

Global Logistics At Cecil Commerce Center

- 4.1 DEVELOPMENT AREA 1:** Frontage on three of the key existing roadways (New World Avenue, Normandy Boulevard, and 103rd Street) in combination with the favorable existing grade provide for Development Area 1 (**Exhibit 4.1**) to be a prime location for initial development. This area will serve to generate market interest in Cecil Commerce Center.

The industrial buildings proposed will be a mixture of large cross-dock distribution buildings and rear load warehouse buildings. The development area would allow for the construction of a large single building distribution facility in excess of 1.5 million square feet. This would be accomplished through the combination of larger cross-dock buildings. The rear load buildings are oriented so that the façade containing office space will front 103rd Street. This will provide for an aesthetically enhanced frontage for the industrial development and maintain a positive image for the overall development. Wetland creation has been proposed on the eastern edge of the site to mitigate impacts on site and improve the drainage connection that crosses at 103rd Street into Development Area 6.

The Eastern edge of the intersection of New World Avenue and Normandy Boulevard provides an ideal location for Retail/Mixed-use development serving Cecil Commerce Center North and South as well as the FCCJ Cecil Field Campus, Jacksonville Equestrian Center, and surrounding neighborhoods. The development of this intersection in combination with Development Area 2 will provide a retail and service hub to energize the gateway to Cecil Commerce Center North and South.

The proposed total build out is 3,706,431 square feet as shown in **Exhibit 4.1.1** with the majority of proposed development being industrial. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 1 is approximately \$13.24 million.

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4.2 DEVELOPMENT AREA 2: With prime exposure and access at the junction of New World Avenue, Normandy Boulevard, and 103rd Street this area has great potential for a mixture of Retail/Mixed-use, Office/Institutional, and Industrial development. The Retail/Mixed-use development will act as a gateway to Cecil Commerce Center. The gateway has been envisioned to have a “Town Center” feel with pedestrian oriented retail and mixed-use fronting onto a plaza with a water feature incorporating the branding elements of Cecil Commerce Center. The gateway will incorporate a transit hub serving Cecil Commerce Center North and South as well as the FCCJ Cecil Field Campus, Jacksonville Equestrian Center, and surrounding neighborhoods. This transit hub is a critical element in public transportation planning for the entire master plan.

New World Avenue, the primary connector to I-10, will pass through the gateway granting access to Office/Institutional and Industrial uses to the South. The Industrial development is buffered from the gateway area by a ring of Office/Institutional use which will help transition from a pedestrian oriented node to an auto and truck served area. The office uses are anticipated to be multi-tenant, full building user, or a combination of both serving the Aviation and Industrial uses at Cecil Commerce Center.

The industrial buildings proposed to the South of Normandy Boulevard and West of New World Avenue are a mixture of light industrial, rear load warehouse, and cross dock distribution facilities. A new three (3) lane collector connecting to a new four (4) lane divided collector have been proposed to provide access to industrial sites without all truck traffic circulating on New World Avenue. These roadways will also allow for the potential to sub-divide industrial buildings into multiple tenants while maintaining options for separate secure truck maneuvering yards. The industrial buildings have been oriented so that the facades containing office areas would front New World Avenue and the proposed four (4) lane divided collector road providing for an aesthetically enhanced streetscape.

The grades in this development area are generally favorable and there are limited wetland impacts. The current lease of Cecil Pines housing and golf course will create a need for phasing of construction in this development area. The proposed total build out is 6,006,970 square feet in a mixture of uses as shown in **Exhibit 4.2.1**. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 2 is approximately \$28.98 million.

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4.3 DEVELOPMENT AREA 3: Bounded by New World Avenue to the West and Aviation Avenue to the East, Development Area 3 (**Exhibit 4.3**) has been established as a corridor providing for increased development of Aviation uses on the West side of Cecil Field utilizing existing infrastructure. Since aviation uses lead the list of targeted industries for Jacksonville it was critical to provide areas on the West side of Cecil Field that could be developed relatively quickly without requiring an immediate expansion of the East side of the field.

Industrial and Office uses have been incorporated into the development area to support existing and proposed Aviation uses. The Industrial uses are anticipated to be a mixture of smaller multi-tenant buildings with users performing research and development, light manufacturing, and assembly. The Office uses integrated into the development area are envisioned as corporate offices for design and engineering companies in support of major aviation tenants. The office and light industrial buildings are also utilized as a transition from aviation specific buildings along Aviation Avenue to the larger industrial distribution warehouses to the West of New World Avenue in Development Area 2.

The Northern most portion of the development area has been set aside for Retail/Mixed-use development. This will help unify the retail hub at the Cecil Commerce Center gateway as established at the intersection of New World Avenue, Normandy Boulevard, and 103rd Street.

In order to reduce the amount of infrastructure cost the existing roadway network in Development Area 3 has been maintained where appropriate. Where roadway upgrades are needed the plan was developed to place new roads over existing road right-of-ways.

The proposed total build out is 2,756,900 square feet in a mixture of uses as shown in **Exhibit 4.3.1**. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 3 is approximately \$14.25 million. There are no significant wetland impacts within the development area.

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4.4 DEVELOPMENT AREA 4: The combination of visual exposure on 103rd Street with an existing Frontage Road containing utility services, allows for Development Area 4 (**Exhibit 4.4**) to accommodate immediate Industrial and Retail development on JAA property. This development area also anticipates the expansion of Aviation uses at the Northwest end of runway 18R-36L. The proposed aviation area already has proposals under consideration for a major aircraft manufacturer (4-A-1, 4-A-2, 4-A-4, and 4-A-5) and the FCCJ Aircraft Coating Educational Facility (4-A-7 and 4-A-8).

Retail/Mixed-use anchors the northwest corner of the development area and ties into the retail zone focused around the intersection of 103rd Street and New World Avenue. An additional Retail/Mixed-use node has been sited at the primary connection of Development Area 4 to 103rd Street via a proposed four (4) lane divided collector road. This node is intended to serve industrial and aviation uses on the collector road as it extends south between Development Areas 5 and 7.

The Industrial uses proposed are primarily cross dock distribution facilities with a few rear load warehouse buildings. The buildings are oriented so that loading is screened from 103rd Street via a combination of building orientation and a master storm water drainage concept which places ponds along the roadways. The southern development limits of the industrial buildings between 103rd Street and the existing Cecil Field runways are defined by the Building Restriction Line (BRL) preserving the approaches to the ends of both runways.

There are no significant wetland impacts within this development area. In fact the eastern boundary is proposed as a wetland creation area for mitigation of wetland impacts within the master plan. This wetland creation will also improve the drainage course that begins in Development Area 1, flows south through Areas 5, 6, 7, 8, and 9, before going under the runways and exiting Cecil Commerce Center to the southwest.

The proposed total build out is 3,502,490 square feet in a mixture of uses as shown in **Exhibit 4.4.1**. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 4 is approximately \$18.29 million.

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4.5 DEVELOPMENT AREA 5: The Eastern side of runway 18L-36R is contemplated as a mixture of Aviation related uses. The intent is to utilize the immediate adjacency to industrial uses in Development Areas 4 and 7, as well as the proximity to Development Areas 1, 2, and to help develop Air Cargo related facilities at Cecil Commerce Center. In order to target the major air cargo users in the market there needs to be a tangible flow of goods between the cargo sorting and handling facility, freight forwarding buildings, and warehouse and distribution buildings. Cecil Commerce Center offers a unique development opportunity to accommodate all of the facility types within the supply chain without having to leave the immediate area.

The development area will be reached via the proposed four lane collector road extending from 103rd Street and then transitioning to three lane collector roads leading to the Aviation uses. The majority of these new roadways are aligned over existing access roads. This will allow for upgrade to the road network while reducing the impact to wetlands

This development area still will have significant wetland impacts due to the creation of taxiway and apron space that will serve the new Aviation uses. In developing the master plan it was decided to lessen the wetland impacts by maintaining a wetland area along the eastern edge of the development area. This wetland area connects into Taylor Creek, and becomes part of a wetland corridor that begins in Development Area 1 and extends south and to the west into Development Area 10.

The Aviation uses proposed include Air Cargo, Freight Forwarding, and MRO with a proposed total build-out of 1,417,380 square feet as shown in **Exhibit 4.5.1**. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 4 is approximately \$14.59 million.

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4.6 DEVELOPMENT AREAS 6 AND 6A: The proposed future construction of Runway 17-35 (“Phantom Runway”), anticipates the need for additional capacity to support a mixture of Aviation related uses. The plan for Development Area 6 (**Exhibit 4.6**) provides for a range of facility types and sizes positioned along the Western edge of the proposed runway. The anticipated tenants would be Air Cargo, MROs, FBOs, and aircraft manufacturing uses. This area also has good connections to Development Areas 4 and 7 for transfer of goods to industrial uses. The proposed total build out of Development Area 6 is 1,307,600 square feet as shown in **Exhibit 4.6.1**.

The area to the north and south of the runway would be maintained as open space due to restrictions established by the Building Restriction Line (BRL). The east side of the runway would be open space up to the border of Development Area 8 in order to reduce further impact to significant continuous wetland areas.

The roadway would be upgraded to a four (4) lane divided collector with detention ponds down the median along the western edge of the development area. This configuration was established to allow for a master drainage solution while maximizing the development potential between the runway and the road. Having the storm water detention in the median also allows for fewer conflicts with the approaches to the runway since it is undesirable to have ponds attracting birds within these areas. As the road extends around the north end of the proposed runway it becomes a four (4) lane divided collector without detention in the median connecting to 103rd Street and the proposed Cecil Connector Road in Development Area 8. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 6 is approximately \$16.11 million.

As an alternate, the JAA requested that the team provide an industrial scheme should there not be a need for an additional runway at Cecil Commerce Center. Known as Development Area 6 Alternate (**Exhibit 4.6A**), this plan utilizes the area for Industrial use with a small service Retail/Mixed-use component. The proposed industrial layout is a mixture of light industrial, rear load warehouse, and cross dock distribution buildings. This allows JAA to have the option to provide more industrial product within the site boundaries they control at Cecil Commerce Center. The layout minimizes impacts to wetlands and utilizes same roadway concept as Development Area 6. The total build out for Development Area 6 Alternate is 4,442,770 square feet as shown in **Exhibit 4.6.1A**.

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4.7 DEVELOPMENT AREA 7: This plan utilizes a pocket of land positioned between the proposed Aviation development of Area 6 and the existing wetland corridor to the west. Development Area 7 (**Exhibit 4.7**) is viewed as a good location for JAA to provide additional industrial product to the market. This area would allow for an expansion of the industrial development in Development Area 4 and serve Aviation uses in Development Areas 5 and 6. The buildings shown are cross dock distribution facilities, but could be planned for smaller light industrial or rear load warehouse product. The proposed total build out for Development Area 7 is 1,350,704 square feet as shown in **Exhibit 4.7.1**.

The development area has minimal impacts on wetlands. The storm water is handled via detention ponds along the western edge of the development area. These ponds would then release water into the natural drainage occurring through the wetland corridor.

The area has good access to 103rd Street via roads proposed on the eastern and western boundaries. The roadway to the east is a four (4) lane divided collector shared with Development Area 6. The western boundary is proposed as a three (3) lane collector connecting to a the four (4) lane collector in Development Area 4 to the North. Additionally a cross street would connect through Development Area 7 into Development Area 5 providing for circulation between Industrial and Aviation use areas. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 6 is approximately \$12.61 million.

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4.8 DEVELOPMENT AREA 8: With the Eastern boundary of the master plan area having frontage along Branan Field Chaffee Road, Development Area 8 (**Exhibit 4.8**) is viewed as a prime location to develop Retail/Mixed-use and Office/Institutional uses. Visual exposure and easy access will help generate retail traffic and leasing velocity for office spaces. The concept for this area was to generate village like retail integrated into a suburban office park while incorporating a link to the remainder of Cecil Commerce Center via the proposed Cecil Connector Road. The southern portion of Development Area 8 will contain small Industrial uses. The smaller footprints typical of the proposed uses allow the development area to have minimal wetland impacts with a total build out of 4,384,265 square feet as shown in **Exhibit 4.8.1**.

A hotel site with visibility from the interchange of Branan Field Chaffee Road and 103rd Street is anticipated at the northeast corner of Cecil Commerce Center. From this point south a series of Retail/Mixed-use and Office/Institutional nodes will occur along the frontage of Branan Field Chaffee Road. These nodes will be organized around intersections of a proposed three (3) lane collector road network. These intersections are envisioned as roundabouts incorporated into a pedestrian plaza at each node. The collector road network will connect to the Cecil Connector Road which has been envisioned as a four (4) lane divided collector with detention ponds in the median. The detention ponds will act as a master drainage system for the development area and convey storm water to the southern wetland drainages. Through integration of detention ponds and landscaping the Cecil Connector Road will have a parkway like feel and provide an enhanced image for Office/Institutional and Retail/Mixed-use development frontages.

Continuing south along Cecil Connector Road the development will transition to flex and research and development uses. These industrial buildings will be smaller and set up for single users or multiple tenants. These buildings will typically have a higher percentage of office and utilize rear loaded storage space. The buildings in this area front the Cecil Connector Road with office. Loading access is screened at the rear of the sites. As the road continues towards the southern boundary of JAA property it will transition to a three (3) lane collector road and connect to an existing road network off site. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 8 is approximately \$36.35 million.

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4.9 DEVELOPMENT AREA 9: With the increasing growth of the western portion of Jacksonville, the demand for corporate and general aviation is predicted to grow steadily during the planning horizon of Cecil Commerce Center. The Southeastern area of Cecil Field nestled at the intersection of Runway 9R-27L and 18L-36R is an ideal location for the development of general and corporate aviation facilities. Development Area 9 (**Exhibit 4.9**) is segregated from the aviation uses that will typically handle larger aircraft and thus will help to alleviate potential conflicts with general aviation users. The location allows for access to all existing and future runways without travelling amongst aprons for MRO and Air Cargo uses.

The site is accessed from the south via the existing Branan Field Road which ties into the proposed Cecil Connector Road to the East. Once on site the proposed roadway improvements utilize the existing road bed found in this area. The connections allow for easy access to new residential developments to the South (Oakleaf Plantation) and proposed Office/Institutional Uses in Development Area 8 which will be generators of general aviation users. The proposed total build out is 804,100 square feet as shown in **Exhibit 4.9.1**. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 9 is approximately \$4.96 million.

This development area would also host a liquid oxygen fueling station for the proposed space port facilities in Development Area 10. This fueling station has been isolated from the general aviation area due to the requirement for a 1,200 feet radius around the fueling area for safety.

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4.10 DEVELOPMENT AREA 10: The South side of existing runway 9R-27L is an ideal location for the development of a controlled area for facilities and uses in support of a proposed space port use at Cecil Commerce Center. There was positive public support of a space port at the public outreach meetings conducted during the master planning effort. Cecil Field has been identified as the best potential airport for aircraft-like launch vehicles in Florida and as a result Development Area 10 (**Exhibit 4.10**) has been set aside for this use.

A liquid oxygen fueling station has been located at the Eastern edge of the development area to allow for maximum development while maintaining the necessary 1,200 foot radius for safety. The western and southern boundaries of Development Area 10 abut the conservation corridor which will provide a visual buffer and some noise attenuation from property surrounding Cecil Commerce Center. Should the space port concept not be realized in this development area the site is set up to function for additional MRO, FBO, and Air Cargo facilities. The proposed ultimate build out is 1,165,200 square feet of Aviation use as shown in **Exhibit 4.10.1**.

Development Area 10 is reached via a new roadway connecting to Development Areas 2 and 3 to the north. The roadway design is anticipated to begin as a four (4) lane divided collector, transition to a three (3) lane secondary collector and then transition to a two (2) lane secondary road. The majority of the roadway in Development Area 10 will be a two (2) lane secondary collector. The conceptual opinion of roadway and utility infrastructure costs for the Development Area 10 is approximately \$14.98 million.

Drainage for the site is designed to be accommodated along the southern edge of the development area. The detention ponds would release water into the natural wetland drainage areas to the south and west at a flow equivalent to the current condition. There are two wetland areas that will be impacted due to road crossings and the construction of concrete aprons and taxiways for the aviation use.