

Exhibit “D”

**TriBridge Bishopgate Multifamily Residential PUD
Revised Written Description
Date: December 6, 2016**

I. SUMMARY DESCRIPTION OF THE PROPERTY

- A. Current Land Use Designation: HDR and RPI
- B. Current Zoning District: PUD and CRO
- C. Requested Land Use Designation: HDR
- D. Requested Zoning District: PUD
- E. RE#: 090148-0100 and 090143-0000

This application is comprised of 500 and 555 Bishop Gate Lane (the “Property”). The Property is more particularly described in the legal description attached as Exhibit “1” to this application. The Property is located in the Urban Priority Area of the Future Land Use Element of the 2030 Comprehensive Plan. All of the Property is cleared and vacant.

II. SUMMARY DESCRIPTION OF THE PROJECT

The application seeks to rezone the Property from PUD and CRO to PUD. There is companion legislation (PD&D Tracking #2016C-016) seeking a small-scale land use amendment to the High Density Residential – Urban Priority Area (HDR-UPA) future land use category, which allows a maximum density of eighty (80) units per acre.

The proposed development will consist of the following elements: (i) up to one hundred forty (140) multifamily residential dwelling units in two mid-rise structures on either side of Bishop Gate Lane; (ii) a special event venue; (iii) an integrated parking deck for resident and limited public parking in the interior of the larger proposed structure; and (iv) a fifteen foot-wide Riverwalk easement in favor of the City along the entire river frontage (approximately 350’) that the applicant will improve with hardscaping, paving, lighting, landscaping, and street furniture (collectively, the foregoing elements may be referred to herein as the “Project”). A conceptual site plan of the proposed development is attached as Exhibit “E” (the “Site Plan”).

The majority of the Property was the subject of PUD Ordinance 2006-127-E, which approved eighty (80) multifamily residential dwelling units with structured parking in a high-rise building up to one hundred ninety-nine (199) feet tall. Since Ord. 2006-127-E was approved,

JAX\2029785_9

there has been significant infill redevelopment in the Riverside Avenue corridor within one-half mile of the Property: i) the 220 Riverside project; ii) the Brooklyn Station project; iii) the Cummer landscape and hardscape improvements; and iv) the Black Sheep Building. The architect for this application was the architect for the Brooklyn Station project, and the engineer for this application was the engineer for the Cummer improvements.

The proposed development is compatible and consistent with surrounding development. Notably, the sixteen story Park Plaza condominium building is located southeast of the Property along Lomax Street; the height of Park Plaza is approximately 167 feet (measured from the top of the roof elevator penthouse to the street). The Presbyterian Apartments building located to the west of the Property is 192 feet in height (measured from the sidewalk at the entry to the top of the roof penthouse). Nearby Park Lane Tower and Villa Riva are 155 feet (measured from the front door to the top of the sloping roof) and 175 feet (measured from the grade at the river side to the top of the center pitched roof) respectively. Since Ord. 2006-127-E was approved, the 220 Riverside and Brooklyn Station projects were approved and developed, with several hundred mid-rise apartment units. This proposed PUD will provide diversity for the housing product in the area and contribute to urban infill and redevelopment in the Riverside Avenue corridor.

III. PUD DEVELOPMENT CRITERIA

- A. **Description of Uses.** The following uses are permitted within the Property as depicted on the Site Plan:
1. Multifamily residential units with an integrated parking facility within the residential structure;
 2. Amenities/recreation facilities, including but not limited to welcome center, sales/leasing office, indoor and outdoor athletic facilities, swimming pool, cabana, clubhouse, dock with day slips, and similar amenities found in comparable residential developments;
 3. Public waterfront pedestrian space (Riverwalk);
 4. Public special event/assembly space with the service of food and all alcoholic beverages for on-premises consumption;
 5. Essential services including roads, water, sewer, gas, telephone, stormwater management facilities, radio, television and cable television, electric, marine and land communication devices, small satellite dishes, and similar uses subject to performance standards set forth in Part 4 of the City of Jacksonville Zoning Code;

B. Permitted Accessory Uses and Structures. Accessory uses and structures are allowed as defined in Section 656.403 of the Zoning Code.

C. Minimum Lot and Building Requirements.

1. *Minimum building setbacks and yard requirements.* Building setbacks will be provided for the development as a whole from the overall Property boundaries for all uses and structures as follows:

- a. East Property Line (St. Johns River) – Twenty (20) feet.
- b. North Property Line – Ten (10) feet.
- c. West Property Line – Ten (10) feet.
- d. South Property Line (Lomax Street) – Five (5) feet.
- e. Interior (Bishop Gate Lane) – Two (2) feet.

Note: Encroachments by sidewalks, parking, signage, utility structures, fences, street/park furniture, and other similar improvements shall be permitted within the minimum building setbacks.

2. *Minimum Lot Requirements.* None.

3. *Maximum Height of Structures.* Ninety (90) feet from finished floor elevation to top of roof of amenity center. Decorative rooftop structures including screening, mechanical equipment, mansard roofs, spires, cupolas, parapets, antennas, chimneys and other appurtenances not intended for human occupancy may exceed the maximum height.

4. *Maximum lot coverage by all buildings.* Seventy-five (75) percent.

D. Access. As indicated on the Site Plan, vehicular access to the integrated parking garage will be from Bishop Gate Lane. The parking garage driveway width will be no greater than twenty-four (24) feet. Pedestrian access will also be available from Lomax Street. The design of the access points and internal driveways as shown on the Site Plan may vary prior to development; provided, however, that the final design of all access points and internal drives shall be subject to the review and approval of the Planning and Development Department and the Traffic Engineer.

E. Pedestrian Circulation. Pedestrian access to the Riverwalk Section (as defined herein) will be available from both Lomax Street and Bishop Gate Lane. The Riverwalk Section will provide public pedestrian circulation along the entire river frontage of the Property.

F. Signage.

PUD Sign. The PUD shall allow for one (1) single or double faced project identity sign along both the Bishop Gate Lane and Lomax Street frontages. The signs may be either ground-mounted, or affixed to the building as projecting blade or flush-mounted signs. The signs may be backlit or externally illuminated. Ground-mounted signs may not exceed five (5) feet in height and forty (40) square feet in area. Projecting blade or flush-mounted signs may not exceed forty-eight (48) square feet in area per sign face and six (6) feet in height.

Rooftop Sign. One (1) single-faced sign is permitted on the roof on the riverfront elevation. The sign may be up to one hundred sixty (160) square feet in area, may be backlit or externally illuminated, and may be framed or mounted.

Directional Signs. Directional signs that indicate ways to and from the property entrances, pedestrian areas and garage entrances shall be permitted in the PUD. The design of such directional signs shall be reflective of the overall character of the PUD, and may include the relevant logo and name. Vehicle-oriented Directional Signs shall be a maximum of ten (10) square feet in area per sign face.

Temporary Signs. Real estate, construction and other such temporary activity signs not to exceed a maximum of forty-eight (48) square feet each shall be permitted throughout the PUD, provided that only one such sign per individual activity shall be permitted on the Property at any one time.

Riverwalk Section Signage. If there is sufficient public right-of-way to accommodate it, wayfinding signage directing pedestrians to the Riverwalk Section (as defined herein) and the Project will be provided at the intersections of Riverside Avenue and Bishop Gate Lane, and Riverside Avenue and Lomax Street.

Because the signs discussed above are architectural elements of the PUD, intended to be compatible with and complimentary of the buildings in the PUD, they may be located in structures or frames that are part of the architecture of the project. Accordingly, the area of such signs shall be computed on the basis of the smallest regular geometric shape encompassing the outermost individual letter, words, and numbers on the sign and shall not include the frame or surrounding mount.

- G. Parking and Loading Requirements.** Parking for the residential units will be provided at a rate of 1.5 spaces per one bedroom unit and 2 spaces per two bedroom unit. This is consistent with the parking ratio approved for the multifamily component of the Brooklyn Station infill redevelopment project. The proposed unit mix of ninety-seven (97) one bedroom units and forty-three (43) two bedroom units will require two hundred thirty-two (232) parking spaces. A minimum of five (5) parking spaces in the integrated parking structure will be reserved for public use in connection with the proposed Riverwalk Section (as defined herein). Parking for the special event space use will be provided at a rate of 1 space per 200 square feet of gross floor area. The proposed development plan of 2,500 square feet of special event space will require thirteen (13) parking spaces. The foregoing plan of development requires two hundred fifty (250) total parking spaces, all of which will be provided in the integrated parking structure. The applicant, at its expense, may provide an additional twenty-three (23) perpendicular parking spaces in the Lomax Street right of way adjacent to the Property. Modifications to parking requirements within the PUD may be permitted by an administrative modification.
- H. Landscaping/Fencing/Screening.** Landscaping will be constructed and maintained in accordance with the Landscape and Tree Protection Regulations set forth in Part 12 of the City of Jacksonville Zoning Code; provided, however, that parking garages shall not be deemed to be vehicular use areas for the purposes of the Landscape and Tree Protection Regulations. The landscaped areas will allow for the inclusion of native or ornamental vegetation, trees, and shrubs. Permission will be sought from the City of Jacksonville to narrow the paved width of Lomax Street adjacent to the Property in order to provide enhanced greenscaping in the building setback.
- I. Lighting.** Any and all forms of exterior and interior lighting shall be designed and installed to localize illumination onto the Property and to minimize unreasonable interference or impact on any adjacent property outside of the PUD.
- J. Stormwater Retention.** Stormwater retention/detention system shall be designed and constructed in accordance with the requirements of the City of Jacksonville and the St. Johns River Water Management District, and may include underground detention vaults. The established grade of the tower and all amenities/recreation facilities shall be designed with best efforts to minimize and mitigate the stormwater runoff onto all adjacent public and private properties.
- K. Recreation/Open Space.** Unless otherwise approved by the Planning and Development Department, one hundred fifty (150) square feet of recreational/open space will be provided per dwelling unit within the PUD.

Proposed recreational/open space may include a swimming pool, amenity center, indoor and/or outdoor athletic facilities, cabana, clubhouse, dock with day slips, Riverwalk Section (as defined herein), exterior landscaped areas or similar amenities found in comparable residential developments. The amenities provided shall meet the recreational/open space requirements of § 656.420, and therefore shall be deemed to also satisfy the lesser requirements of §§ 656.419, 656.399.24, 656.399.33, and any other applicable provisions without the provision of additional recreational/open space. In addition, Memorial Park and the Riverside YMCA are both within one-half mile of the Property.

- L. Coastal High Hazard Area.** A small portion of the Property is located within the Coastal High Hazard Area (CHHA). The Project density of 140 units will accommodate the Comprehensive Plan density limitation on development in the CHHA.
- M. Utilities.** Water, sewer, and electric utility service will be provided by JEA.
- N. Temporary Uses.** Temporary sales, leasing, and construction offices and trailers shall (a) be allowed to be placed within the PUD, (b) be maintained in good order, condition and repair and (d) shall be removed upon Certificate of Occupancy.
- O. Dumpsters.** Any and all dumpster(s) shall be depicted on the Site Plan and shall be enclosed by one hundred percent (100%) opaque walls and gates to match building material and character. Dumpsters shall be strictly prohibited adjacent to the Lomax Street residences.
- P. Mechanical Equipment.** Any and all mechanical equipment and rooftop appurtenances, including but not limited to HVAC units, vents, wireless communications facilities, antennas, or satellite dishes, shall not be visible from street level. Mechanical equipment shall be strictly prohibited adjacent to the Lomax Street residences.
- Q. Construction.** To minimize the adverse impacts of construction on the adjacent neighborhood, during the construction process, (a) construction work shall be limited to daylight hours (7:30 a.m. to 7:30 p.m.), (b) a pest control company shall be engaged to address rodent control during demolition and construction, and (c) the Applicant shall provide Riverside Avondale Preservation, Inc. and Park Plaza Condominium Association with a designated contact person for any and all construction-related issues.
- R. Modifications.** Amendments to this approved PUD district may be accomplished by administrative deviation, administrative modification, minor modification, or

by the filing of a rezoning application pursuant to Section 656.341 of the City of Jacksonville Zoning Code.

- S. **Conceptual Site Plan.** The configuration of the development as depicted in the Site Plan is conceptual and revisions to the Site Plan may be required as the proposed development proceeds through final engineering and site plan review, subject to review and approval of the Planning and Development Department.
- T. **Riverwalk Section.** The applicant will grant to the City an easement in favor of the public for the creation and construction of a public accessway and amenity along the St. Johns River frontage of the Property. As depicted on the Site Plan, the easement shall be fifteen feet wide and run the length of the river frontage of the Property, contiguous to the bulkead, within the twenty foot building setback on the river frontage. The applicant shall improve the easement with paving, hardscaping, landscaping, lighting, and street furniture (collectively, the easement and foregoing improvements are referred to herein as the "Riverwalk Section"). The Riverwalk Section shall be completed prior to the issuance of a Final Certificate of Occupancy for the proposed development. The area of the Riverwalk Section shall count toward the project's recreation and open space and Overlay public space requirements. If sufficient space on public land is available, wayfinding signage for the Riverwalk Section and the Project shall be installed on public property at the intersections of Riverside Avenue and Bishop Gate Lane and Riverside Avenue and Lomax Street.

IV. PUD REVIEW CRITERIA

- A. **Consistency with Comprehensive Plan.** A portion of the Property is currently within the RPI land use category, but the Applicant is seeking a land use amendment to the HDR-UPA future land use category, which permits residential development at a density of up to 80 units per acre. The proposed development of up to 140 units is consistent with the HDR-UPA land use category. In addition, the proposed development furthers Policies 1.1.7, 1.1.8, 1.1.9, 1.1.10, 1.1.12, 1.1.20, 1.1.22, 1.1.24, 1.1.25(5), 1.5.1, 2.7.3, 3.1.1, 3.1.6, 3.1.16, 3.1.17, 3.1.19, and FLUE Objective 6.3 of the Future Land Use Element of the 2030 Comprehensive Plan.
- B. **Roadways / Consistency with the Concurrence Management System.** The development of the Property will comply with the requirements of the Concurrence and Mobility Management System. Fair Share Contract #75495 was approved in 2011 for 80 condominium units, and the fair share assessment thereunder was paid in full in 2014. A Mobility Fee Calculation Certificate for the additional units will be sought.

- C. Allocation of Residential Land Use.** This proposed development will not exceed the projected holding capacity reflected in Table L-20 of the Future Land Use Element of the 2030 Comprehensive Plan.
- D. Internal Compatibility / Vehicular Access.** The Site Plan attached as Exhibit “E” addresses access and circulation within the site. Vehicular access to the integrated parking garage will be from Bishop Gate Lane. The parking garage driveway width will be no greater than twenty-four (24) feet. Pedestrian access will be available from Lomax Street and Bishop Gate Lane. Location of the access points shown on the Site Plan as well as the final design of the access points is subject to the review and approval of the City Traffic Engineer and the Planning and Development Department. The PUD contains detailed provision regarding landscaping, architecture, and screening of certain areas to ensure internal compatibility among the uses.
- E. External Compatibility / Intensity of Development.** The surrounding land use categories and zoning districts are RPI and CRO in all directions. Medical facilities and office uses are to the north of the Property across Bishop Gate Lane. Office and commercial uses are located to the west of the Property. Single-family dwelling units, multi-family dwelling units, and office and retail uses are located to south of the Property on the other side of Lomax Street. In addition, a sixteen-story condominium, known as Park Plaza, is located on southeast side of the Property along Lomax Street. The St. Johns River is to the immediate east. The proposed PUD will provide diversity for the housing product in the area. It will also contribute to the urban infill and redevelopment of these vacant parcels, the creation of new amenitized waterfront public space in the form of the Riverwalk Section.

The PUD also includes landscaping, signage, lighting, and architectural controls to ensure that the proposed use is compatible with the surrounding uses and zoning districts.

- F. Recreation/Open Space.** Unless otherwise approved by the Planning and Development Department, one hundred fifty (150) square feet of recreational/open space will be provided per dwelling unit within the PUD. Proposed recreational/open space may include a swimming pool, amenity center, indoor and/or outdoor athletic facilities, cabana, clubhouse, dock with day slips, Riverwalk Section, exterior landscaped areas or similar amenities found in comparable residential developments. The amenities provided shall meet the recreational/open space requirements of § 656.420, and therefore shall be deemed to also satisfy the lesser requirements of §§ 656.419, 656.399.24, 656.399.33, and any other applicable provisions without the provision of additional

recreational/open space. In addition, Memorial Park and the Riverside YMCA are both within one-half mile of the Property.

- G. Impact on Wetlands.** Development which would impact wetlands will be permitted in accordance with local, state and federal requirements.
- H. Listed Species Regulations.** The Property is less than fifty acres and therefore a listed species survey is not required.
- I. Off-Street Parking & Loading Requirements.** Parking for the residential units will be provided at a rate of 1.5 spaces per one bedroom unit and 2 spaces per two bedroom unit. This is consistent with the parking ratio approved for the multifamily component of the Brooklyn Station infill redevelopment project. The proposed unit mix of ninety-seven (97) one bedroom units and forty-three (43) two bedroom units will require two hundred thirty-two (232) parking spaces. A minimum of five (5) parking spaces in the integrated parking structure will be reserved for public use in connection with the proposed Riverwalk Section (as defined herein). Parking for the special event space use will be provided at a rate of 1 space per 200 square feet of gross floor area. The proposed development plan of 2,500 square feet of special event space will require thirteen (13) parking spaces. The foregoing plan of development requires two hundred fifty (250) total parking spaces, all of which will be provided in the integrated parking structure. The applicant, at its expense, may provide an additional twenty-three (23) perpendicular parking spaces in the Lomax Street right of way adjacent to the Property. Modifications to parking requirements within the PUD may be permitted by an administrative modification.
- J. Sidewalks, Trails, and Bikeways.** Pedestrian access to the Riverwalk Section will be available from Lomax Street and Bishop Gate Lane. The Riverwalk Section will provide public pedestrian circulation along the entire river frontage of the Property, which would otherwise be private property not accessible to the public. The Riverwalk Section will be completed prior to the issuance of a Final Certificate of Occupancy for the proposed development. If sufficient space on public land is available, wayfinding signage for the Riverwalk Section and the Project shall be installed on public property at the intersections of Riverside Avenue and Bishop Gate Lane and Riverside Avenue and Lomax Street.

V. ADDITIONAL § 656.341 DATA

- A. Professional Consultants:** Planner/architect: Dwell Design Studio. Engineer: Connelly & Wicker. Developer: TriBridge Residential, LLC.

JAX\2029785_9

B. Differences from the Usual Application of the Zoning Code: The current development standards for the Property are as set forth in Ordinance 2006-127-E and the CRO zoning district. The proposed maximum lot coverage will be greater than the CRO standard, the rear yard and one side yard setback will be less than the CRO standard, the maximum height will exceed the CRO standard but be less than allowed under Ord. 2006-127-E. In addition, proposed deviations from the Riverside/Avondale Zoning Overlay regulations are as follows:

Code Section	Requirement	Proposed
656.399.20 Bulk Standards— Table of setbacks	Urban Transition Area maximum front yard setback of 10'	Minimum front yard (River) setback of 20'
656.399.24(3)(b) UTA Design Standards—Additional height above 60'	Lot size, ½ acre or more, max building footprint of 20,000 sf	Max building footprint of 51,900 sf
656.399.24(5) UTA Design Standards	20% of site shall be open space with access to water (79,757 sf site x 20% = 15,951 sf)	Riverwalk Section
656.399.33(3) Public Space Standards	50 sf of green/open space per unit shall be provided (140 x 50 = 7,000 sf)	Riverwalk Section
656.399.33(3) Public Space Standards	50 sf of green/open space per unit must be adjacent to public street	Riverwalk Section

C. Land Coverage of All Buildings and Structures/Nonresidential Floor Area: Not to exceed seventy-five percent (75%) of the Property.

D. Amount of Public and Private Rights of Way: The internal circulation consists of private structured parking.

E. Operation and Maintenance of Areas and Functions: The Property is privately owned and will remain so. The Riverwalk Section may be dedicated to the City or remain private.