

# City of Jacksonville, Florida

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*Lenny Curry, Mayor*

City Hall at St. James  
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Jacksonville, FL 32202  
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[www.coj.net](http://www.coj.net)

February 18, 2021

The Honorable Tommy Hazouri, President  
The Honorable Michael Boylan, LUZ Chair  
And Members of the City Council  
City Hall  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report**  
**Ordinance No.: 2021-41**                      **Application for: Kings Avenue PUD**

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairperson Boylan and Honorable Members of the City Council:

Pursuant to the provisions of Section 30.204 and Section 656.129, *Ordinance Code*, the Planning Commission respectfully offers this report for consideration by the Land Use and Zoning Committee.

Planning and Development Department Recommendation:    **Approve with Conditions**

Planning Commission Recommendation:                      **Approve with Conditions**

This rezoning is subject to the following exhibits:

1. The original legal description dated December 25, 2020
2. The **REVISED** written description dated **FEBRUARY 12, 2021**
3. The original site plan dated March 14, 2017

Recommended Planning Commission Conditions to the Ordinance:

**Planning Commission conditions:**

1. The subject property shall be developed in accordance with the Southbank Riverwalk/San Marco Multi-Use Trail exhibit dated February 5, 2021.
2. The landscape and architectural elements shall be developed in accordance with the North San Marco Neighborhood Action Plan and be subject to the review and approval of the Planning and Development Department, including streetscape improvements, terracing and scaling of buildings, and the public rights-of way and plazas.

**Planning Department conditions:**

1. The subject property shall be developed in accordance with the Southbank Riverwalk/San Marco Multi-Use Trail exhibit dated February 5, 2021.

2. The landscape and architectural elements shall be developed in accordance with the North San Marco Neighborhood Action Plan and be subject to the review and approval of the Planning and Development Department, including streetscape improvements, terracing and scaling of buildings, and the public rights-of way and plazas.
3. Pursuant to the recommendations outlined in the North San Marco Neighborhood Action Plan, all CCG-2 uses not already permitted under CCG-1 shall be removed

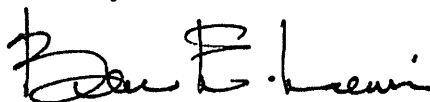
Recommended Planning Commission Conditions that can be incorporated into the Written Description: **None**

Planning Commission Commentary: There were no speakers in opposition and little discussion among the Commissioners. The agent submitted a revised written description which eliminated uses the Department has concerns about. With that revised written description the Department does not see a need for Condition #3.

Planning Commission Vote:	5-0
Joshua Garrison, Chair	Aye
Dawn Motes, Vice Chair	Absent
David Hacker, Secretary	Absent
Marshall Adkison	Aye
Daniel Blanchard	Aye
Ian Brown	Aye
Alex Moldovan	Aye
Jason Porter	Absent

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



Bruce E. Lewis  
City Planner Supervisor – Current Planning Division  
City of Jacksonville - Planning and Development Department  
214 North Hogan Street, Suite 300  
Jacksonville, FL 32202  
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# EXHIBIT 3D

## WRITTEN DESCRIPTION

### Kings Avenue Station

February 12, 2021~~August 19, 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) ~~[WA1]~~ 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 4E) 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.[WA2]

- a. Accessory uses shall be as outlined in the Zoning Code and consistent Section 656.403 of the Zoning Code.

- a.b. Multi-family residential Use Shall be a Permitted Use

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

- (i) ~~Automotive or Vehicle sSales, Junkyards or Vehicle Storage Yards, Bus, Semi-Tractor Parking, Auto or rRepairs, Manual Car Wash, Truck Rental or S, or sale of used tires;~~
- (ii) ~~Recycling Ceenters, Racetracks, Truck Stops, Boatyards, Racetracks, Travel Trailer Parks, Go Cart Tracks, Driving Ranges, any Pari Mutuel Permitholder Activity, or Indoor Gun Ranges, Pawnshops; rs;~~
- (iii) ~~Light and heavy industrial uses including processing, wholesaling, Scrap Processing or assembly of components.~~
- (iv) ~~Retail Plant nNurseries, Lumber or Building Supplies, Home Equipment Rental, bBoatyards, or eCrematories;~~
- (v) ~~Dancing entertainment Eestablishments or Adult Entertainment, Rescue Missions or Day Labor Pools;~~
- (ix) ~~Day labor pools, Schools, Rresidential tTreatment fFacilities, Rrescue Mmissions, Eemergency sShelters, Bblood dDonor sStations 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.



**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR****APPLICATION FOR REZONING ORDINANCE 2021-0041 TO****PLANNED UNIT DEVELOPMENT****FEBRUARY 18, 2021**

The Planning and Development Department hereby forwards to the Planning Commission, Land Use and Zoning Committee and City Council its comments and recommendation regarding Application for Rezoning Ordinance 2021-0041 to Planned Unit Development.

***Location:*** 1201 Kings Avenue  
Between Interstate 95 and Kings Avenue

***Real Estate Numbers:*** 080660-1500, 080660-1510, and 080660-1520

***Current Zoning Districts:*** Planned Unit Development (2006-0627-E) and  
Commercial Community/General-1 (CCG-1)

***Proposed Zoning District:*** Planned Unit Development (PUD)

***Current Land Use Category:*** Community/General Commercial (CGC)

***Planning District:*** 3-Southeast

***Applicant/Agent:*** Michael Herzberg, AICP  
12483 Aladdin Road  
Jacksonville, Florida 32223

***Owner:*** Jacksonville Transportation Authority (JTA)  
1201 Kings Avenue  
Jacksonville, Florida 32207

***Staff Recommendation:*** **APPROVE WITH CONDITIONS**

**GENERAL INFORMATION**

Application for Planned Unit Development 2021-0041 seeks to rezone approximately 10.84± acres of land from PUD and CCG-2 to PUD. The rezoning to a new PUD is being sought in order to allow for a mixed-used development containing a maximum of 207 multi-family dwelling units and 225,000 square feet of nonresidential uses. Currently, the site has a parking garage and hotel. Under this PUD, both structures will remain while new development will occur on four (4) outparcels.

The need for the PUD arises from the current ordinance's limitation on commercial uses and residential uses. Therefore, the proposed PUD would allow for multi-family dwellings by right, mandate building orientation, reduce parking requirements, and combine CCG-1 and CCG-2 uses under one zoning district. For a detailed list of permitted uses—including prohibited uses—please see the attached Written Description dated December 25, 2020.

**North San Marco Neighborhood Action Plan (NAP):**

The subject site is located within the boundaries of the Kings Avenue District of the North San Marco NAP. This area is identified as an area with great potential for redevelopment and infill development. The area currently includes a mix of light industrial and community general commercial uses. The Plan identifies the Kings Avenue District as a potential area for Transit Oriented Development encouraging infill development of residential, retail and support services due to the area's easy connectivity and access to the Skyway, bus routes and the San Marco neighborhood and Downtown. Recommendations for new development include the utilization of landscaping or public art to screen uses that do not contribute to the aesthetic character of the neighborhood. Landscaping should be utilized to enhance community character to exhibit the desired community aesthetic and preserve the integrity of the community's character. The PUD should ensure adequate landscaping and other amenities to enhance and preserve the community's character consistent with the North San Marco Neighborhood Action Plan.

**The Plan continues to state, PUDs that include very intense uses such as those allowed in the CCG-2 zoning district should not be supported in the study area as these uses are potentially too intense to complement the existing community character and ensure the delicate balance of residential and commercial uses. The PUD written description allows uses in the CCG-1 and CCG-2 zoning districts but has prohibited the more intense uses of the CCG-2 zoning district. As recommended by the Plan, the allowed uses on site should be carefully considered to ensure a balance of uses in the area while demonstrating a benefit to the neighborhood.**

A portion of the subject property is currently zoned under PUD Ordinance 2006-0627-E, which spans 1.5± acres of land and allows for a mixed-use development. In relation to the current PUD, the proposed rezoning covers a larger 10.84± acres of land. Moreover, 2006-0627-E was enacted on July 25, 2006 with the following conditions:

- (a) Two monument signs are permitted, not exceeding sixty square feet each and not exceeding twelve feet in height. Wall signage is permitted pursuant to the Zoning Code.
- (b) The landscape and architectural elements are subject to the review and approval of the Planning and Development Department, including streetscape improvements, terracing and scaling of buildings, and the public rights-of way and plazas.

**The Planning and Development has reviewed the conditions of the enacted ordinance and forwards the following comments:**

Condition (a) is not being recommended by Staff for this report as the intent of this proposed rezoning is update the current Ordinance's signage plan.

Condition (b) is being recommended (in a modified version) by Staff for this report in order to maintain compatibility with the North San Marco Neighborhood Action Plan, which recommends landscaping and aesthetic improvements.

### **CRITERIA FOR REVIEW**

Pursuant to the provisions of Section 656.125 of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria of an application for rezoning to Planned Unit Development.

### **STANDARDS, CRITERIA AND FINDINGS**

Pursuant to the provisions of Section 656.131 (c) of the Zoning Code, the Planning Commission shall grant an exception only if it finds from a preponderance of the evidence that the exception meets, to the extent applicable, the following standards and criteria:

***(A) Is the proposed zoning district consistent with the 2030 Comprehensive Plan?***

Yes. The Planning and Development Department finds that the subject property is located in the Community/General Commercial (CGC) functional land use category of the Urban Priority Area (UPA) as defined by the Future Land Use Map series (FLUMs) contained within the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

According to Category Descriptions in the FLUE, CGC in the Urban Priority Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Principal uses include commercial retail sales and service establishments; restaurants; hotels and motels; offices; financial institutions; multi-family dwellings; commercial recreational and entertainment facilities; and auto repair and sales among other uses. Residential uses are allowed in the CGC land use category but they must not be the sole use and must not exceed 80% of development. The PUD proposes approximately 207 multi-family dwelling units and 225,000 sq. ft. of non-residential uses meeting the mixed use requirement of the CGC land use category.

The uses within the proposed PUD are consistent with the CGC land use category. The subject site is within an Airport Height Restriction Zone, the .2% annual chance flood hazard flood zone, a 500 foot and 750 foot wellhead buffer zone and within the boundaries of the North San Marco Neighborhood Action Plan. .

As such, Staff finds the proposed rezoning to be consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive Planning for Future Development of the Zoning Code.

***(B) Does the proposed rezoning further the goals, objectives and policies of the 2030 Comprehensive Plan?***

This proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

**Future Land Use Element (FLUE):**

**Policy 1.1.12**

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

The proposed rezoning at the subject site would directly address the projected growth expected in North San Marco by providing for a greater variety of housing options and a limited, more compatible assortment of commercial uses for local residents.

**Policy 1.2.9**

Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area may be permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

In reference to the attached JEA Availability Letter, **2020-4173**, the proposed Urban Priority Area development must maintain connection to City water and sewer.

**Goal 3**

To achieve a well balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Located in the Urban Priority Area, Staff finds the proposed development consistent with the type of density and intensity typically found in the UPA by providing a well-balanced and integrated network of residential, nonresidential, and public uses—all while protecting and enhancing the character of the North San Marco neighborhood.¶

**Objective 3.2**

Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

The proposed rezoning at the subject site would fulfill the aforementioned criteria by providing a greater assortment of housing product and commercial retail, and recreational

amenities—all of which will be integrated in a mixed-use fashion.

**Policy 3.2.2**

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

The proposed rezoning to a PUD would allow for commercial and residential infill on traditionally underutilized and vacant land.

***(C) Does the proposed rezoning conflict with any portion of the City's land use Regulations?***

The written description and the site plan of the intended development meets all portions of the City's land use regulations and furthers their intent by providing specific development standards.

Pursuant to the provisions of Section 656.341(d) of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria for rezoning to Planned Unit Development district:

***(1) Consistency with the 2030 Comprehensive Plan***

In accordance with Section 656.129 Advisory recommendation on amendment of Zoning Code or rezoning of land of the Zoning Code, the subject property is within the following functional land use category as identified in the Future Land Use Map series (FLUMs): Community/General Commercial (CGC). As such, Staff finds the proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, as previously evaluated in Criteria (B).

***(2) Consistency with the Concurrency Mobility and Management System***

Pursuant to the provisions of Chapter 655 Concurrency and Mobility Management System of the Ordinance Code, the development will be required to comply with all appropriate requirements of the Concurrency and Mobility Management System (CMMSO) prior to development approvals. Therefore, the applicant/agent/owner will need to apply for Concurrency/Mobility for this proposed project prior to permitting/plan submittal with the City of Jacksonville.

***(3) Allocation of residential land use***

This proposed Planned Unit Development intends to utilize the subject parcels for a mixed-use development. Moreover, this proposed development will not exceed the projected holding capacity reflected in Table L-20, Land Use Acreage Allocation Analysis For 2030 Comprehensive Plan's Future Land Use Element, contained within the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

**(4) Internal compatibility**

This proposed PUD is consistent with the internal compatibility factors. An evaluation of the internal compatibility of a proposed Planned Unit Development is based on the following factors:

**The existence or absence of, and the location of open spaces, plazas, recreational areas and common areas:** The project will be developed with the required amount of open space in accordance with Section 656.420 of the Zoning Code and ROSE Policy 2.2.5 as applicable of the Recreation and Open Space Element of the 2030 Comprehensive Plan.

**The use of existing and proposed landscaping:** With the exception of providing an uncomplementary buffer, the subject site will be developed in accordance with Part 12 of the Zoning Code and Article 25 of Charter of the City of Jacksonville.

**The treatment of pedestrian ways:** Pursuant to the provisions outlined in Chapter 654 Code of Subdivision Regulations and the 2030 Comprehensive Plan, the proposed development will contain a pedestrian system that emphasizes interconnectivity between the residential and commercial development.

**Traffic and pedestrian circulation patterns:** As demonstrated on the attached site plan, the proposed traffic circulation system will be serviced using Kings Avenue, Manning Street, and Montana Avenue.

**(5) External Compatibility**

Based on the written description of the intended plan of development and site plan, the Planning and Development Department finds that external compatibility is achieved by the following:

**The type, number and location of surrounding external uses:** The proposed development is located in the North San Marco neighborhood area just south of the Central Business District boundaries for the Downtown area and Interstate 95, where business, commercial, and residential development are the predominate uses. The proposed development will provide an assortment of mixed uses within the immediate area.

Adjacent uses, zoning and land use categories are as follows:

<b>Adjacent Property</b>	<b>Land Use Category</b>	<b>Zoning District</b>	<b>Current Property Use</b>
North	LI	IL	Interstate 95
South	LI	IL	JEA Utility Station
East	LI	IL	Interstate 95/Office
West	CGC	CCG-1	Commercial/Office

**Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of lands surrounding the proposed PUD which includes any existing or planned use of such lands:** The application was forwarded to the Parks Recreation and Community Services Department for review. Based on their findings, the subject property will be impacted by the Riverwalk/San Marco Multi-Use Trail dated February 5, 2021. As such, Staff recommends that the proposed PUD be developed in accordance with this integrated network of multi-use trails.

#### **(6) Intensity of Development**

The proposed development is consistent with the CGC functional land use category. The PUD is appropriate at this location due its location and frontage along Kings Avenue, a major arterial roadway.

**The location of various proposed uses within the PUD and the degree of compatibility of such uses with each and with surrounding uses:** The subject site is located within the boundaries of the Kings Avenue District of the North San Marco NAP. This area is identified as an area with great potential for redevelopment and infill development. The area currently includes a mix of light industrial and community general commercial uses. The Plan identifies the Kings Avenue District as a potential area for Transit Oriented Development encouraging infill development of residential, retail and support services due to the area's easy connectivity and access to the Skyway, bus routes and the San Marco neighborhood and Downtown.

Recommendations for new development include the utilization of landscaping or public art to screen uses that do not contribute to the aesthetic character of the neighborhood. Landscaping should be utilized to enhance community character to exhibit the desired community aesthetic and preserve the integrity of the community's character. The PUD should ensure adequate landscaping and other amenities to enhance and preserve the community's character consistent with the North San Marco Neighborhood Action Plan.

**The Plan continues to state, PUDs that include very intense uses such as those allowed in the CCG-2 zoning district should not be supported in the study area as these uses are potentially too intense to complement the existing community character and ensure the delicate balance of residential and commercial uses. The PUD written description allows uses in the CCG-1 and CCG-2 zoning districts but has prohibited the more intense uses of the CCG-2 zoning district. As recommended by the Plan, the allowed uses on site should be carefully considered to ensure a balance of uses in the area while demonstrating a benefit to the neighborhood.**

**The availability and location of utility services and public facilities and services:** The subject site will be serviced by JEA for city water and sewer—with existing water and force mains located along Kings Avenue. Additionally, in a memo provided by JEA dated February 2, 2021, the proposed project design shall meet the JEA Design Standards in effect at the time of construction plan submittal in order to accommodate approximately 97,000 gpd.

**School Capacity:** Based on the Development Standards for impact assessment, the 1.71± acre proposed PUD rezoning has a development potential of 207 multi-family dwellings. The proposed

development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

**School Impact Analysis**  
**PUD 2021-0041**  
**Development Potential: 207 Residential Dwellings**

School Type	CSA	2020-21 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats - CSA	Available Seats - Adjacent CSA (ES/MS 3&5, HS 4&5)
Elementary	4	5,438	80%	34	100%	569	1,810
Middle	4	4,005	82%	15	85%	346	276
High	3	4,513	89%	19	89%	25	15
<b>Total New Students</b>				<b>68</b>			

*Total Student Generation Yield: 0.333*

*Elementary: 0.167*

*Middle: 0.073*

*High: 0.093*

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

**Public School Facilities Element**

**Policy 2.3.2**

The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

**Policy 2.3.3**

The City will take into consideration the DCPS comments and findings on the availability of



adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

**Objective 3.2**

**Adopted Level of Service (LOS) Standards**

Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long-range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

**Policy 3.1.1**

The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City’s Capital Improvement Plan.

**Supplemental School Information:**

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance.

SCHOOL	CONCURRENCY SERVICE AREA	STUDENTS GENERATED (Rounded)	SCHOOL CAPACITY (Permanent/ Portables)	CURRENT ENROLLMENT 20 Day Count (2020/21)	% OCCUPIED	4 YEAR PROJECTION
Hendricks Avenue ES #71	4	34	659	621	94%	100%
Alfred I. duPont MS #66	4	15	1071	720	67%	72%
Terry Parker HS #86	3	19	1866	1534	82%	95%
		68				

- Does not include ESE & room exclusions
- Analysis based on a **maximum 207 dwelling units** – PUD 2021-0041

**The existence and treatment of any environmental hazards to the proposed PUD property or surrounding lands:** The subject property is located within the 500-foot and 750-foot buffer of a wellhead. The application has been forwarded to the Environmental Quality Division (EQD) for review of possible impacts.

**The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries:** The subject property has frontage along three right-of-ways. In the attached memorandum from the Florida Department of Transportation (FDOT), dated January 28, 2021, the applicant will need to coordinate with FDOT Access Management and Permits regarding the access points on Kings Avenue.

**The application was also forwarded to the Transportation Planning Division on January 26, 2021 for review. As of Friday, February, 12, 2021, no comments have been received.**

***(7) Usable open spaces plazas, recreation areas.***

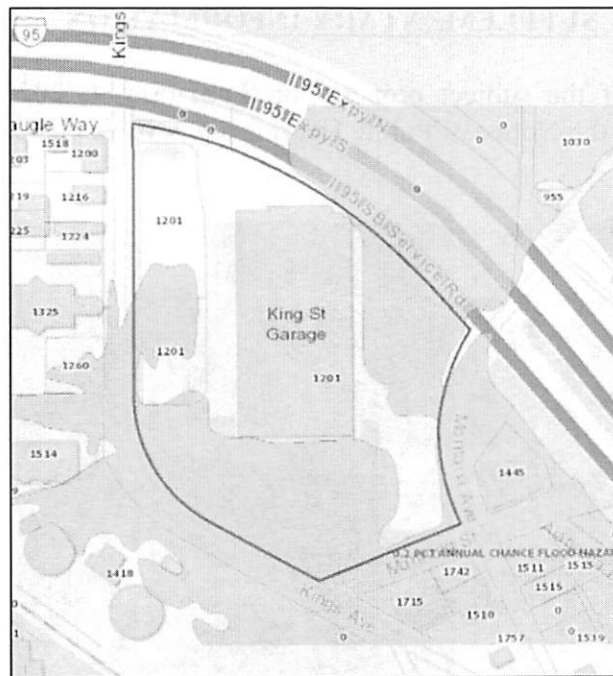
The project will be developed with the required amount of open space in accordance with Section 656.420 of the Zoning Code and ROSE Policy 2.2.5 as applicable of the Recreation and Open Space Element of the 2030 Comprehensive Plan.

***(8) Impact on wetlands***

Review of a 2004 Florida Land Use and Cover Classification System map provided by the St. Johns River Water Management District did not identify of any wetlands on site. However, the entire subject property is located in the 0.2 PCT Annual Chance Flood Hazard flood zone. A brief impact review is noted below.

**Flood Zones:**

Approximately 4.4 acres of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). The 0.2 PCT Annual Chance Flood Hazard flood zone is defined as areas within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.



**Flood Zone Map**

For more information regarding flood zones, please see the attached memo from Community Planning Division.

***(9) Listed species regulations***

No wildlife survey was required as the project is less than the 50-acre threshold.

***(10) Off-street parking including loading and unloading areas.***

Due to the existing parking garage located on the subject property and the nearby JTA transit station, the proposed development seeks to waive the requirement for any new off-street parking.

***(11) Sidewalks, trails, and bikeways***

The project will contain a pedestrian system that meets the 2030 Comprehensive Plan. Furthermore, Staff recommends the project be developed in accordance with the Southbank Riverwalk/San Marco Multi-Use Trail dated January 27, 2021.

SUPPLEMENTARY INFORMATION

Upon visual inspection of the subject property on **February 4, 2021** by the Planning and Development Department, the Notice of Public Hearing signs were posted.



RECOMMENDATION

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning Ordinance **2021-0041** be **APPROVED with the following exhibits:**

1. **The original legal description dated December 25, 2020**
2. **The original written description dated December 25, 2020**
3. **The original site plan dated March 14, 2017**

Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2021-0041** be **APPROVED with CONDITIONS.**

1. **The subject property shall be developed in accordance with the Southbank Riverwalk/San Marco Multi-Use Trail exhibit dated February 5, 2021.**
2. **The landscape and architectural elements shall be developed in accordance with the North San Marco Neighborhood Action Plan and be subject to the review and approval of the Planning and Development Department, including streetscape improvements, terracing and scaling of buildings, and the public rights-of way and plazas.**
3. **Pursuant to the recommendations outlined in the North San Marco Neighborhood Action Plan, all CCG-2 uses not already permitted under CCG-1 shall be removed**

**Figure A:**



Source: Planning & Development Dept, 12/10/20

Aerial view of the subject site and parcel, facing north.

**Figure B:**



Source: Planning & Development Dept, 02/04/21

View of the subject property, facing east.

**Figure C:**



Source: Planning & Development Dept, 02/04/21

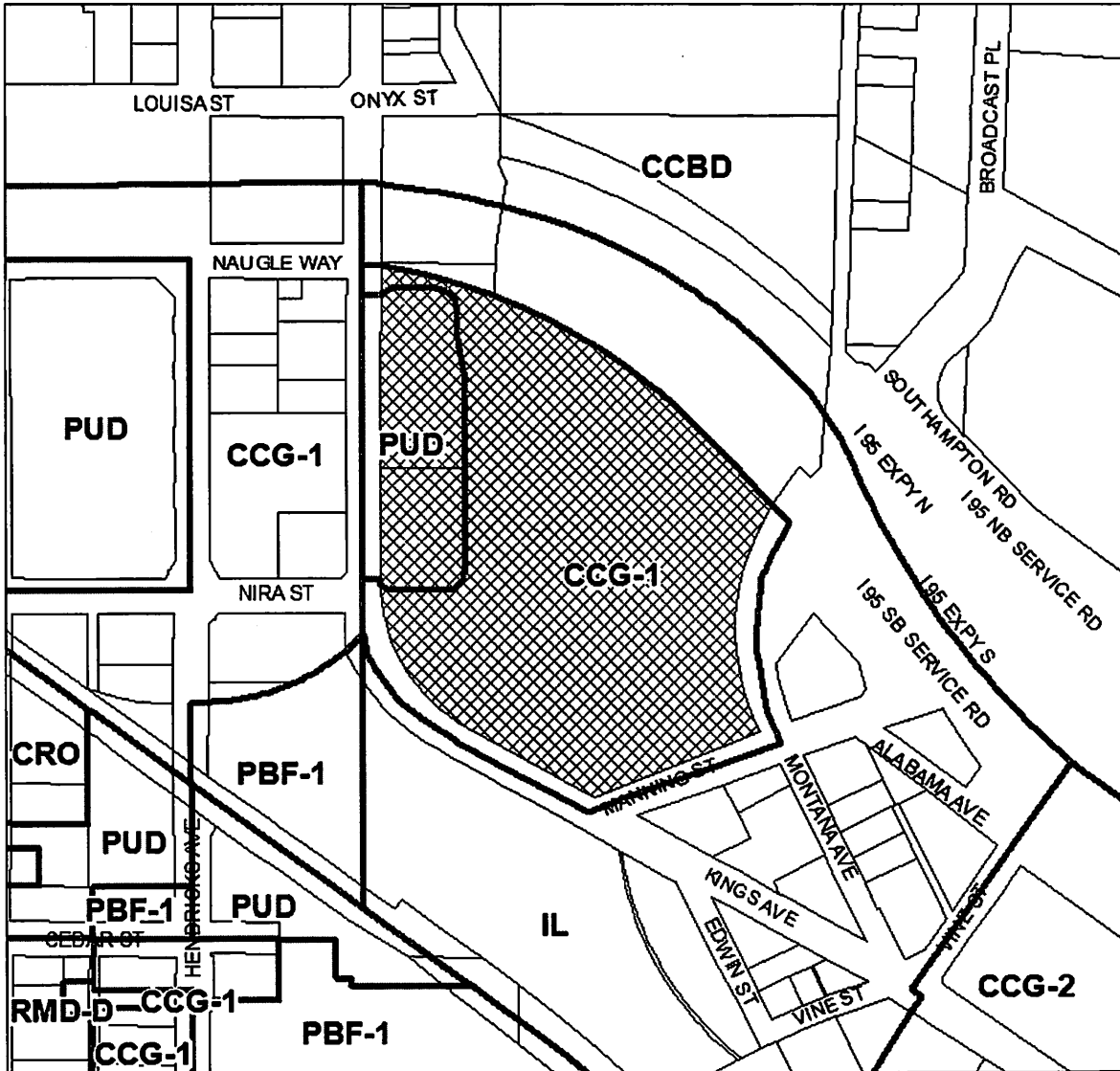
View of the subject property, facing northeast.

**Figure D:**



Source: Planning & Development Dept, 02/04/21

View of the subject property, facing west.



<p><b>REQUEST SOUGHT:</b></p> <p><b>FROM:</b> CCG-1 &amp; PUD</p> <p><b>TO:</b> PUD</p>	<p><b>LOCATION MAP:</b></p>	<p>0 95 190 380          Feet</p> <p><b>COUNCIL DISTRICT:</b>          5</p>
<p><b>ORDINANCE NUMBER</b>          ORD-2021-0041</p>	<p><b>TRACKING NUMBER</b>          T-2020-3249</p>	<p><b>EXHIBIT 2</b>  <b>PAGE 1 OF 1</b></p>



21 West Church Street  
Jacksonville, Florida 32202-3139

February 2, 2021

**MEMORANDUM**

**To:** Planning and Development Department

**From:** Susan R. West, PE  
JEA

**Subject:** PUD Zoning Application  
Kings Ave Station PUD  
ORD 2021-0041

PUD application for a mixed-use development. JEA Availability Letter 2020-4173 was issued on 12/08/2020 for 97,000 gpd. Final project design to meet the JEA Design Standards in effect at the time of construction plan approval.

Additional service and design elements will be addressed following applicant's construction plan review submittal. If you have any questions, please call or email me directly at 904-665-7980 or westsr@jea.com.





## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

2198 Edison Avenue MS 2806  
Jacksonville, FL 32204-2730

KEVIN J. THIBAUT, P.E.  
SECRETARY

January 28, 2021

Arimus T. Wells  
City Planner II  
Current Planning Division  
Planning and Development Department  
214 North Hogan Street, Suite 300  
Jacksonville, FL 32202

### **RE: Kings Avenue Station PUD**

#### **Introduction**

Kings Avenue Station PUD is a proposed rezoning on 10.84 acres to Planned Unit Development (PUD). The subject property is located on the east side of Kings Avenue, north of Manning Street, and west of I-95. Currently, the site has a parking garage and hotel. The rezoning to PUD is being sought to allow for a mixed-use development that contains approximately 207 multi-family dwelling units and 225,000 square feet of commercial uses.

#### **Accessibility**

The applicant will need to coordinate with FDOT Access Management and Permits regarding the existing access driveways on Kings Road to see if any changes need to be made.

#### **Bicycle and Pedestrian Facilities**

There are pedestrian facilities along the property's frontage on Kings Road. The FDOT Bicycle and Pedestrian Gap Study, dated March 2018, indicates this section of Kings Road has a bicycle LOS of C and a pedestrian LOS of B.

#### **Programmed Improvements**

There are no programmed FDOT capacity improvement projects in the vicinity of the project site.

#### **Trip Generation**

Table 1 shows the trip generation based on the plan of development using ITE's *Trip Generation Manual, 10<sup>th</sup> Edition*.

**Table 1**

Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Trips	PM Peak Trips
Multifamily Residential	220	207	Dwelling Units	1,524	95	113
Shopping Center	820	225,000	1,000 Sq. Ft.	6,887	174	653
Total				8,411	269	766

**Roadway Capacity**

Table 2 shows the maximum level of service and peak hour volume for Kings Avenue according to FDOT’s *Florida State Highway System Level of Service Report*, dated June 2020.

**Table 2**

County	Road	Segment ID	Segment	FDOT LOS Standard	Maximum Service Volume	2020 Peak Hour Volume	2020 Peak LOS	2025 Peak Hour Volume	2025 Peak LOS
Duval	Kings Ave	450	Bertha St to I-95	D	2,190	929	C	1,001	D

The segment mentioned in Table 2 has sufficient capacity to accommodate the trips generated from the development, and FDOT does not identify any potential adverse impacts on Kings Road.

It is unclear what the impacts are to other State facilities in the vicinity of the project area as project traffic distribution is unknown. It is recommended that a traffic study that includes the distribution of project traffic be conducted to see what impacts would occur on the surrounding roadway network as a result of this rezoning.

If you have any questions, please do not hesitate to contact me by email: [scott.clem@dot.state.fl.us](mailto:scott.clem@dot.state.fl.us) or call: (904) 360-5681.

Sincerely,



Scott A. Clem, AICP  
FDOT D2 Growth Management Coordinator

<b>Application Review Request:</b> COJ PDD: Baseline Checklist Review <b>Proposed Name:</b> Ord. 2021-0041 Kings Avenue Station <b>Requested By:</b> Arimus Wells <b>Reviewed By:</b> Shalene B. Estes <b>Due:</b> 2/5/2021						
SCHOOL	CSA <sup>2</sup>	STUDENTS GENERATED (Rounded)	SCHOOL CAPACITY (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2020/21)	% OCCUPIED	4 YEAR PROJECTION
Hendricks Avenue ES #71	4	34	659	621	94%	100%
Alfred I. duPont MS #66	4	15	1071	720	67%	72%
Terry Parker HS #86	3	19	1866	1534	82%	95%
		68				
* Does not include ESE & room exclusions						
* Analysis based on <u>maximum</u> dwelling units:		207				

**NOTES:**

<sup>1</sup> Available CSA seats include current reservations

<sup>2</sup> Available Concurrency Service Area (CSA) seats include current reservations

<b>Application Review Request:</b>	<b>COJ PDD:</b>	<b>School Impact Analysis</b>					
	<b>Proposed Name:</b>	Ord. 2021-0041 Kings Avenue Station					
	<b>Requested By:</b>	Arimus Wells					
	<b>Reviewed By:</b>	Shalene B. Estes					
	<b>Due:</b>	2/5/2021					
<b>Development Potential:</b>	<b>207</b>	<b>Residential units</b>					
School Type	CSA <sup>2</sup>	2020-21 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats - CSA <sup>1</sup>	Available Seats - Adjacent CSA (ES/MS 3&5, HS 4&5)
Elementary	4	5,438	80%	34	100%	569	1,810
Middle	4	4,005	82%	15	85%	346	276
High	3	4,513	89%	19	89%	25	15
<b>Total New Students</b>				<b>68</b>			
<i>Total Student Generation Yield:</i>	<i>0.333</i>						
<i>Elementary:</i>	<i>0.167</i>						
<i>Middle:</i>	<i>0.073</i>						
<i>High:</i>	<i>0.093</i>						

**NOTES:**

<sup>1</sup> Available Concurrency Service Area (CSA) seats include current reservations

<sup>2</sup> Attendance school may not be in proposed development's CSA

## Wells, Arimus

---

**o:** Burket, Brian  
**Cc:** Joseph, Daryl  
**Subject:** RE: PUD Review and Comments Request (2021-0041)

**From:** Burket, Brian <BBurket@coj.net>  
**Sent:** Wednesday, January 27, 2021 8:58 AM  
**To:** Wells, Arimus <ArimusW@coj.net>  
**Cc:** Joseph, Daryl <DJoseph@coj.net>  
**Subject:** RE: PUD Review and Comments Request (2021-0041)

Arimus,

Regarding the PUD for the JTA property that contains the Kings Ave parking garage, the Parks Dept would like to ensure that we preserve our ability to route the City's planned Southbank Riverwalk/San Marco Multi-Use Trail around the perimeter of this property; see attached trail map. The rest of this trail loop either already exists or is currently under construction or design. The segment around the PUD property is not currently funded but will complete a critical gap in the trail loop. Do you know if JTA and/or their developer partner are aware of our trail plans? Their future redevelopment plans could open up an alternative option to route through the interior of their property and under I-95 which could result in a further enhanced experience for trail users and promote the multi-nodal nature of the site.

Thanks for the opportunity to provide comment and let me know if you have any questions.

Brian

**Brian Burket**  
Waterfront Project Manager  
City of Jacksonville | Parks, Recreation and Community Services  
214 N. Hogan Street, 4<sup>th</sup> Floor, Room 473  
Jacksonville, FL 32202  
(904) 255-7935  
[www.coj.net](http://www.coj.net)

# Southbank Riverwalk/ San Marco Multi-Use Trail

Date: 2/15/21

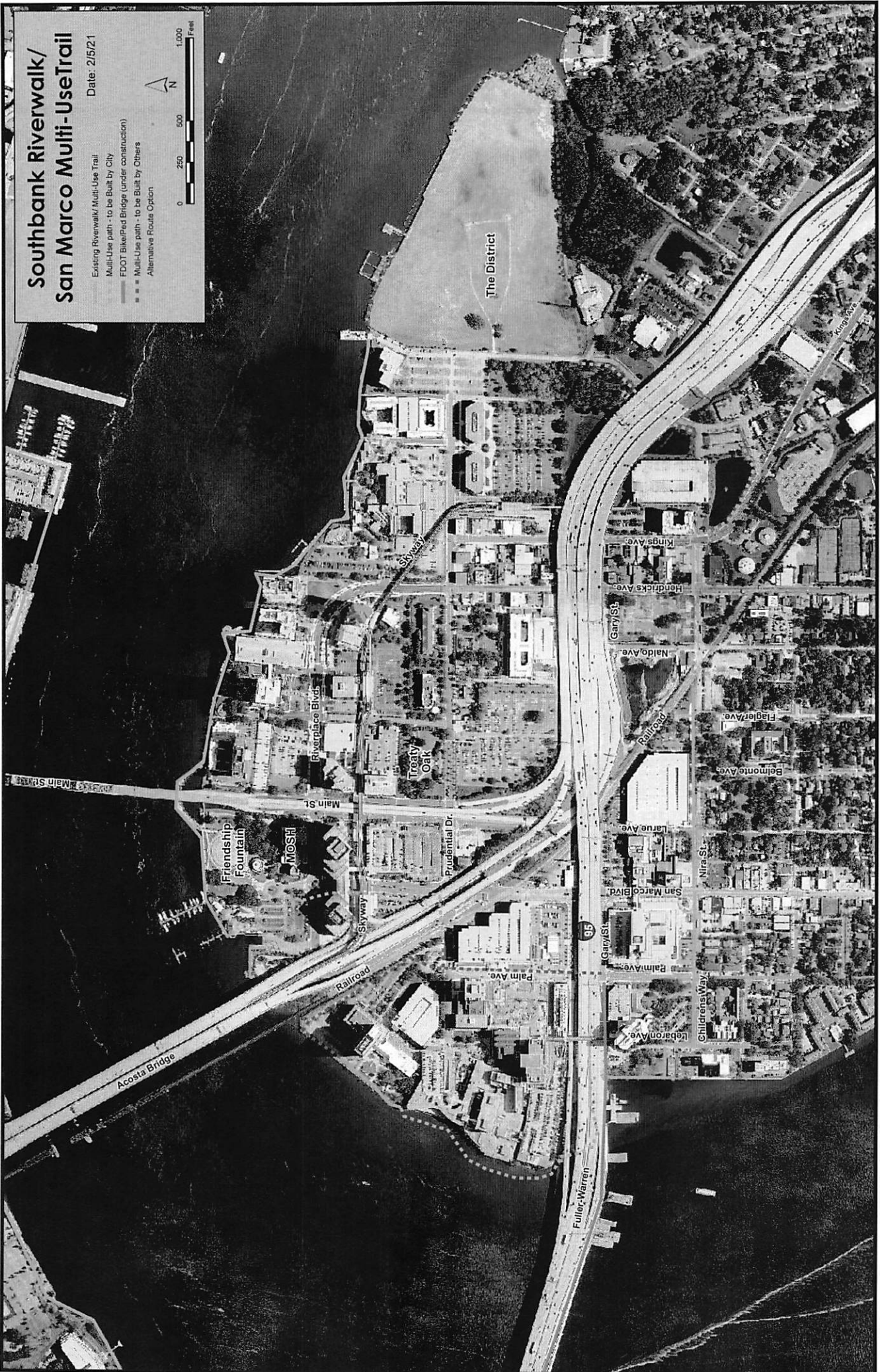
Existing Riverwalk/ Multi-Use Trail

Multi-Use path - to be Built by City

FDOT Biker/Ped Bridge (under construction)

Multi-Use path - to be Built by Others

Alternative Route Option



**Application For Rezoning To PUD**

**Planning and Development Department Info**

**Ordinance #** 2021-0041 **Staff Sign-Off/Date** ATW / 01/12/2021

**Filing Date** 01/20/2021 **Number of Signs to Post** 9

**Hearing Dates:**

**1st City Council** 02/23/2021 **Planning Commission** 02/18/2021

**Land Use & Zoning** 03/02/2021 **2nd City Council** N/A

**Neighborhood Association** SAN MARCO PRESERVATION SOCIETY

**Neighborhood Action Plan/Corridor Study** N SAN MARCO NAP

**Application Info**

**Tracking #** 3249

**Application Status** FILED COMPLETE

**Date Started** 11/17/2020

**Date Submitted** 11/17/2020

**General Information On Applicant**

**Last Name** HERZBERG **First Name** MICHAEL **Middle Name**

**Company Name**

**Mailing Address**  
12483 ALADDIN ROAD

**City** JACKSONVILLE **State** FL **Zip Code** 32223

**Phone** 9047318806 **Fax** 9047311109 **Email** MHERZBERG@SLEIMAN.COM

**General Information On Owner(s)**

Check to fill first Owner with Applicant Info

**Last Name** AUTHORITY **First Name** JACKSONVILLE **Middle Name** TRANSPORTATION

**Company/Trust Name**  
JACKSONVILLE TRANSPORTATION AUTHORITY

**Mailing Address**  
1201 KINGS AVENUE

**City** JACKSONVILLE **State** FL **Zip Code** 32207

**Phone** 9046303181 **Fax** 9046325218 **Email** MHERZBERG@SLEIMAN.COM

**Property Information**

**Previous Zoning Application Filed For Site?**

**If Yes, State Application No(s)** 2006- 627, 2009-125

Map	RE#	Council District	Planning District	From Zoning District(s)	To Zoning District
Map	080660 1500	5	3	CCG-1	PUD
Map	080660 1510	5	3	PUD	PUD

Map

080660 1520	5	3	PUD	PUD
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Ensure that RE# is a 10 digit number with a space (##### #)

**Existing Land Use Category**

CGC

Land Use Category Proposed?

If Yes, State Land Use Application #

Total Land Area (Nearest 1/100th of an Acre) 10.36

Development Number

Proposed PUD Name KINGS AVENUE STATION

**Justification For Rezoning Application**

TO PERMIT TYPICAL MIXED USE DEVELOPMENT THAT WOULD BE EXPECTED AT A TRANSIT HUB, TO INCLUDE BUT SHALL NOT BE LIMITED TO, RESIDENTIAL, RETAIL, OFFICE, HOTELS, RESTAURANTS, AND SERVICE RELATED BUSINESSES. THE REZONING WILL ACT TO SUPPORT AND GROW THE CONNECTION BETWEEN THE MORE SUCCESSFUL SOUTHBANK AND THE DOWNTOWN CORE. THE FLEXIBILITY PROPOSED IN THIS PUD WILL PROMOTE THE SITE FOR DEVELOPMENT OPPORTUNITIES, REDUCING THE BARRIERS AND OBSTACLES TO DEVELOPMENT IN THE CHANGING MARKET.

**Location Of Property**

**General Location**

EAST SIDE OF KINGS AVENUE, JUST SOUTH OF I-95

House #	Street Name, Type and Direction	Zip Code
1201	KINGS AVE	32207

**Between Streets**

I-95 and KINGS AVENUE

**Required Attachments For Formal, Complete application**

The following items must be labeled as exhibits and attached to application in the order prescribed below. All pages of the application must be on 8½" X 11" paper with provision for page numbering by the staff as prescribed in the application instructions manual. Please check each item below and the PUD Check List for inclusion of information required.

- Exhibit 1  A very clear, accurate and legible legal description of the property that must be only and entirely placed on the JP&DD formatted forms provided with the application package. The legal description may be either lot and block or metes and bounds.
- Exhibit A  Property Ownership Affidavit – Notarized Letter(s).
- Exhibit B  Agent Authorization - Notarized letter(s) designating the agent.
- Exhibit C  Binding Letter.
- Exhibit D  Written description in accordance with the PUD Checklist and with provision for dual page numbering by the JP&DD staff.
- Exhibit E  Scalable site plan with provision for dual page numbering by the JP&DD staff drawn at a scale large enough to clearly indicate the following: (a) North arrow and scale; (b) Property lines and dimensions of the site; (c) Building locations and building lot coverage; (d) Parking area; (e) Required Landscaped Areas; (f) All ingress and egress locations (driveways, alleys and easements) within 660 feet; (g) Adjacent streets and rights-of-way; (h) jurisdictional wetlands; and (i) existing site conditions and improvements that will be undisturbed.
- Exhibit F  Land Use Table



**Exhibit G**  Copy of the deed to indicate proof of property ownership.

### Supplemental Information

Supplemental Information items are submitted separately and not part of the formal application

**Exhibit H**  Aerial Photograph.

**Exhibit I**  Listed Species Survey (If the proposed site is greater than fifty acres).

**Exhibit J**  Other Information as required by the Department (i.e.-\*building elevations, \*signage details, traffic analysis, etc.).

**Exhibit K**  Site Location Map.

### Public Hearings And Posting Of Signs

No application will be accepted until all the requested information has been supplied and the required fee has been paid. Acceptance of a completed application does not guarantee its approval by the City Council. The applicant will be notified of public hearing dates on this application upon the filing of the application. The applicant or authorized agent **MUST BE PRESENT** at the public hearings. The required **SIGN(S)** must be **POSTED** on the property **BY THE APPLICANT** within 5 days after the filing of an application. The sign(s) may be removed only after final action of the Council and must be removed within 10 days of such action.

The applicant must also pay for the required public notice stating the nature of the proposed request which is required to be published in an approved newspaper **AT LEAST 14 DAYS IN ADVANCE OF THE PUBLIC HEARING**. (The Daily Record - 10 North Newnan Street, Jacksonville, FL 32202 • (904) 356-2466 • Fax (904) 353-2628) Advertising costs are payable by the applicant directly to the newspaper and the applicant must furnish **PROOF OF PUBLICATION** to the Planning and Development Department, 214 North Hogan Street, Ed Ball Building, Suite 300, Jacksonville, Florida, 32202, prior to the public hearing.

### Application Certification

I, hereby, certify that I am the owner or the authorized agent of the owner(s) of the property described herein, that all answers to the questions in this application and all information contained in the material attached to and made a part of this application, are accurate and true to the best of my knowledge and belief. I also attest that all required information for this rezoning application is completed and duly attached in the prescribed order. Furthermore, if the package is found to be lacking the above requirements, I understand that the application will be returned for correct information.

Agreed to and submitted

### Filing Fee Information

- |  |  |
|--|--|
| <b>1) Rezoning Application's General Base Fee:</b>                     | \$2,269.00                                       |
| <b>2) Plus Cost Per Acre or Portion Thereof</b>                        |  |
|  | <b>10.36 Acres @ \$10.00 /acre: \$110.00</b>     |
| <b>3) Plus Notification Costs Per Addressee</b>                        |  |
|  | <b>22 Notifications @ \$7.00 /each: \$154.00</b> |
| <b>4) Total Rezoning Application Cost (Not to Exceed \$15,000.00):</b> | <b>\$2,533.00</b>                                |

**NOTE: Advertising Costs To Be Billed to Owner/Agent**

# **EXHIBIT 1**

## **Legal Description**

Book 9041 pg 1335

### **PARCEL 20-1 (FEE SIMPLE) "DONATED PARCEL"**

A PARCEL OF LAND, COMPRISING A PORTION OF LOTS 1 THRU 7. THOMAS REPLAT. ACCORDING TO PLAT RECORDED IN THE PUBLIC RECORDS OF JACKSONVILLE. DUVAL COUNTY, FLORIDA. IN PLAT BOOK 7. PAGE 28. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERNLY RIGHT OF WAY LINE OF PRUDENTIAL DRIVE (A 60-FOOT RIGHT OF WAY AS NOW ESTABLISHED): WITH THE WESTERLY RIGHT OF LINE OF MONTANA STREET (A 30-FOOT RIGHT OF WAY AS SHOWN ON THE PLAT OF REEDS 4<sup>TH</sup> SUBDIVISION. IN PLAT BOOK 1. PAGE 48. OF THE FORMER PUBLIC RECORDS OF SAID DUVAL COUNTY): THENCE NORTH 89'47'27" WEST DEPARTING SAID WESTERLY RIGHT OF WAY LINE OF SAID PRUDENTIAL DRIVE. A DISTANCE OF 525.85 FEET TO THE POINT OF THE BEGINNING. THENCE SOUTH 00'23'40" WEST. DEPARTING THE LAST DESCRIBED LINE. A DISTANCE OF 349.55 FEET THENCE SOUTH 89'56'28" WEST. A DISTANCE OF 88.23 FEET. TO THE EASTERLY RIGHT OF WAY' LINE OF ONYX STREET (RIGHT OF WAY VARIES): THENCE NORTH 02'24'36" EAST. A DISTANCE OF 350.25 FEET TO AN INTERSECTION WITH THE SOUTHERLY RIGHT OF WAY LINE OF SAID PRUDENTIAL DRIVE: THENCE SOUTH 89'47'27" EAST. ALONG SAID SOUTHERLY RIGHT OF WAY LINE. 75.91 FEET TO THE POINT OF THE BEGINNING.

LESS AND EXCEPT ANY PORTION OF THE ABOVE DESCRIBED FEE SIMPLE PARCEL LYING WITHIN ONYX STREET.

SUBJECT PROPERTY THUS DESCRIBED CONTAINS AN AREA OF 28.704.03 SQ. FT. OR .659 ACRES. MORE OR LESS.

### **PARCEL 20-2 (FEE SIMPLE)**

A PARCEL OF LAND, BEING A PORTION OF LOT 7. THOMAS REPLAT. ACCORDING TO PLAT RECORDED IN THE PUBLIC RECORDS OF JACKSONVILLE, DUVAL COUNTY, FLORIDA. IN PLAT BOOK 7, PAGE 28, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF PRUDENTIAL DRIVE (A 60 FOOT RIGHT OF WAY AS NOW ESTABLISHED): WITH THE WESTERLY RIGHT OF LINE MONTANA STREET (A 30-FOOT RIGHT OF WAY AS SHOWN ON PLAT OF REEDS 4<sup>TH</sup> SUBDIVISION, IN PLAT BOOK 1. PAGE 48. OF THE FORMER PUBLIC RECORDS OF SAID DUVAL COUNTY): THENCE NORTH 89;47'27" WEST. DEPARTING SAID WESTERLY RIGHT OF WAY LINE OF MONTANA STREET. AND ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID PRUDENTIAL DRIVE, A DISTANCE OF 625.55 FEET: THENCE SOUTH 00'23'40" WEST. DEPARTING THE LAST DESCRIBED LINE. A DISTANCE OF 312.84 FEET TO THE POINT OF BEGINNING OF SAID PARCEL. THENCE CONTINUE SOUTH 00'23'40" WEST. DEPARTING THE LAST DESCRIBED LINE. A DISTANCE OF 312.84 FEET TO THE POINT OF BEGINNING OF SAID PARCEL: THENCE NORTH 89'56'25" EAST. A DISTANCE OF 7.90 FEET: THENCE NORTH 00'22'00" EAST. A DISTANCE OF 28.70 FEET: THENCE NORTH 44'38'20" WEST. A DISTANCE OF 11.15 FEET. TO THE POINT OF THE BEGINNING.

**December 25, 2020**

# **EXHIBIT 1**

## **Legal Description**

SAID PARCEL THUS DESCRIBED CONTAINS AN AREA OF 258.12 SQ. FT. OR 0.006 ACRES. MORE OR LESS.

EXHIBIT A CONTINUED

BOOK 9041 PG 1336

F.E.C. PARCEL (FEE SIMPLE) "PARKING PARCEL"

A PARCEL OF LAND COMPRISING ALL OF BLOCK 17, 25, AND 26, AND A PORTION OF BLOCK -18 OF OKLAHOMA, TOGETHER WITH THOSE PORTIONS OF GARY AND NIRA STREETS PREVIOUSLY CLOSED TO PUBLIC USE, ALL AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 7 OF THE CURRENT PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA; ALSO, A PORTION OF LOTS 1, 2, AND 3 OF BLOCK "A" OF REED'S SUBDIVISION, TOGETHER WITH THAT PORTION OF MONTANA AVENUE CLOSED TO PUBLIC USE, ALL AS PER PLAT OF RECORD THEREOF, RECORDED IN PLAT BOOK 1, PAGE 20, OF THE SAID COUNTY RECORDS; ALSO THOSE PARCELS OF RECORD IN OFFICIAL RECORDS VOLUMES (O.R.V.) 5796, PAGE 19 AND 5938 PAGE 1307, OF THE SAID COUNTY RECORDS; TOGETHER WITH THAT REMAINDER OF THE ISAAC HENDRICKS GRANT IN SECTION 44, TOWNSHIP 2 SOUTH, RANGE 26 EAST, DUVAL COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF PRUDENTIAL DRIVE (A 50' RIGHT OF WAY AS NOW ESTABLISHED) WITH THE WESTERLY RIGHT OF WAY LINE OF MONTANA STREET (A 30-FOOT RIGHT OF WAY AS SHOWN ON PLAT OF REEDS 4<sup>TH</sup> SUBDIVISION, IN PLAT BOOK 1, PAGE 48 OF THE FORMER PUBLIC RECORDS OF SAID DUVAL COUNTY): THENCE SOUTH 02'28'21" WEST, DEPARTING SAID SOUTHERLY RIGHT OF WAY LINE OF SAID PRUDENTIAL DRIVE, AND ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID MONTANA STREET, A DISTANCE OF 1257.32 FEET TO THE NORTHEASTERLY CORNER OF THAT PARCEL ACCRUED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION (F.D.O.T.) AND SHOWN AS PARCEL 100 ON THAT F.D.O.T. RIGHT OF WAY MAP OF INTERSTATE 95 SECTION NUMBER 72020-2425 SHEET 7 OF SAID PROJECT: THENCE SOUTH 42'20'12" WEST, ALONG THE WESTERLY LINE THEREOF, A DISTANCE OF 24.72 FEET, TO THE NORTHWESTERLY CORNER OF SAID PARCEL 100; THENCE NORTH 46'48'38" WEST, ALONG THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID PARCEL 100, A DISTANCE OF 25.55 FEET, TO A POINT OF INTERSECTION OF A CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 439.28 FEET, AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 25'56'22" WEST, 83.47; THENCE ALONG THE ARC OF SAID CURVE, A DISTANCE OF 83.80 FEET TO THE POINT OF BEGINNING, BEING A POINT ON THE SOUTHEASTERLY AERIAL EASEMENT LINE OF INTERSTATE 95, AS PER THAT MAP OF SAID PROJECT HAVING SECTION NUMBER 72020-2425. THENCE CONTINUE ALONG THE SAME SAID AFOREMENTIONED CURVE, BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 16'56'49" WEST, 205.99 FEET, AN ARC LENGTH OF 207.81 FEET, TO A POINT ON THE SOUTHEASTERLY LINE OF BLOCK "A" OF THE AFOREMENTIONED REEDS SUBDIVISION: THENCE NORTH 52'40'10" WEST, ALONG THE SAID SOUTHEASTERLY LINE, LINE THEREOF, A DISTANCE OF 28.37 FEET TO AN INTERSECTION WITH THE FORMER EASTERLY RIGHT OF WAY LINE OF MONTANA AVENUE, AS SHOWN ON SAID MAP THEREOF; THENCE SOUTH 02'55'10" WEST, ACROSS SAID FORMER RIGHT OF WAY, A DISTANCE OF 39.95 FEET TO THE WESTERLY RIGHT OF WAY LINE THEREOF BEING ALSO THE EASTERLY

**December 25, 2020**

# **EXHIBIT 1**

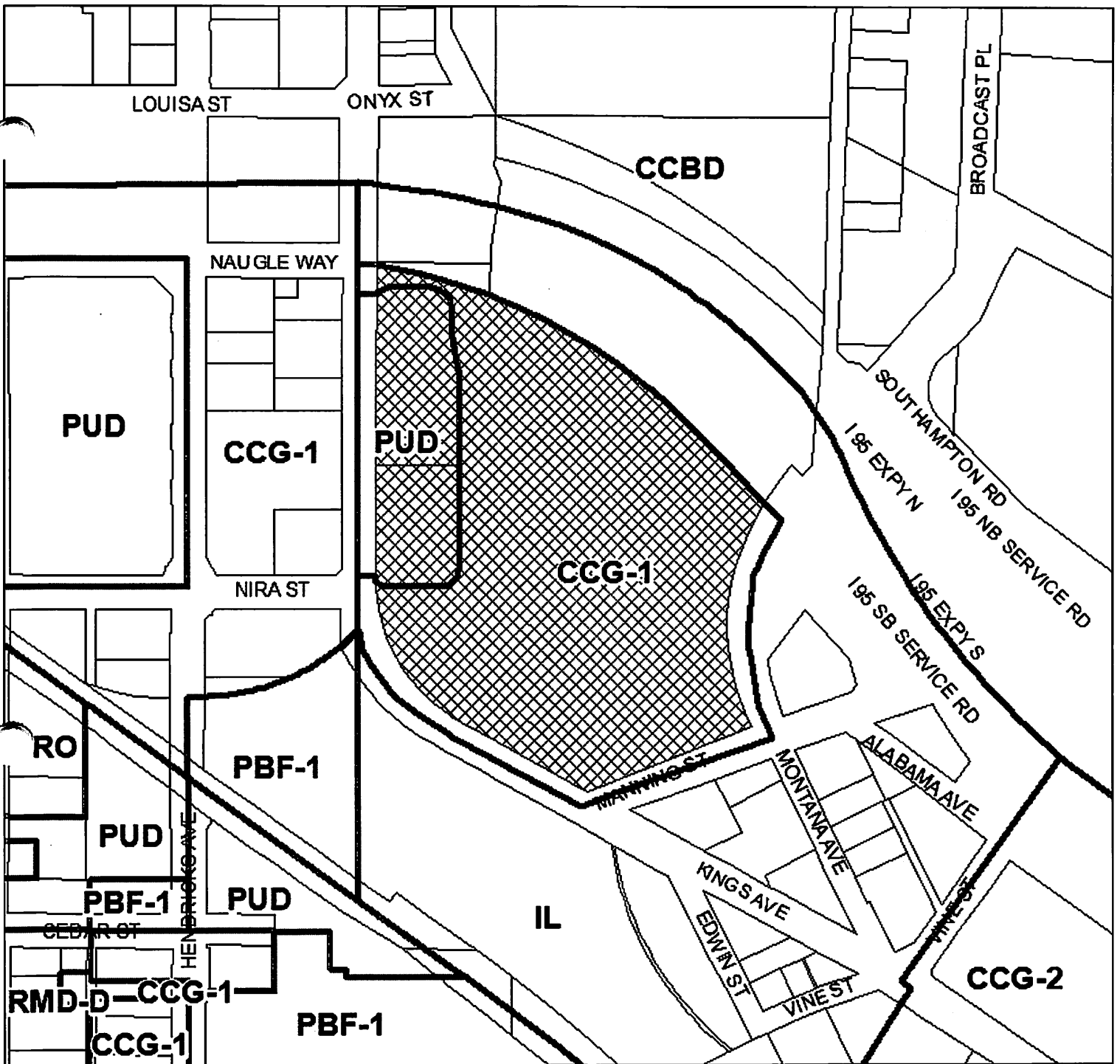
## **Legal Description**

LINE OF BLOCK 17 OF THE AFOREMENTIONED PLAT OF OKLAHOMA: THENCE SOUTH 27°01'56" EAST. ALONG THE SAID EASTERLY BLOCK LINE THEREOF, A DISTANCE OF 219.70 FEET. TO THE SOUTHEASTERLY CORNER OF SAID BLOCK 17: THENCE SOUTH 65°41'32" WEST. ALONG THE SOUTHEASTERLY LINE THEREOF, AND THE NORTHERLY RIGHT OF WAY LINE OF MANNING STREET (AN EXISTING 80' RIGHT OF WAY). A DISTANCE OF 311.71 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY LINE OF KINGS AVENUE (AN EXISTING 80' RIGHT OF WAY): THENCE NORTH 81°18'57" WEST. ALONG THE SAID NORTHERLY RIGHT OF WAY LINE. THEREOF. A DISTANCE OF 253.69 FEET. TO THE POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 293.88 FEET. AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 38°10'15" WEST. 230.71 FEET: THENCE ALONG THE ARC OF SAID CURVE, A DISTANCE OF 237.09 FEET TO A POINT OF INTERSECTION WITH A CURVE. CONCAVE NORTHWESTERLY. HAVING A RADIUS OF 816.02 FEET AND BEING SUBTENDED BY A CHORD BY A CHORD BEARING AND DISTANCE OF NORTH 41°05'23" EAST. 102.40 FEET: THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 102.51 FEET TO THE SOUTHERLY LINE OF BLOCK 26 OF THE AFOREMENTIONED PLAT OF OKLAHOMA: THENCE NORTH 89°53'53" WEST. ALONG THE SAID SOUTHERLY LINE A DISTANCE OF 77.49 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF SAID KINGS AVENUE. (AN EXISTING 80' RIGHT OF WAY): THENCE NORTH 00°09'24" EAST. ALONG THE SAID EASTERLY RIGHT OF WAY LINE THEREOF. A DISTANCE OF 546.89 FEET TO AN INTERSECTION WITH THE SOUTHEASTERLY AERIAL EASEMENT OF THE AFOREMENTIONED INTERSTATE 95: THENCE SOUTH 82°42'06" EAST. ALONG SAID ARIEL EASEMENT LINE A DISTANCE OF 1.34 FEET TO A NON-TANGENT CURVE IN SAID EASEMENT LINE. SAID CURVE BEING CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1020.92 FEET. AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 85°00'00" EAST, 547.46 FEET: THENCE ALONG THE ARC OF SAID CURVE. A DISTANCE OF 554.23 FEET. TO AN INTERSECTION WITH A NON-TANGENT LINE IN SAID EASEMENT: THENCE SOUTH 28°19'02" EAST. A DISTANCE OF 42.28 FEET. TO A POINT IN SAID LINE: THENCE SOUTH 45°11'24" EAST. A DISTANCE OF 96.98 FEET TO A POINT IN A SAID LINE: THEN SOUTH 42°11'54" EAST. A DISTANCE OF 123.53 FEET TO THE POINT OF THE BEGINNING.

SUBJECT PROPERTY THUS DESCRIBED CONTAINS AN AREA OF 443,214 SQUARE FEET, OR 10.1748 ACRES MORE OR LESS.

December 25, 2020

Exhibit 1  
Page 3 of 3

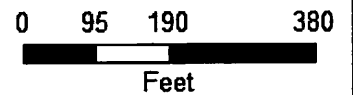
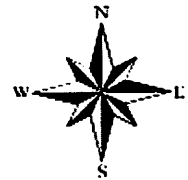
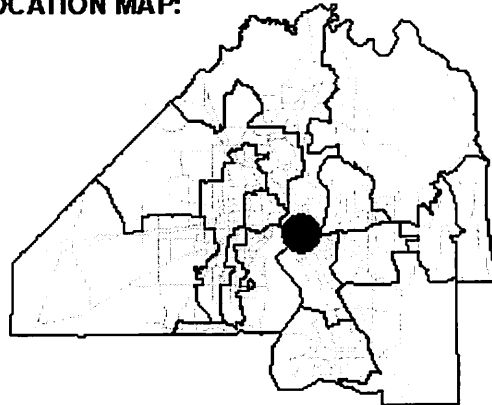


REQUEST SOUGHT:

FROM: CCG-1 & PUD

TO: PUD

LOCATION MAP:



COUNCIL DISTRICT:

5

TRACKING NUMBER

T-2020-3249

**EXHIBIT 2**  
**PAGE 1 OF 1**

# **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

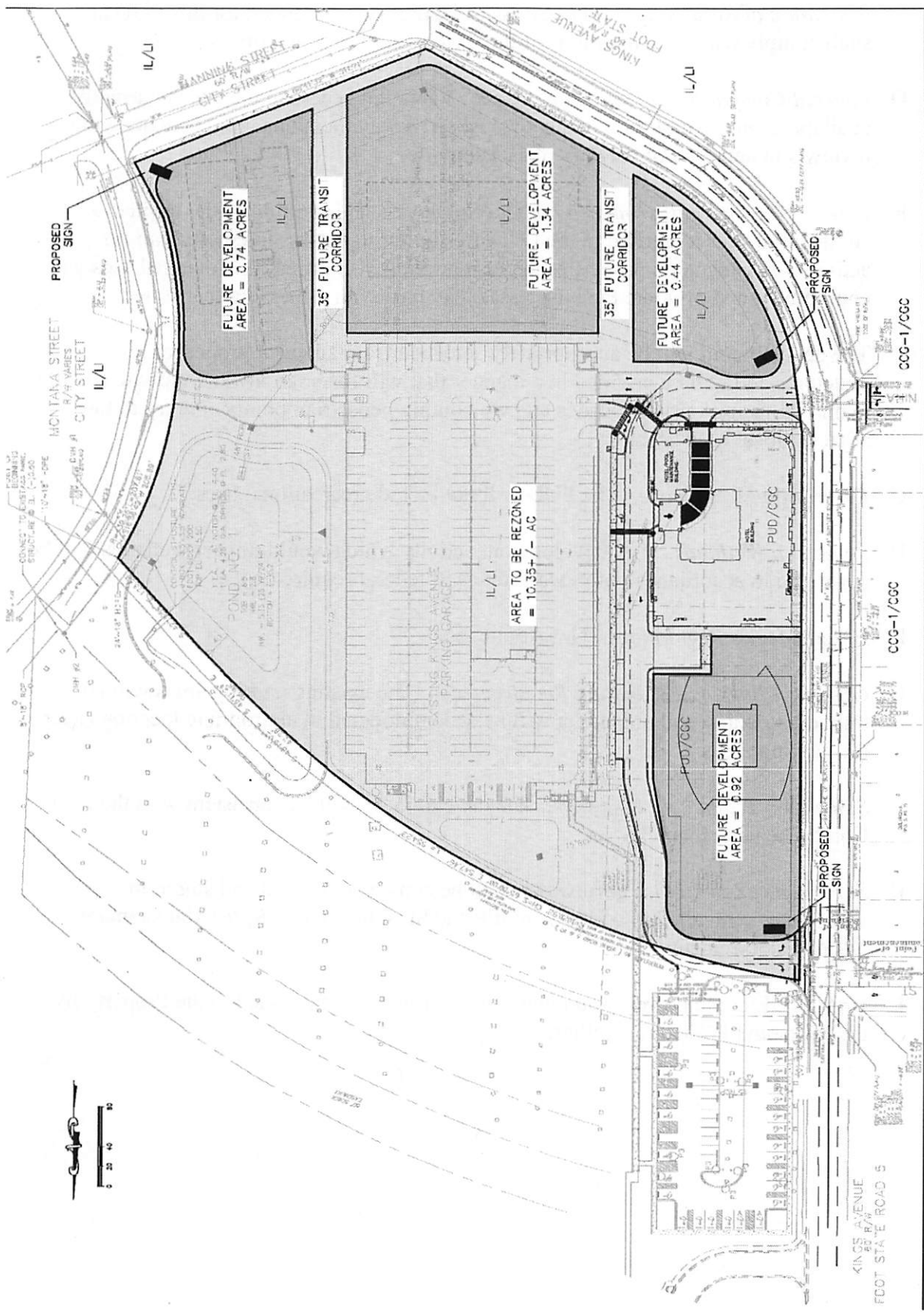
## **V. SUCCESSORS IN TITLE**

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.



**HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.**  
 DALLAS/NEW YORK/CHICAGO/DAKES/ORLANDO/FLORIDA/EMERSON/JACKSONVILLE  
 NEWPORT BEACH/SCOTTSDALE/TORONTO/CHENNAI/HANOI/HANOI/MONTREAL  
 © 2017 by HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P. 10000 North Central Expressway, Suite 200, Dallas, TX 75243  
 The information shown on this plan is a preliminary drawing. It is not intended to be used for construction or any other purpose without the written permission of HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

**SITEPLAN**

JACKSONVILLE, FL

# EXHIBIT F

PUD Name

**Kings Avenue Station**

Date

Jan 12, 2021

## Land Use Table

Total gross acreage	<b>10.36</b>	Acres	100 %
Amount of each different land use by acreage			
Single family		Acres	%
Total number of dwelling units		D.U.	
Multiple family	<b>4.1</b>	Acres	<b>40</b> %
Total number of dwelling units	<b>207</b>	D.U.	
Commercial	<b>5.17</b>	Acres	<b>49.6</b> %
Industrial		Acres	%
Other land use		Acres	%
Active recreation and/or open space	<b>0.71</b>	Acres	<b>6.8</b> %
Passive open space, wetlands, pond		Acres	%
Public and private right-of-way	<b>0.38</b>	Acres	<b>3.6</b> %
Maximum coverage of non-residential buildings and structures	<b>361,025</b>	Sq. Ft.	<b>100</b> %