

EXHIBIT 3

WRITTEN DESCRIPTION

Kings Avenue Station

December 25, 2020

I. PROJECT DESCRIPTION

The fee simple owner of the real properties identified in the attached Exhibit A, RE#'s 080660-1500, 080660-1510, and 080660-1520, the ("Property"), which contains approximately 10.36 acres is currently zoned both Commercial Community/ General-1 (CCG-1) and Planned Unit Development (PUD Ord 2006-627). The owner of the Property, the Jacksonville Transportation Authority (JTA) have entered into an agreement with a developer to permit commercial, residential and office uses, to be developed on the parcels. The Property is designated CGC on the FLUM's, having been previously located in the Light Industrial Category. In 2006 and again in 2009, the owner petitioned the City of Jacksonville to permit amendments to the Comprehensive Plan, redesignating these parcels as CGC. A portion of the property is currently developed with a parking garage which provides a covered connection to the Skyway Transit System operated by the JTA. Additionally, the developer has constructed and is operating two hotels in the portion of the property currently designated as PUD. The Property is a quintessential mix of uses in a Transit Oriented manner. The rezoning of the Property into one unified PUD will promote interconnection of the uses that will be developed on the land, provide a reduction of VMT, encourage and support transit and the viability of the Skyway System.

After review of the previous land use and zoning actions it is apparent that the owner as well as the City of Jacksonville, agree that this Property is ideally suited to support the urban core and act as a gathering point for commuters and visitors, while offering alternative transportation into the growing downtown. Similarly, the existing development has created a viable area for visitors, being on the desirous Southbank and offering easy access to offices, museums, and area restaurants. The rezoning of this property will permit the needed flexibility to react to evolving market demands, assuring the owner, developer, and the city that new business can locate within the boundaries of this PUD without need for costly and time consuming zoning actions. The Property is bounded on all sides by roadways, ranging from Interstate 95 to the north, to local roads on the south and east. It is worth noting that the JTA also has implemented bus lanes along Kings Avenue, and provides a bus stop at the base of the parking garage, making this a true multi-modal location.

Surrounding properties to the west, across Kings Avenue are designated CGC/CCG-1 and include a full liquor bar, a restaurant, and a bank with drive-thru lanes. To the south, across Kings Avenue, is an expansive JEA facility consisting of large water storage tanks and an expansive electrical facility, being designated LI/IL. To the southeast, across Manning Street, there are several office/warehouses, also designed LI/ IL. Finally, the LI/IL designation wraps the northern boundary, encompassing I-95, an almost 16 lane facility, and the Central Business District (CBD/CCBD).

As would be expected, uses in proximity cater to the commuting public, offering convenience and services that would be typical at such an urban location. The property encompasses

approximately 10 acres, including the existing parking garage and hotels described herein. This parcel offers what is arguably the largest developable property abutting the CBD, and is the only parcel to contain all of the available transit types as well as the parking required to permit commuters the ability to change transportation modes. .

The applicant has utilized the professional services of Michael Herzberg, AICP in preparing this PUD request. No other professionals have yet been engaged. The developer would propose to commence marketing and necessary engineering as soon as possible after grant of the necessary entitlements. The property has no significant or unique characteristics, variation of elevations or natural features worth noting.

It is appropriate to utilize such zoning tools to permit desirable development of commercial activities, especially so close to the urban core, and where the same is intended to reduce VMT and promote transit use. The implementation of this PUD would permit the development of supporting residential and commercial uses for the existing mass transit station located on this property. This PUD furthers the goals, objectives, and policies of the City's 2030 Comprehensive Plan.

The Property is to be operated and used in accordance with the terms and limitations of this PUD ordinance and its supporting exhibits, as a Community/ General Commercial development. This development will be developed in consonance with the goals and objectives of the CGC Land Use Category of the City of Jacksonville 2030 Comprehensive Plan Future Land Use Element. It is the intent of the owner to have the flexibility to develop any of the permitted and permissible uses of this category, promoting a true mixed use development, promoting mass transit and alternative transportation, using the existing building and improvements. Further, all future maintenance and operations will be the sole responsibility of the landowner/tenants, in compliance with the Municipal Ordinance for the City of Jacksonville and this PUD.

II. USES AND RESTRICTIONS

The Property may be further divided or developed as depicted on the attached site plan (Exhibit 4) dated March 14, 2017 (the "Site Plan,") which is incorporated herein by this reference.

A. Permitted Uses:

- (1) All Permitted and Permissible Uses of the CCG-1 and CCG-2 Zoning Districts, except as prohibited herein.
 - a. Accessory uses shall be as outlined in the Zoning Code and consistent Section 656.403 of the Zoning Code.
 - b. Multi-family residential Use Shall be a Permitted Use

B. Prohibited Uses: This PUD shall prohibit the following uses,

- (i) Automotive sales, or repairs;
- (ii) Recycling centers;
- (iii) Light and heavy industrial uses including processing, wholesaling, or assembly of components.
- (iv) Retail Plant nurseries, boatyards, or crematories
- (v) Dancing entertainment establishments or Adult Entertainment
- (ix) Day labor pools, residential treatment facilities, rescue missions, emergency shelters, blood donor stations and the like.

III. DEVELOPMENT STANDARDS

A. *Dimensional Standards.*

1. *Minimum parcel area and yard areas:* The minimum lot size, lot width and yard areas for structures shall be as follows:

Lot Size – None

Lot Width – None

Yards -

Front: 0 feet

Side: 0 feet

Rear – 0 feet

2. *Maximum parcel or sub-parcel coverage by all buildings and structures:* 80%
3. *Maximum height of structures:* None.

B. *Ingress, Egress and Circulation.*

1. Vehicular ingress and egress shall be substantially as shown on the Site Plan.

C. *Signs.*

1. Signage shall comply with Section 656.1303(c)3.

D. *Site Design and Landscaping.*

1. The existing construction is intended to be retained but shall be deemed to be compliant with all applicable codes for the same. New buildings and construction shall be oriented toward the adjacent streets to the east, west, and south. As I-95 is an elevated roadway, this development shall not be required to provide entrances or orientations toward that roadway. Similarly, it is the intent of the developer to promote an inward orientation, encouraging patrons or residents to utilize the various supporting businesses and facilities. The development shall comply with all current standards of Part 12 of the Zoning Code, except as related to the Uncomplimentary Use Buffer, which would be unnecessary in an urban setting such as this.
2. Lighting associated with any use of this PUD will be of a consistent design, promoting a unified development, and offering safe and well-lit pedestrian corridors.

E. *Building Orientation*

1. *General:*

Again, the applicant intends to orient primary structures toward the adjacent roadways to the west and south. However, the development will also promote an inward orientation, offering visitors and residents a sense of place, and promoting a longer dwell time at the development.

F. *Parking*

1. In consideration of the existence of the parking garage on the property and considering the availability of alternative transportation modes serving the property, no new parking shall be required.
2. Any surface parking spaces provided, shall include landscaping consistent with the Zoning Code.

IV. JUSTIFICATION FOR PLANNED UNIT DEVELOPMENT CLASSIFICATION FOR THIS PROJECT

The proposed project is consistent with the general purpose and intent of the City of Jacksonville 2030 Comprehensive Plan and Land Use Regulations. The proposed rezoning is a reasonable manner by which to permit and promote the development of a mixed-use transit-oriented development, immediately adjacent to the CBD.

The proposed zoning will act as a logical development plan, permitting the flexibility to market the project to a myriad of users, all of which would serve the immediate community while encouraging alternative transportation to the same. This PUD is designed to protect

the usable nature of the property while promoting infill of this area of the Southbank, The design promotes numerous Goals, Objectives and Policies of the 2030 Comprehensive Plan, and

This PUD:

Is more efficient and effective than would be possible through strict application of the City of Jacksonville Land Use Regulations or a conventional zoning district which are broad based and cannot be subject to generalized site plans;

Represents an appropriate intensity for limited commercial use located adjacent to the CBD and abutting an expansive Interstate roadway. The PUD offers a combination of possible uses, properly designed to promote a logical transition between the established uses and a sustainable and desirable development pattern at an infill location.

Will promote the purposes of the 2030 Comprehensive Plan, including the following:

1. Goal 1
2. FLUE Objective 1.1
3. FLUE Policy 1.1.5
4. FLUE Policy 1.1.12
5. FLUE Policies, 1.1.22, 1.1.24, and 1.1.25
6. FLUE Objective 3.2
7. FLUE Policies 3.2.7, 3.2.8, 3.2.10, 3.2.12, 3.2.13 and 3.2.14
8. Goal 6
9. FLUE Objective 6.3
10. Policy 6.3.4

V. SUCCESSORS IN TITLE

All successors in title to the Property, or any portion of the Property, shall be bound to the conditions of this PUD.

VI. PUD REVIEW CRITERIA

- A. *Consistency with Comprehensive Plan.* The Property is designated CGC pursuant to the City's Future Land Use Map Series of the City's 2030 Comprehensive Plan. The uses and amounts (intensity) proposed in the PUD would be consistent with this designation as well as the established uses in the vicinity.
- B. *Consistency with the Concurrency Management System.* The development of the Property will comply with the requirements of the Concurrency Management/ Mobility System.

- C. *Allocation of Residential Land Use.* Residential use is intended for this PUD and shall comply with the limitations of the CGC Land Use Category.
- D. *Internal Compatibility/Vehicular Access.* Vehicular access to the site is currently available from at least three roadways. All driveway locations will necessitate the review and approval of the City of Jacksonville.
- E. *External Compatibility/Intensity of Development.* The addition of the limited commercial uses identified in the PUD are similar to, or less intensive than the activities occurring on properties in close proximity. Further, the intended uses will compliment and promote the businesses that exist within the Southbank area.
- F. The development will be appropriately screened from adjacent properties and structures and will be oriented in a manner that will foster an inward approach, while maintaining appropriate facades and welcoming pedestrian points of entry to the adjacent local roadways.
- G. *Recreation/Open Space.* The PUD will not include recreational uses.
- H. *Impact on Wetlands.* Any development activity which would impact wetlands will be permitted in accordance with local, state and federal requirements.
- I. *Listed Species Regulations.* Not Applicable.
- I. *Off-Street Parking & Loading Requirements.* The existing parking areas will be utilized. Loading and unloading will be accommodated in appropriate locations near the parking areas.
- J. *Sidewalks, Trails, and Bikeways.* The development will be consistent with the 2030 Comprehensive Plan.
- K. *Stormwater Retention.* Stormwater shall be conveyed, treated and stored in accordance with all City of Jacksonville and St. Johns River Water Management District requirements.
- L. *Utilities.* Electric power, water and sewer services are furnished to the Property by the Jacksonville Electric Authority.