

REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR

APPLICATION FOR REZONING ORDINANCE 2018-752 TO

PLANNED UNIT DEVELOPMENT

DECEMBER 6, 2018

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 **2018-752** to Planned Unit Development.

Location: 2118 Kings Avenue; on the south side of Atlantic Boulevard between Kings Avenue and the Florida East Coast Railroad tracks with frontage on Olevia Street, Bertha Street, Mitchell Avenue and Perry Place

Real Estate Number(s): 081867-0000; 081874-0000; 081873-0000;
081868-0100; 081882-0000; 081883-0000;
081884-0000; 081886-0000; 081865-0000

Current Zoning District: Commercial Office (CO),
Commercial Community General-2 (CCG-2)
Planned Unit Development (PUD 18-334)

Proposed Zoning District: Planned Unit Development (PUD)

Current Land Use Category: Community General Commercial (CGC)
High Density Residential (HDR)

Proposed Land Use Category: High Density Residential (HDR)

Planning District: Southeast, District 3

Applicant/Agent: William Michaelis, Esq.
1301 Riverplace Boulevard, Suite 1500
Jacksonville, Florida 32207

Owner(s): Chance Olevia, LLC
25 N. Market Street
Jacksonville, Florida 32202

Patricia A. Dowling
1828 Bertha Street

Jacksonville, Florida 32207

Robert W. Durham
1924 Bertha Street
Jacksonville, Florida 32207

David E. Durham
1939 Bertha Street
Jacksonville, Florida 32207

Staff Recommendation:

APPROVE WITH CONDITIONS

GENERAL INFORMATION

Application for Planned Unit Development **2018-752** seeks to rezone approximately 3.19 acres of land from Commercial Office (CO), Commercial Community General-2 (CCG-2) and Planned Unit Development (PUD) to Planned Unit Development (PUD). This PUD is being sought to extend the original San Marco Crossing PUD approved by Ordinance 2018-15 and amended by Ordinance 2018-334 over additional properties located adjacent to the property covered by the Original PUD. The proposed PUD does not add any uses to the original PUD, but rather substitutes a new site plan to incorporate the additional property and addresses the increase in permitted density due to the additional property. Parcel B originally allowed 142 units. With the additional acreage, Parcel B now allows a maximum of 191 units. The owner plans to develop the property with a mix of multifamily residential uses and recreation and open space uses. The proposed PUD does not alter the original PUD as it relates to Parcel C (adjacent to the RR tracks), and the development of Parcel C shall continue to be governed by the Original PUD.

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.

(1) 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) and High Density Residential (HDR) functional land use categories as defined by the Future Land Use Map series (FLUMs) contained within the Future Land Use Element (FLUE) adopted as part of the 2030 Comprehensive Plan. However, there is a companion Application for Small-Scale Land Use Amendment to the Future Land Use Map Series L-5318-18C (Ordinance 2018-0751) that seeks to amend the portion of the site

that is within the CGC land use category to High Density Residential (HDR). Staff is recommending that Application for Small-Scale Land Use Amendment to the Future Land Use Map Series L-5318-18C (Ordinance 2018-0751) be approved. Therefore, the proposed rezoning is consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive planning for future development of the Ordinance Code. A description of the category is noted below.

High Density Residential (HDR) is a mixed use category intended to provide compact high density residential development and transitional uses between lower density residential uses and commercial uses and public and semi-public use areas. High rise multi-family and mixed use developments should be the predominant development typology in this category. Development within the category should be compact and connected and should support multi-modal transportation. Multi-family dwellings are a principal use within HDR in the Urban Priority Area. Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following: A scale transition as defined and illustrated in this element. When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible. Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

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

The evaluation of the goals, objectives and policies of the Comprehensive Plan can be found later in this report.

(3) 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 plan of 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). There is a companion Application for Small-Scale Land Use Amendment to the Future Land use Map Series L-5294-18C (Ordinance 2018-0333) that seeks to amend the portion of land from the CGC land use category to High Density Residential (HDR). This proposed rezoning to Planned Unit Development has been reviewed in relation to the following objectives and policies or text of the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

FLUE Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

FLUE Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

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.

FLUE Policy 1.1.20 Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

FLUE 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 maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

FLUE Policy 2.2.8 Encourage the redevelopment and revitalization of run-down and/or underutilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

FLUE 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.

FLUE Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

FLUE Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

FLUE Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan, Transportation Element:

TE Policy 2.3.8 The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

ROSE Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Consistent with the Urban Priority Area description and density requirements, the project will create a maximum number of 436 dwelling units in the HDR land use category are permitted on Parcels A and B, cumulatively. This is based on 7.27 acres being located in the HDR land use category with a maximum of 60 units per acre. The amendment site is located along Kings Avenue (SR 5), a four-lane principal arterial roadway. This location is highly supportive of transit, with sidewalks available for pedestrians, to the nearby Philips Highway (SR 5, US 1) transit corridor. The subject property has access to full urban services in an area with a mix of residential and non-residential uses such as commercial retail, restaurants and offices. The proposed amendment is consistent with the requirements of the HDR Future Land Use

Category.

In lieu of permitted commercial uses in HDR in the Urban Priority Area, the applicant has elected to dedicate a portion of the amendment site along Kings Avenue (SR 5) to ROS uses per Ord. 2018-0015.

The PUD rezoning and development review process will address the protection and continued viability of both adjacent single-family residential and non-residential areas through the application of buffering and minimum yard regulations. Further requirements for buffering, landscaping and trees relating to uncomplimentary land uses are specified in Section 656, Part 12. The companion rezoning should address design elements, location of uses traffic flow and site access points. The proposed amendment supports the goals and intent of Objective 1.1, Policies 1.1.10 and 1.1.12 and Goal 3 of the FLUE.

The proposed use for a high-density and medium-density residential project at a vacant infill location in the Urban Priority Area builds upon the existing mixed residential and commercial character trend of the neighborhood. It would serve to expand land use dedicated to residential uses. The project would enhance the viability of and support the existing Kings Avenue (SR 5) and Philips Highway (SR 5, US 1) commercial corridor. Therefore, the amendment is consistent with Policy 1.1.20, Objective 3.1, Policy 3.1.3, and Objective 6.3 of the FLUE. The proposed amendment site is located in the Southeast Planning District and the Urban Priority Area. It is located in an underutilized and distressed area of mixed commercial and residential uses near the Philips Highway (SR 5, US 1) corridor. The proposed project will provide for private investment in an area where adequate infrastructure to support redevelopment exists. The amendment fulfills the intent of Policy 2.2.8.

Wellhead Buffer Zone

Portions of the land use amendment site are within 500 and 750-foot buffers of a JEA wellhead. The Environmental Quality Division reviewed the application for possible impacts. While the review did not find issues with the proposed application, information was provided for the applicant's use if a well was intended on this property; however, the applicant does not intend to drill a well on site.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells. Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

Brownfield Designation

Resolution 2017-708 designated 24 lots that are a part of the San Marco Crossing PUD as a brownfield area. The developer, Chance Olevia, LLC, plans to conduct further assessment and remediation activities in order to eventually achieve regulatory site closure from the Florida Department of Environmental Protection (FDEP). Chance Olevia, LLC has executed a Brownfield Site Rehabilitation Agreement (BSRA) with FDEP. The enactment of the BSRA allows the future owner to pursue Voluntary Cleanup Tax Credits and cleanup liability protection from the State of Florida for actual assessment and remediation activities conducted on the site.

(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. Mobility# 98117.0 / CRC# 98117.1 / CDN# 9660 has been reviewed and approved for 488 multi-family units.

(3) Allocation of residential land use

This proposed Planned Unit Development intends to utilize lands for a multi-family development not to exceed 331 residential units. 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 with specific reference to the following:

The streetscape: Conceptual drawings show some of the buildings constructed up to the property line. Patios and porches, including screened patios/porches with a structural roof, outdoor dining, terraces, courtyards, or similar exterior structures, shall be permitted for each unit and may be located within the minimum setback from the property boundary, but shall not be located within five (5) feet of any right-of-way. A majority of the buildings in the area are similarly constructed to the property line.

The existence or absence of, and the location of open spaces, plazas, recreational areas and common areas: Apartment and Townhome uses within the PUD, will provide active recreation/amenities at a ratio of a minimum of 150 square feet of recreational land per residential unit cumulatively throughout the PUD. As between Parcels A, B and C, required active recreation/amenities may be provided “off-site” within the other parcels in the PUD, as long as the PUD in its entirety provides sufficient active recreation/amenities for all uses. For any single-family uses within the PUD, if such uses cumulatively throughout the PUD exceed 24 lots, then the developer shall pay a recreation and open space fee of two-hundred-fifty dollars (\$250) per lot or provide at least four hundred thirty-five (435) square feet of useable uplands for each lot to be designated as common area and set aside for active recreation. For each residential use, the preliminary sketch plan submitted to the Planning and Development Department for verification of substantial compliance with this PUD shall contain specifications (including recreation land area and information regarding the active recreation facilities to be included) demonstrating compliance with these standards cumulatively throughout the PUD.

The treatment of pedestrian ways: The PUD will comply with the Zoning Code and 2030 Comprehensive Plan with regards to sidewalks, trails, and bikeways. Furthermore, the location of the PUD contributes to the connectivity and walkability of the area.

The separation and buffering of vehicular use areas and sections of vehicular use areas: The current PUD contains a condition describing the parking ratio for the multi-family units. The owner has incorporated this condition into the proposed written description.

The use and variety of building setback lines, separations, and buffering: The written description mentions a setback of 5 feet from all rights-of-way. Uncomplimentary buffers shall be provided as follows: whenever the PUD boundary abuts an existing single family residential or a non-residential use (excluding right-of-way), a visual screen running the entire length of common boundaries of such abutting use shall be installed. No such buffers shall be required between uses internal to the PUD. The visual screen may be a wood, wood composite, or masonry wall, PVC fence, landscaping or combination thereof so long as such strips shall provide at the time of installation a minimum of 85 percent opacity for that area between the finished grade level at the common boundary line and six feet above such level and horizontally

along the length of common boundaries. Plants or preserved vegetation shall be evergreen, a minimum of five feet tall at the time of installation, and spaced so that 85 percent opacity is achieved within two years. If a visual screen which satisfies all applicable standards exists on adjacent property abutting the property line or exists between the proposed development on the site and the common property line, then it may be used to satisfy the visual screen requirements.

Compatible relationship between land uses in a mixed use project: The PUD is proposing a mix of residential units over three parcels; and it provides for maximum densities/intensities and limits certain uses to certain parcels as shown on the site plan. For each use, it sets forth minimum lot width, maximum lot coverage, minimum yard requirements, and maximum height of structures which are unique to the urban design and character of this PUD and therefore vary from the otherwise applicable Zoning Code provisions. The PUD includes variations to the accessory use and performance standards provisions which are consistent with the urban design of this PUD and it contains Recreation/Open Space provisions which ensure compliance with applicable Comprehensive Plan requirements. The PUD also includes variations from the landscaping provisions consistent with the urban design of this PUD; it provides for signage tailored to the frontage on multiple roads of different sizes and classifications; and it includes variations from the parking standards otherwise applicable to accommodate the urban design of this PUD, shared parking, and other features of a planned development.

(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 an urban area with offices, commercial uses, hotels and institutional uses functioning as a mixed-use development. Multi-family development at this location will complement the existing office, commercial and residential uses by increasing the housing options for those in the immediate area.

The Comprehensive Plan and existing zoning on surrounding lands: The adjacent uses, zoning and land use categories are as follows:

Adjacent Property	Land Use Category	Zoning District	Current Use
North	CGC	PUD/CCG-2	Retail/gas sales/office/professional
South	CGC	CO/CCG-2	Hotel/office/professional/SF homes
East	CGC	CCG-2	Kings Avenue ROW/I-95 Overland Bridge project
West	CGC	CO	SF homes/undeveloped land/RR tracks

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: This residential development will be in-fill along the pedestrian corridor from Kings Avenue

and Atlantic Boulevard to San Marco. To enhance pedestrian walkability the staff recommends the building have “transparency” at the street level. Transparency refers to the degree to which people can see or perceive what lies beyond the edge of a street and, more specifically, the degree to which people can see or perceive human activity beyond the edge of a street. Physical elements that influence transparency include walls, windows, doors, fences, landscaping and openings into midblock spaces.

(6) Intensity of Development

The proposed development is consistent with the HDR functional land use category as a multi-family residential development. The PUD is appropriate at this location because it will support the existing office and commercial uses in the area.

The existing residential density and intensity of use of surrounding lands: There is no existing residential abutting the subject property. The nearest residential is north of the property along the St Johns River and a block south.

The availability and location of utility services and public facilities and services: JEA has indicated that potable water and sewer are available to the site.

SCHOOL	CONCURRENCY SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUPIED	4 YEAR PROJECTION
Hendricks Avenue ES #71	4	81	659	660	100%	115%
Dupont MS #66	4	35	1,071	868	81%	86%
Terry Parker HS #86	4	45	1,866	1,610	86%	95%

The amount and size of open spaces, plazas, common areas and recreation areas: It appears from the site plan that the building will be constructed up to the property line. There will be interior common and recreation areas.

The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries: The subject property will have access from Kings Avenue, Olevia Street, Bertha Street, Mitchell Avenue and Perry Place. There is easy access to Philips Highway (US 1), Atlantic Boulevard, and after the FDOT I-95 Overland Bridge Project is finished, there will be easy access to I-95.

The City's Traffic Engineer has provided the following comments.

- Provide a continuous ADA compliant sidewalk on the south side of Olevia Street from Kings Avenue to Perry Place. Existing sidewalk may remain as long as it is ADA compliant. Non ADA compliant sidewalks and ramps shall be replaced.
- Provide continuous ADA compliant sidewalk on both sides of Perry Place from Atlantic Blvd to Mitchell Avenue. Existing sidewalk may remain as long as it is ADA compliant. Non ADA compliant sidewalks and ramps shall be replaced.
- Any proposed Mid-block pedestrian crossings will require a study per the MUTCD.
- Provide ADA compliant sidewalk on all other frontages.
- Project identity signs, directional signs and kiosks shall not be located within the right of way of Atlantic Blvd, Bertha St, Perry Place, Olevia St or Mitchell Ave.
- Traffic control signs located in the City of Jacksonville right of way shall be city standard. Decorative sign posts and finials cannot be maintained by Traffic Engineering. If a maintenance agreement is to be sought for the development to maintain such signs, the executed agreement shall be provided prior to approval of the Site Plan Review.
- Landon Middle School is within one half of a mile to this residential development and across Atlantic Blvd. Provide an ADA compliant pedestrian crossing with Rapid Rectangular Flashing Beacons at the crossing and in advance locations in both directions. Traffic Engineering will review and approve the locations and equipment used.
- Provide traffic impact assessment study for the following intersections:
 - Atlantic Blvd and Perry Place
 - Atlantic Blvd and Farragut Place
 - Kings Avenue and Olevia Street
 - Kings Avenue and Bertha Street
 - Kings Avenue and Mitchell Avenue

(7) Usable open spaces plazas, recreation areas.

The PUD provides ample open spaces and recreational opportunities and will provide active recreation for all residential uses consistent with the Ordinance Code and Comprehensive Plan. Apartment and Townhome uses within the PUD, will provide active recreation/amenities at a ratio of a minimum of 150 square feet of recreational land per residential unit cumulatively throughout the PUD. As between Parcels A, B and C, required active recreation/amenities may be provided "off-site" within the other parcels in the PUD, as long as the PUD in its entirety provides sufficient active recreation/amenities for all uses. For any single-family uses within the PUD, if such uses cumulatively throughout the PUD exceed 24 lots, then the developer shall pay a recreation and open space fee of two-hundred-fifty dollars (\$250) per lot or provide at least four hundred thirty-five (435) square feet of useable uplands for each lot to be designated as common area and set aside for active recreation. For each residential use, the preliminary sketch plan submitted to the Planning and Development Department for verification of substantial compliance with this PUD shall contain specifications (including recreation land area and information regarding the active recreation facilities to be included) demonstrating

compliance with these standards cumulatively throughout the PUD.

(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 any wetlands on-site. This is a paved urban site with scattered trees.

(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.

The written description incorporates the parking condition from previous PUD Ordinance 2018-0015 condition "1" - For apartment units, parking will be provided at a minimum of 1.30 parking spaces per one (1) bedroom dwelling unit and a minimum of 1.5 parking spaces per two (2) or more bedroom dwelling unit. In the event that more than fifty (50) percent of the apartment units, in the aggregate, contain two (2) or more bedrooms, a PUD amendment (rezoning) will be required to address the parking requirements herein.. Parking will be provided at a minimum of 1.30 parking spaces per dwelling unit. The PUD permits a mix of: surface parking, enclosed parking garage or parking structures; and attached garage parking connected to or under the Apartment, Townhome, and Single Family buildings. Up to thirty-five percent (35%) of the parking spaces may be compact spaces. The PUD also permits tandem parking spaces in conjunction with the attached garage parking connected to or under the multifamily residential, townhome or single family buildings. The tandem parking spaces may not encroach on the sidewalks. Bicycle parking for multifamily uses shall be provided at a minimum ratio of 2% of required vehicular parking.

(11) Sidewalks, trails, and bikeways

The written description states that the PUD will comply with the Zoning Code with regards to Sidewalks, Trails, and Bikeways. The City's Traffic Engineer has provided the following comments related to pedestrian connectivity:

- Provide a continuous ADA compliant sidewalk on the south side of Olevia Street from Kings Avenue to Perry Place. Existing sidewalk may remain as long as it is ADA compliant. Non ADA compliant sidewalks and ramps shall be replaced.
- Provide continuous ADA compliant sidewalk on both sides of Perry Place from Atlantic Blvd to Mitchell Avenue. Existing sidewalk may remain as long as it is ADA compliant. Non ADA compliant sidewalks and ramps shall be replaced.
- Any proposed Mid-block pedestrian crossings will require a study per the MUTCD.
- Provide ADA compliant sidewalk on all other frontages.
- Project identity signs, directional signs and kiosks shall not be located within the right of way of Atlantic Blvd, Bertha St, Perry Place, Olevia St or Mitchell Ave.

- Traffic control signs located in the City of Jacksonville right of way shall be city standard. Decorative sign posts and finials cannot be maintained by Traffic Engineering. If a maintenance agreement is to be sought for the development to maintain such signs, the executed agreement shall be provided prior to approval of the Site Plan Review.
- Landon Middle School is within one half of a mile to this residential development and across Atlantic Blvd. Provide an ADA compliant pedestrian crossing with Rapid Rectangular Flashing Beacons at the crossing and in advance locations in both directions. Traffic Engineering will review and approve the locations and equipment used.

SUPPLEMENTAL INFORMATION

Upon visual inspection of the subject property on November 27, 2018, the required Notice of Public Hearing sign was posted.



RECOMMENDATION

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning **2018-752** be **APPROVED with the following exhibits:**

1. The original legal description dated October 11, 2018.
2. The original written description dated September 28, 2018.
3. The original site plan dated September 26, 2018.

Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2018-752** be **APPROVED subject to the following conditions, which may only be changed through a rezoning:**

1. The development shall be subject to the Traffic Engineering recommendations dated November 27, 2018, or as otherwise approved by the Planning and Development Department.

2. For apartment units, parking will be provided at a minimum of 1.30 parking spaces per one (1) bedroom dwelling unit and a minimum of 1.5 parking spaces per two (2) or more bedroom dwelling unit. In the event that more than fifty (50) percent of the apartment units, in the aggregate, contain two (2) or more bedrooms, a PUD amendment (rezoning) will be required to address the parking requirements herein. For townhomes, parking will be provided at a minimum of 1.5 parking spaces per dwelling unit.
3. Prior to the first final inspection within any phase of development, the owner or their agent shall submit to the Planning and Development Department for its review and approval either (a) an affidavit documenting that all conditions to the development order have been satisfied, or (b) a detailed agreement for the completion of all conditions to the development order.



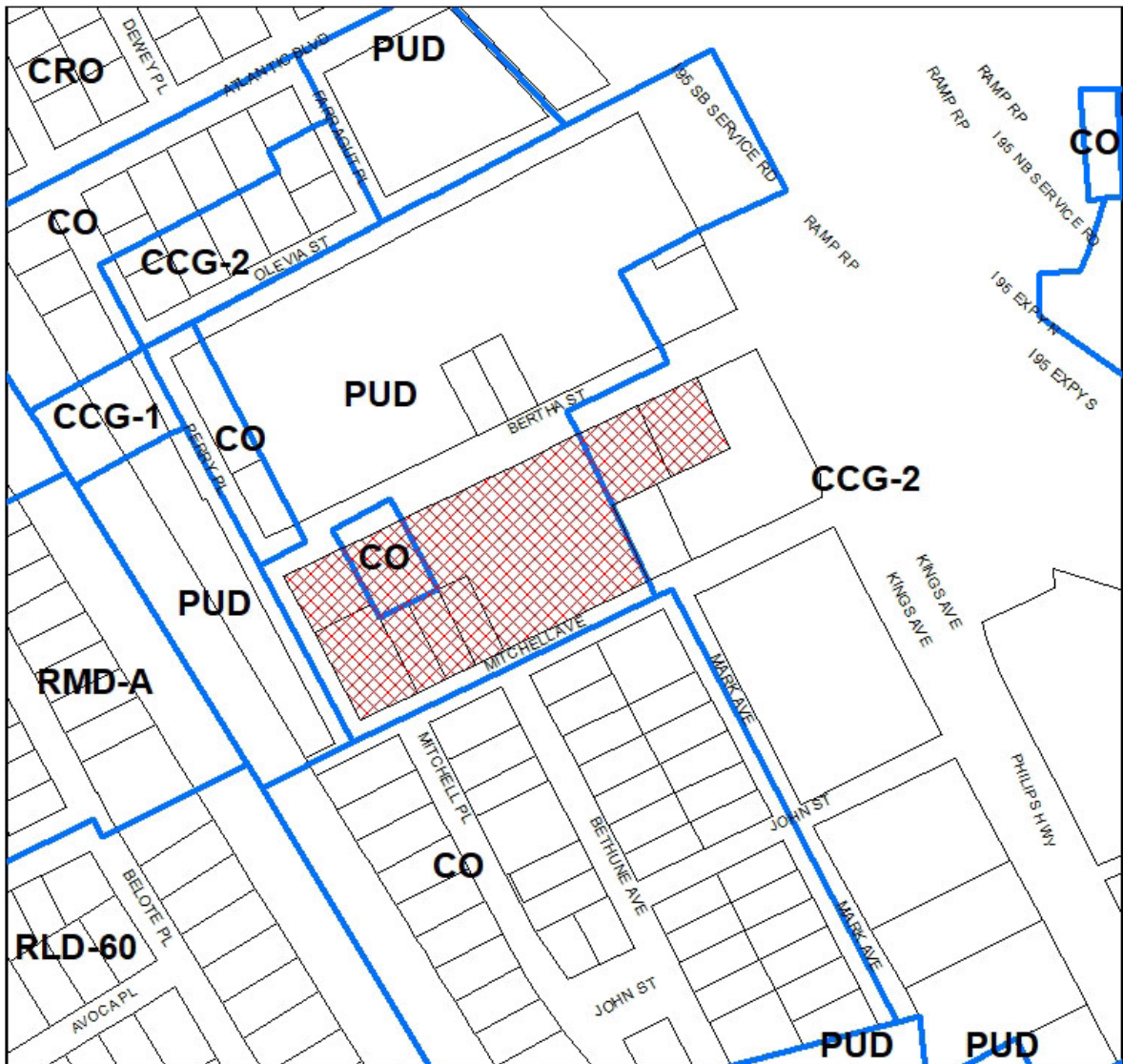
Aerial view of the subject property facing north



View of subject property to be included in the existing PUD



View of subject property to be included in the existing PUD



<p>REQUEST SOUGHT:</p> <p>FROM: CO, CCG-2, & PUD</p> <p>TO: PUD</p>	<p>LOCATION MAP:</p>	<p>0 80 160 320</p> <p>Feet</p> <p>COUNCIL DISTRICT:</p> <p>5</p>
<p>ORDINANCE NUMBER</p> <p>ORD-2018-0752</p>	<p>TRACKING NUMBER</p> <p>T-2018-2034</p>	<p>PAGE 1 OF 1</p>