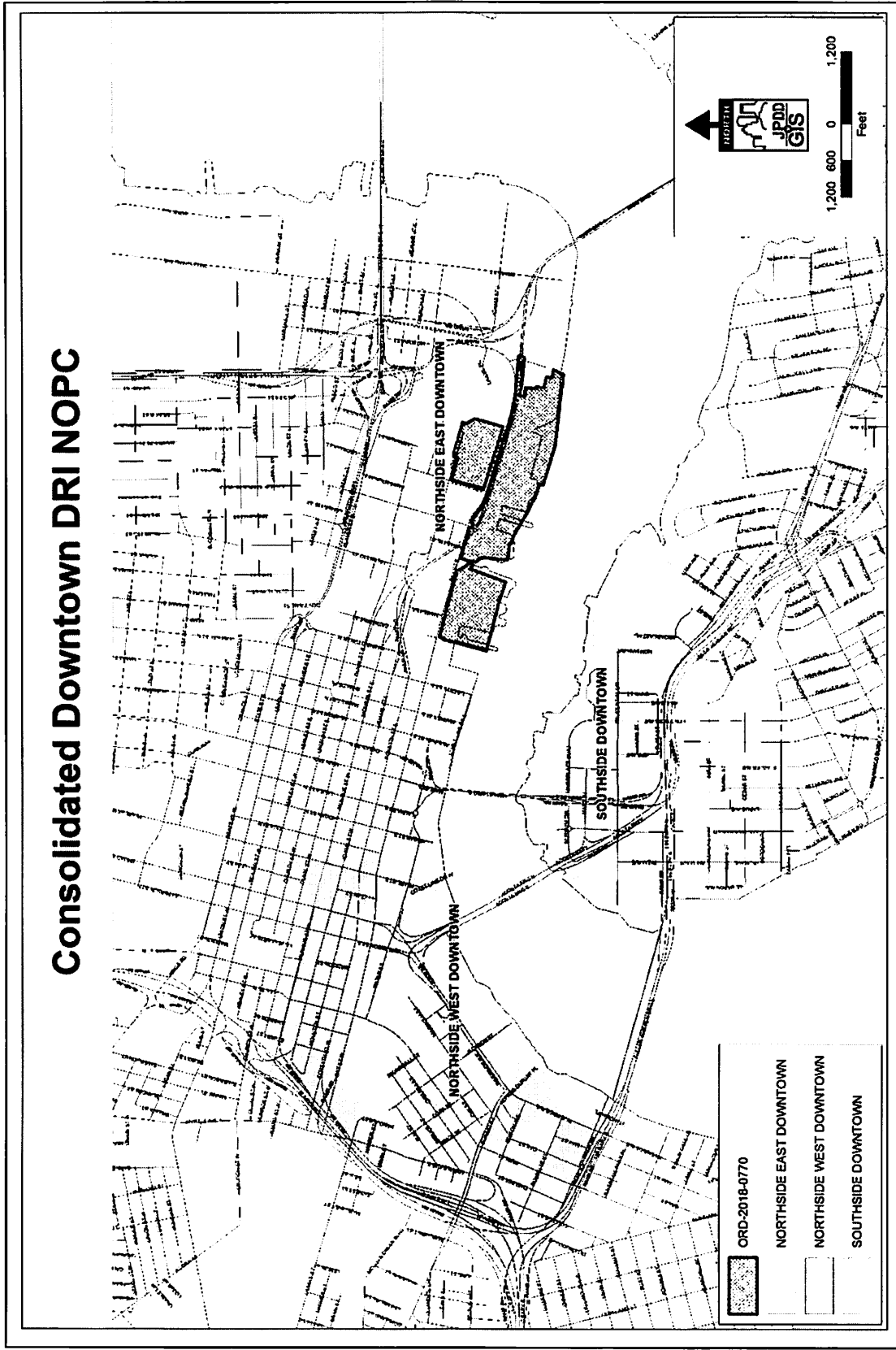


**Duval County Location Map**



**Planning District 1: Location Map**

# DRI General Location Map



Area of Change within the DRI

## Consolidated Downtown DRI NOPC



## **Background/APPLICATION SUMMARY**

The Consolidated Downtown Development of Regional Impact (DRI) was approved by the City of Jacksonville in 1992. Ordinance 1992-392-489 combined three DRIs (the Northside West DRI, the Northside East DRI and the Southside DRI) into one consolidated DRI to be known as the Consolidated Downtown DRI. While the three component areas of Downtown were combined into a single DRI, all of the terms and conditions set forth in the original development orders for each component area's DRI continued in full force, except as modified with the Consolidated Downtown DRI legislation. The specific conditions of the Consolidated Downtown DRI are outlined for each component area within the development order. The pending changes are proposed as part of the redevelopment of the Shipyards site. The site is located within the boundaries of the Northside East component of the DRI. (See DRI General Location Map and Area of Change within the DRI, pages 2 and 3)

Two additional pieces of legislation associated with the redevelopment of the Shipyards site are also currently being considered. Ordinance 2018-770 proposes to rezone the expanded Shipyards site from Planned Unit Development (PUD), Public Buildings and Facilities-1 (PBF-1) and Recreation and Open Space (ROS) to the Commercial Central Business District (CCBD) Zoning District. Ordinance 2018-769 proposes to amend the Zoning Code to ensure parks and marinas are permitted uses in the CCBD zoning district and in the Downtown Overlay and District Regulations.

All component areas within the Consolidated Downtown DRI are located in the Central Business District (CBD) Land Use Category. The CBD Land Use category is described within the Future Land Use Element as follows:

This is a mixed land use category that is coterminous with the Downtown jurisdictional area of the Downtown Investment Authority (DIA). The category allows medium to high density residential, commercial, industrial, institutional, recreational, and entertainment uses, as well as transportation and communication facilities. All the area in the CBD is included within the boundaries of the Downtown Development of Regional Impact (DRI). The exact location, distribution, and density/intensity of various types of land use in the DIA's Downtown jurisdictional area will be guided by the site development plans approved as part of the development order for the Downtown DRI(s).

See Current Land Use Map, Attachment C (page 11).

The proposal does not change the types of uses permitted within the DRI, and there will not be an increase in the overall development rights allowed within the DRI.

The modification specifically proposes to expand the geographic area of the Shipyards as defined in Section B. General Conditions of the Development Order. The expanded Shipyards area would include the current boundaries of the Shipyards, Metropolitan Park and the property located on the north side of Gator Bowl Boulevard west of the Daily's Place Amphitheatre (commonly referred to as Parking Lot J of TIAA Bank Field). (See Attachment B, pages 9-10, for the current and proposed expanded Shipyards area).

Additional changes to the D.O. include the removal of all references to “Trilegacy Group, LLC, procedural updates and corrected Manatee Protection plan references. (See page 3 of the Application for a Change, Attachment D)

Please see the Application for a Change, Attachment D (page 12).

## **REVIEW AND ANALYSIS**

### **COMPREHENSIVE PLAN**

#### **Brownfield Site and Area**

The site is located within the Brownfield Pilot Study Area (Resolution 2000-125-A) as defined in F.S. 376.79(4).

The property known as the Shipyards is under a Brownfield Site Rehabilitation Agreement (BSRA) with the Florida Department of Environmental Protection (DEP). The property known as Parking Lot J of TIAA Bank Field has a conditional Site Rehabilitation Completion Order (SRCO) issued by DEP and a Declaration of Restrictive Covenant. The property known as Metropolitan Park is not under an agreement and may or may not have contamination.

Since the portion of the site that is not under a BSRA is located within a Brownfield Area, the owner may request the property be designated a Brownfield Site. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. The property owner may qualify for tax credits.

#### **Vision Plan**

The site is located within the boundaries of the Urban Core Vision Plan. The Vision Plan identifies the Shipyards Site as a major redevelopment opportunity within the Urban Core and promotes mixed-use and walkable redevelopment and infill.

The Vision Plan identifies the Urban Core as an area within the City with the highest level of access to the river, making the enhancement and access to the Riverfront an important principle in the Urban Core and to the City as a whole. The expanded Shipyards area is consistent with Sub-Principle 1.3 to protect and enhance the riverfront and Sub-Principle 2.3, to encourage more entertainment uses around the sports arenas.

#### **Objectives and Policies**

The change to the DRI is consistent with the following Objective and Policies of the **Future Land Use Element** of the 2030 Comprehensive Plan.

Policy 1.1.19 Offer economic incentives through either the Downtown Investment Authority (DIA) or the Office of Economic Development (OED) to induce development to locate in the Urban Core, North, Northwest, and Southwest Planning Districts of the City rather than in the more congested areas of Greater Arlington and Southeast Planning Districts.

Objective 2.3 Continue to strengthen Downtown Jacksonville as the regional center of finance, government, retail and cultural activities for Northeast Florida.

Policy 2.2.13 Prioritize brownfield sites for redevelopment based on the extent of contamination and ease of remediation, potential for available funding, and potential for mixed use redevelopment. The City's Brownfield Coordinator should identify these sites and rank them according to the following criteria:

1. Ease of remediation and suitability of the site for residential or recreational uses
2. Location on major road corridors and accessibility to transit
3. Large sites with the greatest potential to be redeveloped as a compact and walkable project which adds needed density, parks and open space to the community

Policy 2.3.15 The City and DIA shall encourage growth within the CBD. More specifically, the City and DIA shall continue implementing it's current regulatory incentives to promote downtown revitalization to encourage growth to locate in the identified downtown revitalization area in order to discourage urban sprawl, reduce development pressures on rural lands, maximize the use of existing public facilities and centralized commercial, government, retail, residential, and cultural activities.

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

The change to the DRI is consistent with the following Objective and Policy of the **Recreation and Open Space Element** of the 2030 Comprehensive Plan.

Objective 4.1 The City shall provide greater public accessibility to the St. Johns River and develop appropriate recreational uses of its shorelines.

Policy 4.1.4 The City shall encourage new and protect existing public access to the St. Johns River in the Downtown Zoning Overlay district.

The expanded Shipyards area redevelopment site will encourage growth and redevelopment within the Central Business District of the Urban Core of the City and will promote Downtown revitalization. The changes proposed to the DRI to accommodate the redevelopment project will further encourage continued economic development Downtown which is consistent with Policies 1.1.19, 2.2.13, 2.3.15, 3.4.2 and Objective 2.3 of the Future Land Use Element.

Additionally, the redevelopment of the site will enhance the riverfront while providing greater public accessibility to the St. Johns River which is consistent with Objective 4.1 and Policy 4.1.4 of the Recreation and Open Space Element.

### **BUSINESS INVESTMENT AND DEVELOPMENT PLAN (BID PLAN)**

Downtown Jacksonville is governed by a “Business Investment and Development Plan”, or “BID Plan”, which is a roadmap for Downtown development and redevelopment, and a strategy for capitalizing on our assets: the St. Johns River and its tributaries, existing public infrastructure, public parks and increasing interest in creating a live-work-play, 24-hour Downtown experience. Adopted by the City Council via Ordinance 2014-560-E, the BID Plan consists of several interconnected documents – The Northbank and Southside Community Redevelopment Area Plans (“CRA Plans”), a Business Investment and Development Strategy, a Downtown Market Feasibility Study, and incorporation of the design guidelines from the Downtown Master Plan. The BID Plan is intended to work in concert with other plans and regulatory documents, including the Manatee Protection Plan, the Zoning Code, and the Comprehensive Plan.

The BID Plan includes seven (7) Goals and corresponding Strategic Objectives. Ordinance 2018-771 and the corresponding Application for a Change is consistent with the BID Plan Goals and Strategic Objectives. The change proposed for the expanded Shipyards area specifically relates with Goal 1:

Goal 1: Reinforce Downtown as the City’s unique epicenter for business, history, culture, education, and entertainment.

#### Strategic Objective

- Increase the opportunities for Downtown employment.
- Support expansion of entertainment and restaurant facilities.
- Create a consistent theme and image that conveys a sense of the excitement and activity Downtown.

### **RECOMMENDATION**

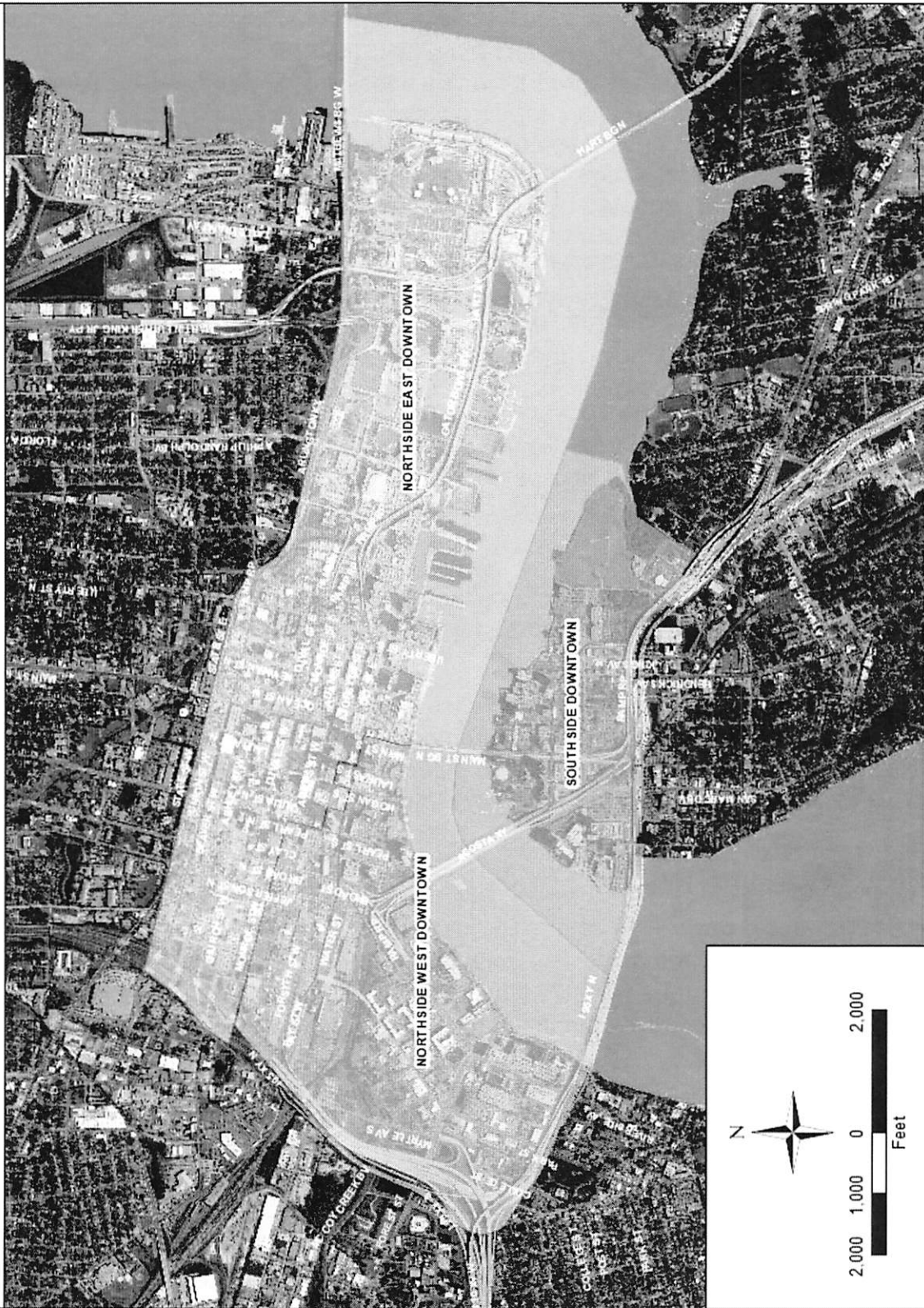
Based on the foregoing, it is the recommendation of the Planning and Development Department that Ordinance 2018-771 be **APPROVED** as set forth in the application for the proposed change to the Development Order, dated September 27, 2018.

### **ATTACHMENTS**

- A. DRI AERIAL MAP, PAGE 8**
- B. CURRENT AND PROPOSED SHIPYARDS AREA, PAGES 9-10**
- C. CURRENT LAND USE MAP, PAGE 11**
- D. APPLICATION FOR A CHANGE, PAGE 12**

**ATTACHMENT A**  
**Aerial Map**



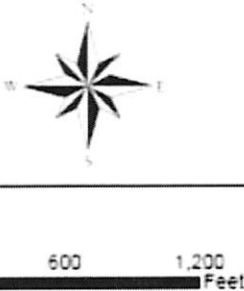
**Aerial**  
**Consolidated Downtown DRI NOPC**







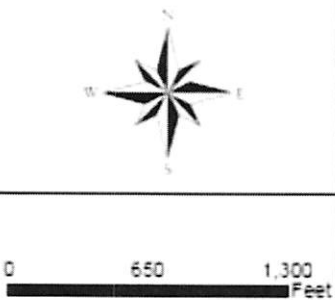
**ATTACHMENT B**  
**Current Shipyards Boundary Area**



 <p><b>DIA</b>          DOWNTOWN          INVESTMENT AUTHORITY          JACKSONVILLE, FLORIDA</p>	 <p><b>Current "Shipyards" Boundary</b></p> <p><b>Parcel Boundaries</b></p>	 <p>0 600 1,200          Feet</p>
<p><b>Exhibit B: Amendment To:</b>  <b>Consolidated Downtown DRI Development Order</b></p>		<p><b>SEPTEMBER 12, 2018</b></p>

**ATTACHMENT B (continued)**  
**Proposed Expanded Shipyards Boundary Area**

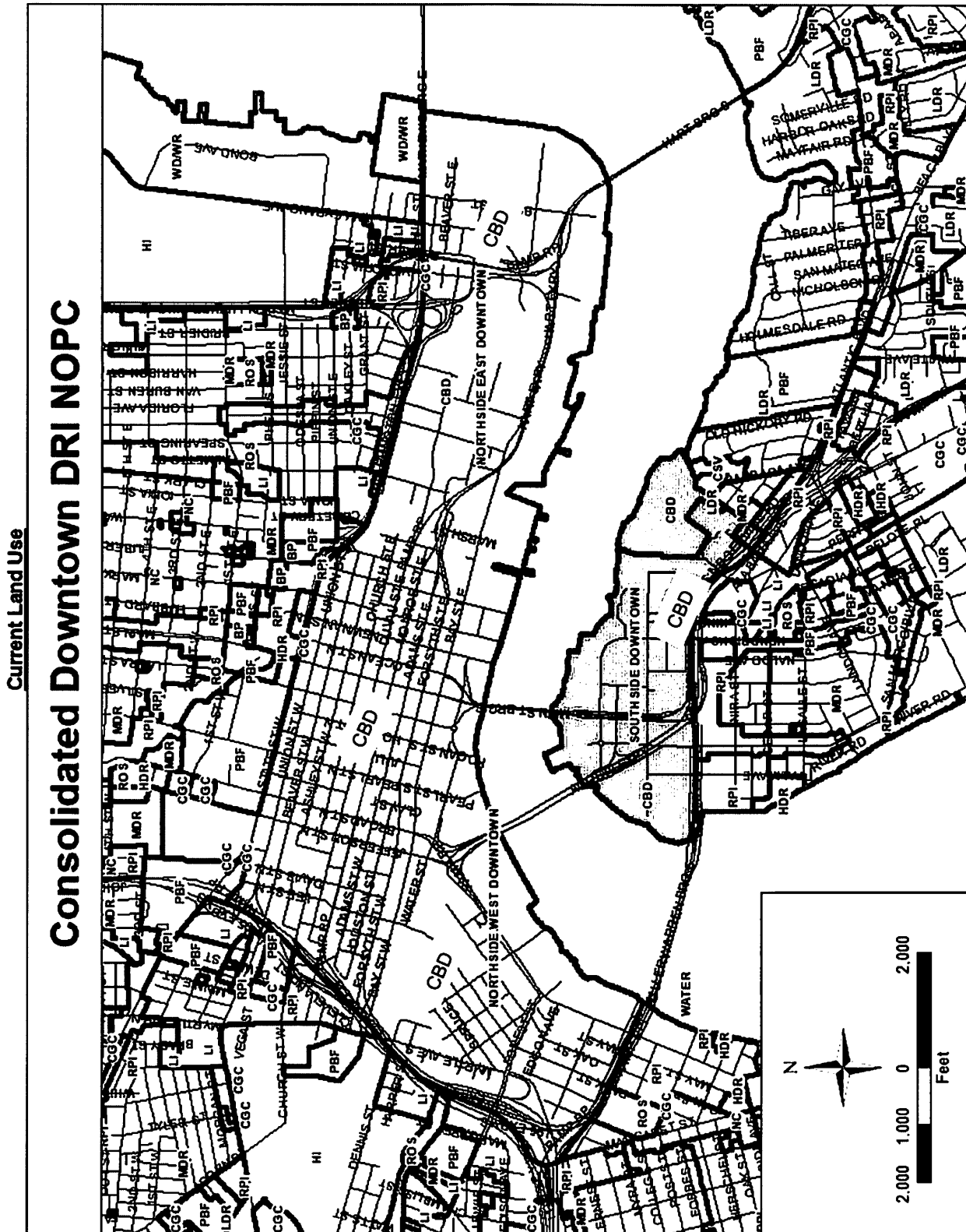


		
<p><b>Exhibit B: Amendment To:</b>  <b>Consolidated Downtown DRI Development Order</b></p>		<p><b>SEPTEMBER 12, 2018</b></p>

**ATTACHMENT C**

**Current Land Use Map –**

**All of the Downtown DRI is in the Central Business District (CBD) Land Use Category**



**ATTACHMENT D**  
**Application for a Change to the Consolidated Downtown DRI**

## MEMORANDUM

**Date:** September 27, 2018

**To:** Bill Killingsworth, Director, Planning and Development Department

**From:** Aundra Wallace, Chief Executive Officer, Downtown Investment Authority

**RE:** **Amendment to the Consolidated Downtown Development of Regional Impact (“Downtown DRI”) Development Order**

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On behalf of the Downtown Investment Authority (“DIA”), please accept this as an application request to amend the Downtown DRI Development Order. Pursuant to Ordinance 2014-0560-E, DIA is the “Master Developer” with respect to the Downtown DRI. The purpose of this request is to amend Section B.10, General Conditions, to expand the geographic boundary description of that property identified within the Downtown DRI Development Order referred to as the “Shipyards.” All other conditions of the Downtown DRI Development Order are to remain the same.

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

Downtown Investment Authority  
117 W. Duval Street, Third Floor, Suite 310-B  
Jacksonville, FL 32202  
Telephone: (904) 630-3492

**2. Authorized Agent (name, address, phone).**

Aundra Wallace, CEO Downtown Investment Authority  
117 W. Duval Street, Third Floor, Suite 310-B  
Jacksonville, Florida 32202  
Telephone: (904) 630-3487

**3. Location of approved DRI and proposed the DRI Location Map attached as Change.**

SEE EXHIBITS ‘A’ AND ‘B’, RESPECTIVELY.

4. 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.

Table 'A' (Northside East Component Area) within Section B.10 of the Downtown DRI Development Order contains a section relating to the development rights dedicated for that property specifically referred to as the "Shipyards." That language, in part, defines the "Shipyards" as "an approximately 44.7 acre area located between Metropolitan Park and Berkman Plaza." The Shipyards property is entitled for:

- 400 marina boat slips
  - 1,000,000 square feet of general office
  - 350 hotel rooms
  - 662 residential units
  - 100,000 square feet of commercial
  - A total of 3,915 on-site parking spaces and 4,160 off-site parking spaces\*
- \*Parking is not an identified use within the Downtown DRI Development Order. Rather, the parking space amounts have their origins with the Redevelopment Agreement with Trilegacy (Ordinance 2001-0450-E)

The purposes of this NOPC are to (a) increase the geographic area of the "Shipyards" to include Metropolitan Park and what is commonly referred to as "Parking Lot J" of TIAA Bank Field; and (b) remove all references to "Trilegacy Group, LLC." No additional entitlements are proposed for the Shipyard property (as expanded), nor are any other amendments to the General or Specific Conditions within the Downtown DRI Development Order proposed.

The following page contains strike-thru / underline of the proposed Downtown DRI Development Order amended language:

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]**

## **Section B. "General Conditions"**

### **Northside East Component Area Table A**

Note: ~~That property known as the Shipyards, a~~ An approximately 44.7<sup>94</sup> acre area located between Metropolitan Park and Berkman Plaza comprised of those riverfront properties commonly referred to as the "Shipyards" and "Metropolitan Park" together with property commonly referred to as Lot J and located on the north side of Gator Boulevard west of the Daily's Place Amphitheatre, shall be allowed to be developed with the following Phase I development rights at any time through December 31, 2018, notwithstanding any limitations in this Development Order regarding phasing, buildout dates, or termination dates: 400 marina boat slips plus such additional amounts which may be approved without the need for modification of the DRI under Section 380.06(24)(k), Florida Statutes, 662 residential units, 100,000 square feet of commercial space, 1,000,000 square feet of office, 350 hotel rooms, 3,915 on-site parking spaces, and 4,160 offsite parking spaces. Such rights may be converted by the ~~JEDC~~ Downtown Investment Authority or its designated successor (which may include the developer of the Shipyards site) using Table 1 below (which is based on the ITE Trip Generation Manual, 7th Edition (see Table 2) by notifying the City, ~~the DCA and the NEFRC~~ of the conversion in writing, without a Notice to Proposed Change or other approval.

## **Section C. "Specific Conditions"**

### **Subsection 4. "Vegetation and Wildlife"**

e. ~~The Shipyards Marina consisting of a~~ A 400-slip docking facility for use on riverfront property the boundaries of which are the western boundary of the Shipyards and the eastern boundary of Metropolitan Park is herein incorporated into the Consolidated Downtown DRI Development Order. The approval of the 400-slip docking facility is contingent on the Shipyards (Tri-Legacy Group, LLC) securing all Federal, State, and Local permits and approvals from applicable regulatory agencies and, to the extent that Tri-Legacy Group, LLC does not have there is not title to the submerged land under the docking facility, any necessary consent of use or submerged land lease by the Trustees of the Internal Improvement Trust Fund. All approvals associated with the required permits and approvals and subsequent renewals will comply with the Boat Facility Siting Plan apply including compliance 16 with the Duval County Manatee Protection Plan. These 400-slips are in addition to the approved and constructed 70-slip transient facility existing at Metropolitan Park. The location of the Shipyards Marina is depicted on Map 18 H-1 attached to this Ordinance.

5. **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.**

SEE EXHIBIT 'C'

6. **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).**

Original DRI Development Orders

**Resolution 82-802-378**, adopted January 10, 1983, was the original development order for the Southside DRI.

**Resolution 85-1508-549**, adopted February 3, 1986, was the original development order for the Northside West DRI.

**Resolution 91-208-93**, adopted April 3, 1991, was the original development order for the Northside East DRI.

Amendments Prior To Consolidation (of the three DRIs)

**Other resolutions and ordinances since superseded by Ordinance 92-392-489, which consolidated the three DRIs into one DRI Development Order:** Resolutions 86-486-143, 86-814-285, 86-1055-378, 86-1343-447, 87-710-220, 87-1404-458, and 88-760-275, and Ordinances 88-874-542, 88-875-543, 90-505-239, 90-975-554, 91-946-363, and 91-1068-511.

Consolidation Amendment

Ordinance 92-392-489, adopted June 9, 1992, consolidated the three downtown DRI Development Orders into one development order. **A summary of changes approved are as follows:**

Amendments Post Consolidation (of the three DRIs)

**Ordinance 93-181-71**, adopted March 12, 1993, authorized changes to the DRI to amend Exhibit E to correct scrivener errors.

**Ordinance 93-1693-839**, adopted October 12, 1993, changed area along north side of Bay Street between Ocean Street, Forsyth Street and Market Street from Institutional/Office to Commercial. No change in development entitlements occurred as a result of this Ordinance.



**Ordinance 93-1871-1164**, adopted December 28, 1993, changed Haines Street that was closed between Duval and Adams Street to Recreational Open Space to implement the Gator Bowl Master Plan. No change in development entitlements occurred as a result of this Ordinance.

**Ordinance 93-2166-1310**, adopted February 14, 1994, closed Adams Street between Georgia and Victoria Street to facilitate the implementation of the Gator Bowl Master Plan. The Adams Street right of way was re-designated to Recreational - Open Space land use category. No change in development entitlements occurred as a result of this Ordinance.

**Ordinance 93-2175-1286**, adopted February 1, 1994, changed a block area near Oak and Stonewall Streets to Mixed High Density Residential/Office/Commercial land use category and changed an area to Commercial for the Royal Services, Inc. computer operations building.

**Ordinance 94-409-314**, adopted June 23, 1994, to authorize changes and enhancements to Metropolitan Park to accommodate the construction of a 70-slip transient docking facility which included five slips for the City's Fire Rescue Division. No change in development entitlements occurred as a result of this Ordinance.

**Ordinance 94-873-481**, adopted August 29, 1994, authorized changes in the DRI to reduce the Residential Land Use Category by 4.3 acres and increased the Institutional/Office land use category by 4.3 acres to accommodate to the proposed homeless center and existing mini-jail. No change in development entitlements occurred as a result of this Ordinance.

**Ordinance 94-1093-622**, adopted November 4, 1994, authorized changes to the DRI to reduce the Medium Density Residential land use category by 1.52 acres, Recreational Open Space land use by 3.76 acres and to increase the Institutional/Office land use category by 5.28 acres for a proposed automated Skyway Express facility.

**Ordinance 95-341-201**, adopted May 3, 1995, changes 9.5 acres of Industrial land use to 9.5 acres of Commercial land use and modified the Commercial land use category description to include some Light Industrial uses as contemplated in the Northside East Community Redevelopment Plan and the LaVilla Redevelopment Plan. No change in development entitlements occurred as a result of this Ordinance.

**Ordinance 96-604-455**, adopted September 27, 1996, converted 30,438 sq. ft. of Office to 9,000 sq. ft of Retail. 6,478,330 of Office sq. ft was reduced by 30,438 sq. ft. to 6,447,892 sq. ft. and Retail was increased by 9,000 sq. ft. from 872,318 sq. ft. to 881,318 sq. ft. (Sikes and Stowe).

**Ordinance 96-633-373**, adopted August 13, 1996, authorized changes in the Consolidated DRI by utilizing the land use trade off procedure set forth in the Consolidated DRI converting 42,669 square feet of commercial land use to 12,360 square feet of retail land use to accommodate the rescue mission land use category. Retail land use was determined by the Planning and Development Department to be the most comparable land use category

in the land use trade off matrix. The tradeoff was requested to accommodate the proposed Trinity Rescue Mission.

**Ordinance 96-711-404**, adopted September 11, 1996, authorized changes in the Consolidated DRI by utilizing the land use trade off procedure set forth in the Consolidated DRI converting 22,000 square feet of Office land use to 18,128 square feet of industrial land use to accommodate First Baptist Church's warehouse facility. No change in development entitlements occurred as a result of this Ordinance.

**Ordinance 96-814-476**, adopted October 8, 1996 approved the transfer of 125 hotel rooms from Phase 1 of the Northside East Downtown DRI, decreasing the original number of 900 hotel rooms down to 775 hotel rooms, and increasing the Southside Downtown DRI by 125 hotel rooms in Phase 1 which increased the original number of 668 hotel rooms to 793 hotel rooms. (Premier Lodging)

**Ordinance 98-252-E**, adopted May 26 1998, to amend Table A Project Development Land Uses to authorize changes and enhancements in the DRI to reduce the number of hotel rooms in Phase 1 of the Northside East DRI by 100 hotel rooms and to increase the number of hotel rooms in Phase 2 of the Southside DRI by 100 hotel rooms.

**Ordinance 98-477-E**, adopted July 28, 1998, which authorized a change to Table A Project Development Land Uses converting 283,505 sq. ft. of office sq. ft. To 275 hotel rooms in Phase 1 of the Northside East DRI.

**Ordinance 98-873-E**, adopted November 24, 1998, which authorized a change to Table A Project Development Land Uses converting 309,278 sq. ft. or office sq. ft. to 300 hotel rooms in Phase 1 of the Northside East DRI. This amendment also modified the build out date of each phase of the Consolidated DRI by adding one year to Phase 1 and extending each subsequent phase by one year.

**Ordinance 99-822-E**, adopted September 20, 1999, which authorized the build out date of each phase of the Consolidated Downtown DRI by adding two years to Phase 1 and extending each subsequent phase by two years.

**Ordinance 2001-298-E**, adopted June 12, 2001 which authorized the Berkman Plaza Marina consisting of 54 slips, replaced Table A (revised 2/2/01) and pages E-25 and E-25a of the consolidated development order.

**Ordinance 2001-414-E**, adopted May 22, 2001, which amended the Northside West DRI Master Development Plan Map changing the land use designation of Medium Density Residential to Commercial on 0.6 acre parcel of land owned by Brinton Paint Company.

**Ordinance 2001-839-E**, adopted October 29, 2001, i) extended phasing for each of the DRI's for Phase I to December 31, 2010; Phase II to December 31, 2015; Phase III to December 31, 2020; ii) modified development order conditions related to transportation improvements; iii) reduced the commercial/retail and office square footage for the Northside East DRI by over 14,000,000 square feet combined; iv) increased hotel rooms in the Northside West portion by 29 rooms to 929 rooms, and in the Southside portion from 893 to 1,561 rooms; and v) increased in marina slips from 70 to 274, taking into account the Berkman marina and River City Marina.

**Ordinance 2002-755-E**, adopted October 27, 2002, converted office development rights to residential rights in the Southside portion of the DRI, increased marina slips in the Southside by 75 units, and amended Map H to show a marina site on the Southside, for the Strand project.

**Ordinance 2004-111-E**, adopted March 23, 2004, designated all lands within the downtown DRI as having those uses allowed under the Central Business District land use category of the Jacksonville Comprehensive Plan, eliminated maximum density requirements for residential uses, and converted 72,826 office square feet in the Southside portion to 175 residential dwelling units.

**Ordinance 2005-391-E**, adopted May 10, 2005, allowed the development of the Shipyards project with 662 residential dwelling units, 100,000 square feet of commercial uses, 1,000,000 square feet of office uses, 350 hotel rooms, 400 marina slips and 3,915 parking spaces until December 31, 2020 and allowed the conversion of uses.

**Ordinance 2005-854-E**, adopted August 30, 2005, which converted 37,450 square feet of office to 90 residential units in the Southside portion for the Riverview project.

**Ordinance 2005-855-E**, adopted October 17, 2005, shifted 181,000 square feet of office and 200 residential units from Phase II to Phase I for the Southside portion of the Consolidated Downtown DRI.

**Ordinance 2007-659-E**, adopted April 22, 2008, allocated an additional 128 marina slips to the Southside portion of the Consolidated Downtown DRI for Phase I, and permitted development rights for any of the 128 marina slips not constructed within Phase I to be carried forward into Phase H.

**Ordinance 2015-0777**, Conform the Transportation Mitigation Requirements for the to be Consistent with Comprehensive Plan FLUE Policy 2.3.16; Incorporate New DRI/DO condition for marina slips to be used on that property known as the Southside Generating Station site.

- 7. 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?**

There has been no change in local government jurisdiction for any portion of the development since the last approval or development order was issued.

- 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.**

No lands within 1/4 mile of the subject DRI areas have been purchased or optioned by the applicant.

- 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.**

N/A

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

**The changes (amendments) do not change the DRI buildout date or phasing schedule.**

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

No amendment to the Comprehensive Plan is necessitated by the proposed changes (amendments).

**EXHIBITS**

- EXHIBIT 'A': MAP H, DRI BOUNDARY MAP  
EXHIBIT 'B': AFFECTED PROPERTY BOUNDARY MAP  
EXHIBIT 'C': SUBSTANTIAL DEVIATION TABLE

# JACKSONVILLE CONSOLIDATED DOWNTOWN DRI MAP H: MASTER DEVELOPMENT PLAN EXHIBIT A

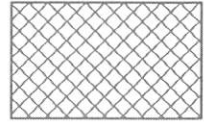
CONSOLIDATED DOWN DRI BOUNDARIES  
CENTRAL BUSINESS DISTRICT (CBD)

MARINA

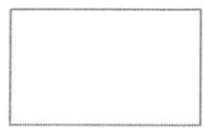


Not To Scale  
October 19, 2015





**Current "Shipyards"  
Boundary**



**Parcel Boundaries**



**Exhibit B: Amendment To:  
Consolidated Downtown DRI Development Order**

**SEPTEMBER 12, 2018**





**Expanded "Shipyards"  
Boundary**



**Parcel Boundaries**



0 650 1,300  
Feet

**Exhibit B: Amendment To:  
Consolidated Downtown DRI Development Order**

**SEPTEMBER 12, 2018**