PLANNED UNIT DEVELOPMENT APPLICATION FOR

ORANGE PARK PLAZA DEVELOPMENT

Revised Written Description

Dated May 13, 2020
TOWN OF ORANGE PARK
PLANNED UNIT DEVELOPMENT (PUD) APPLICATION
ORANGE PARK PLAZA DEVELOPMENT
May 7, 2020

EXISTING SITE INFORMATION-
Address: 1324 Kingsley Avenue
Parcel#: 41-04-26-019501-000-00
Acreage: 9.83

Land Use and Zoning Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial, Low Density (CLI) and Low Density Residential (LDR)</td>
<td>Mixed-Use (MU)</td>
<td></td>
</tr>
<tr>
<td>Commercial, Neighborhood (CN), Commercial, Professional Office (CPO), and Residential, Single-Family (RS-2)</td>
<td>Planned Unit Development (PUD)</td>
<td></td>
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</tbody>
</table>

PROJECT DESCRIPTION-
Provision Impact Ventures is excited to propose a mixed-use redevelopment project to the Town of Orange Park. The proposed project includes the redevelopment of an infill parcel on Kingsley Avenue within the Town of Orange Park. The parcel size is just under ten (10) acres. The St. James AME Church was the last occupant on site. Currently, there are four (4) school buildings and one church building within the boundaries of the parcel. The project includes the removal of all existing buildings on site which date from 1965-1994.

This project will provide a mixed-use development in the Town of Orange Park, designed to be compatible with the goals of the town including:

1. compatibility among buildings within the development,
2. efficient use of land with clustered structures resulting in small grids of utilities,
3. a design which includes green space areas for residential recreation; including walking paths, a playground, and fitness center. The planned system of multi-modal paths will help pedestrian and bicyclists become a priority to the residents of the development,
4. the development shall meet the Mixed-Use criteria outlined in the Future Land Use Element (FLUE).

The project program includes a maximum of 20 units per acre, up to 120,000 square feet of commercial/office use, and a potential of 20,000 square feet of community center/multi-purpose use. This project will certainly be a true mixed-use project with multi-family residential, commercial, office, open
space, and community center use. The site design places the most intense uses along Kingsley Ave, the commercial corridor, with parking behind and integrated into the buildings (parking garage) and an amenitized pond and fountain with a pedestrian path and on street parking surrounding the pond for an activated storefront area on all sides of the buildings.

The inclusion of this development along one of the main corridors of the Town of Orange Park will help reinvigorate this area and compliment the recent development along Kingsley Avenue.

### Quantitative Data Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
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<tbody>
<tr>
<td>Total Site Acreage</td>
<td>Approximately 9.83 Acres</td>
</tr>
<tr>
<td>Building Coverage</td>
<td>Maximum 55%</td>
</tr>
<tr>
<td>Number of Dwellings</td>
<td>196 units Maximum</td>
</tr>
<tr>
<td>Amount of Non-Residential</td>
<td>120,000 SF Maximum</td>
</tr>
<tr>
<td>Active Recreation</td>
<td>Approximately 1.3 Acres (13%)</td>
</tr>
<tr>
<td>Passive Open Space (Buffers and Ponds)</td>
<td>Approximately 2.63 Acres (27%)</td>
</tr>
<tr>
<td>Amount of Residential on Ground Floor</td>
<td>Maximum 35% per code</td>
</tr>
</tbody>
</table>

### Project Team

<table>
<thead>
<tr>
<th>Developer</th>
<th>Architect</th>
<th>Planning Team</th>
</tr>
</thead>
<tbody>
<tr>
<td>2440 Muirfield Way, Gilroy, CA 95020</td>
<td>1329-C Kingsley Avenue, Orange Park, FL 32073</td>
<td>12740 Gran Bay Pkwy W, Ste 2350, Jacksonville, FL 32258</td>
</tr>
<tr>
<td>408-963-9375</td>
<td>904-264-1919 x.2023</td>
<td>904-828-3900</td>
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**PROJECT PHASING**

The project will be programmed for one phase starting construction as early as 2021 and be completed by 2025.

**DETAILS OF USES**

**A: PERMISSIBLE USES**

The intent of this mixed-use PUD is to allow for multi-family residential uses along with commercial/office and community uses along Kingsley Avenue. In addition, the project will include ancillary uses associated with multi-family residential such as resident services, walking paths, and fountains.

All of the permitted uses are compatible within the Mixed-Use (MU) land use category in the Future Land Use Element of the Comprehensive Plan.

All uses listed in the Commercial, Neighborhood (CN), General Commercial (GC), and Residential General (RG-1 and RG-2) districts in Section 2.04.00 are permissible by right with associated restrictions.
The following uses are not allowable within the PUD:

1- Appliance sales (retail)
2- Automobile rental/leasing
3- Automotive repair services
4- Automotive parts store
5- Bait and tackle shops
6- Body art, tattoo parlor
7- Building supplies/materials
8- Car washes
9- Carpet outlets
10- Communication antennas and towers, including accessory buildings, tower support and peripheral anchors
11- Stand-alone convenience store with or without fuels sales
12- Drive-in/drive through(s) restaurants
13- Gun sales/repairs
14- Home improvement center
15- Hospital
16- Paint/wallpaper (50 percent for storage)
17- Rooming and boarding houses
18- Small household appliance repair
19- Wholesaling from sample stocks with no manufacturing or storage

Accessory uses and structures permitted per Section 2.05.21.00

Conditional uses allowed consistent with Section 2.04.01.03

B: LOT REQUIREMENTS FOR ALL USES-

Minimum Lot Width Requirements- none

Minimum Lot Area Requirements- none

Maximum Lot Coverage- none

Minimum Yard Requirements-
   a. Front (North)-none
   b. Rear (South)-25 feet
   c. Sides- 10 feet

Maximum Height of all Structures- A step back approach with be utilized with the building design. The front portion of the building along Kingsley Ave, Orange Ave, and the rear property line will be two-story with taller portions of the buildings towards the center of the parcel. This will ensure the visible portions of the buildings from the street and residential areas will be human scale. Even with the taller portions of the buildings being located towards the center of the parcel, the maximum height will be 35 feet. Spires, belfries, cupolas, and chimneys that are not intended for human occupancy shall not count towards height measurement. Other roof-top appurtenance and mechanical equipment not intended for human occupancy may be placed above the roof line provided it is not visible from an adjacent right-of-way.

The south structure is intended for multi-family residential only. The face of the third floor of the south structure will be at least forty (40) feet from the rear property line. The area between the property line and...
the building will be a no use zone. To further buffer the residential structure from the single-family residential structures to the south there will be a landscape buffer with 85% opacity and at least 8ft tall.

Maximum Floor Area Ratio (FAR)- 0.8 per the Mixed-Use land use category.

**DESIGN AND DEVELOPMENT STANDARDS**

**A: INGRESS, EGRESS, AND CIRCULATION**

**1-PARKING REQUIREMENTS**

(a) The vehicle parking requirement for the residential uses shall be a minimum of 1.3 spaces per unit without a maximum. The urban, mixed-use nature of the project lends itself to a reduced parking requirement. In addition, there is an existing Jacksonville Transit Authority (JTA) bus stop directly across Kingsley Ave which will reduce the need for as many parking spaces as typically required.

(b) The vehicle parking requirement for the community center uses shall be a minimum of 1 space per 500 square feet without a maximum.

(c) The majority of the parking spaces shall be provided within the three-story structured parking garage along the east portion of the property.

(d) There shall be a minimum of 2% of the required parking spaces devoted to bicycle parking spaces provided for the multi-family residential and commercial/office uses.

(e) The parking reduction allowances in Table 2 shall be allowable by right. Due to the urban, mixed-use nature of this development, it is understood that the standard parking requirements may not be necessary. In addition, because of the urban nature of the project, the standard mode of transportation may result in smaller forms of vehicles such as motorcycles/scooters, bikes, and compact cars.
(f) The standard vehicle parking stall dimensions shall be nine (9) feet by eighteen (18) feet. (f)(g) The designated residential parking locations within the structured parking garage shall be separated from the designated commercial parking areas by the applicant's chosen property management company, who will ensure that parking best practices are implemented.

2-LOADING REQUIREMENTS-

All loading berths shall comply with Section 2.06.04.02 of Orange Park's Land Development Regulations.

3-VEHICULAR ACCESS-

(a) Vehicular access to the site shall be by way of the existing access along Kingsley Avenue and Orange Avenue per the provided site plan (EXHIBIT E). The most easterly driveway cut along Kingsley Ave will be removed. The final access locations shall be subject to review and approval by the Town's Public Works Department. (b) Within the property, all structures will have internal vehicle access throughout the parcel. (c) It is the intent of the developer to coordinate with the adjacent property owner to the east for a potential cross access easement to utilize their existing driveway/signalized intersection along Kingsley Avenue.

4-PEDESTRIAN ACCESS-

(a) Pedestrian access shall be provided via sidewalks pursuant to Section 3.20.00 of Orange Park's Land Development Regulations. (b) It is the intent of the project to combine the existing sidewalk and the extended path along the commercial buildings fronting Kingsley Ave into one multimodal path with a minimum of ten (10) feet in width to be consistent with the MU land use requirements. The multimodal path will also follow the length of the building along Orange Ave. There is an existing Town of Orange Park easement within the path area along Kingsley Ave. (c) There will also be pedestrian walkways throughout the project to support a healthy lifestyle for the residents within the development.

B: SIGNS-

All signs on premise shall meet Article VII-Sign Regulations of Orange Park's Land Development Regulations. In addition to the Article VII, the project shall provide architectural consistency for all signs for the project.

C: LANDSCAPING/BUFFERS-

The landscaping shall meet the minimum requirements of Article V or certain specific standards below. A detailed landscape plan will be provided at the time of verification of substantial compliance.

There shall be a twenty (20) foot buffer along the south and a ten (10) foot buffer along the east property line between the adjacent property and the subject property, meeting the requirements for Section 2.05.10.03.
1. The required buffer along the east property line shall preserve existing protected trees where feasible. If mitigation is required, the new canopy trees will be planted one every twenty (20) feet versus the code requirement of one every thirty (30) feet. In addition, there will be added landscaping along the northeast corner of the east property line to supplement the ten (10) foot side setback.

2. The buffer area to the south shall preserve the existing protected trees to keep the existing tree canopy in place.

D: RECREATION AND OPEN SPACE-
For the multi-family residential uses, the active recreation and open space shall be provided at a ratio of 150 square feet per unit. The recreation and open space area may include walkways throughout the project including a walkway surrounding the amenitized pond with fountain, fitness center, community center areas and other similar uses. In addition, approximately two (2) acres of stormwater ponds, buffers, and landscaped areas will be provided. The site will exceed the minimum 20% green space requirement per the Kingsley Ave Character Overlay.

F: UTILITIES-
Water and sanity sewer will be provided by Town of Orange Park. JEA will provide the electric service to the parcel.

G: WETLANDS-
The existing site does not contain wetlands therefore there will be no wetlands impacted with the redevelopment of the site.

H: ARCHITECTURE-
The building architecture will be compatible but also compliment the existing structures within the Town of Orange Park. The design includes a mix of architectural features and materials indicative of Mid-Century Modern structures that are prevalent in the Town. The developer’s intent is to connect the historical architectural treatments of early Orange Park with a more modern expression. This theme is known as modern farmhouse. The exterior will be composed of a mixture of brick and stucco finishes. The design is mostly focused on pedestrian engagement including an abundance of patios and balconies. The portions of the buildings surrounding the perimeter of the parcel will be two-story in height and will increase in height to three-stories towards the center of the parcel. This step back approach ensures the project has a human scale feeling throughout and from Kingsley Ave. The structured parking garage along the eastern portion of the property will have limited visibility from the street due to being surrounded by the remaining portions of the building, landscape buffers, and location on the site. The portions of the garage that will be visible from the east will be compatible with the design of the remaining portions of the project with the modern farmhouse theme. The portions of the garage visible from Kingsley Ave will be screened from the view to soften the appearance of the garage. This screening will be accomplished by utilizing a variety of landscaping methods either with planted canopies or living walls directly on the garage.

I: SITE PLAN AND MODIFICATIONS-
The site plan approved as part of this PUD is conceptual. Final design is subject to change through final site planning, engineering design, permitting and other regulatory approvals.

**J: LIGHTING**

The top floor of the garage will incorporate low-impact LED lighting. A photometric plan will be provided to demonstrate that illumination levels from the garage will not exceed 1.0 foot-candles at the property line along streets and to the east property line.

**K: DEVIATIONS REQUESTED**

1. A deviation is requested to 2.04.13.02(a) which states, "All buildings shall be single-story and shall not exceed a maximum height of 35 feet. The maximum length of the side of a building parallel, or within 45 degrees of parallel, to Kingsley Avenue shall be 120 feet." The intent is to have the building not exceed 35 feet in height (exclusive of spired, belfries, cupolas, and chimneys that are not intended for human occupancy) and not over two-stories along the street fronts and not to exceed three-stories along the center of the property and along the interior property lines. In addition, along Kingsley Avenue, the building will exceed 120 feet in length. The intent is to ensure the architectural design is pedestrian oriented with commercial uses along the first floor along Kingsley Avenue. Having the commercial along Kingsley Ave will ensure the building does not appear as one long building because the massing will be broken up with storefronts and outdoor seating areas. Also, the building step back from Kingsley Ave will help ensure the massing is not out of scale compared to the surrounding properties along the commercial corridor of Kingsley Avenue.

2. Parking for the multi-family uses will be provided at a ratio of 1.3 spaces per residential unit. The 5th Edition of the Parking Generation Manual produced by the Institute of Transportation Engineers (2019) indicates the average parking required for a similar multi-family development is 1.31 spaces per unit for weekday demand.

3. A deviation to section 2.05.10.03 which states, where a CN or CG district adjoins an RG-1 district a twenty (20) foot buffer of planted green space and a solid fence shall be installed. It is the intent of the developer to provide a ten (10) foot buffer along the east property line instead of the required twenty (20) foot. Due to the location of the garage, the reduced buffer is required. There is an existing tree canopy along most of the east property line. It is the intent to preserve as many of the protected trees as possible. If mitigation is required, the new canopy trees will be planted one (1) every twenty (20) feet and there will be supplemental landscaping along the northeast corner of the east property line where there is more space to allow for the extra landscaping.

**JUSTIFICATION FOR THE PUD REZONING**

Currently, the existing Land Development Regulations do not offer a mixed-use zoning district with the density the Comprehensive Plan’s Mixed-Use (MU) land use category permits (with the associated density program). Therefore, a PUD is necessary to have a mixture of uses such as multi-family, commercial/office, and community center in one cohesive development. This PUD will provide much needed multi-family housing with a community focus. This is a unique approach to development, especially with the commercial/office uses along Kingsley Avenue. This unique approach is proving to be a successful formula for the developer in other nearby cities and throughout Florida.
This PUD application is a companion to a Small-Scale Land Use Map Amendment to the Mixed-Use (MU) category. The purpose of the land use amendment is to ensure the project has the required maximum twenty (20) units per acre density and provide a single land use category on the parcel compared to the surrounding land uses.

**STANDARDS AND CRITERIA FOR REVIEW**

**A: CONSISTENCY WITH THE COMPREHENSIVE PLAN**

This PUD is a companion application to a small-scale land use amendment to change the existing land use from Commercial, Low Intensity (CLI) and Low Density Residential (LDR) to the Mixed-Use (MU) category. If approved, this PUD will be consistent with the comprehensive plan.

The Mixed-Use (MU) land use category within the Comprehensive Plan calls for “a mixture of uses developed on a unified site by including two or more of the following uses: residential, office, retail, recreational, light industrial, or government.” The Mixed-Use category also includes a residential density bonus program (Policy 1.1.12) to allow for up to twenty (20) unit per acre. The proposed PUD plan includes buildings with a mix of commercial/office, community center, and residential uses as well as access circulation that is designed for pedestrians and vehicles to coexist including walkways and greenways for the pedestrians.

**B: CONSISTENCY WITH THE CONCURRNCY MANAGEMENT SYSTEM**

This PUD will comply with the Town of Orange Park concurrency management system.

**C: ALLOCATION OF LAND USE**

The Mixed-Use land use category includes a residential density bonus program to allow for up to twenty (20) unit per acre. The bonus policy includes thirteen (13) performance standards with the total maximum points at forty-five (45). In order to obtain the maximum twenty (20) units per acre, a project must have a total of twenty (20) points. The proposed project will exceed the required twenty (20) points.

**D: INTERNAL COMPATIBILITY**

1. The streetscape for the requested PUD will create visual appeal along Kingsley Avenue as well as Orange Avenue. The newly constructed buildings along both roadways will ensure that the project does not have an adverse impact from the streetscape along both roads.
2. The existence of open spaces, plazas, recreational areas and common areas within the development will be a benefit to the residents as well as the surrounding community, especially considering the existing conditions of the parcel are mostly large spans of concrete parking areas.
3. The use of existing and proposed landscaping will ensure the surrounding properties are adequately buffered from the new development and will also provide much needed greenery to this mostly concrete parcel.
4. The proposed traffic and pedestrian circulation pattern is designed to allow for a healthy environment for the residents as well as keep the pedestrians safe with a thoughtful vehicular traffic design.
5. Multimodal paths, walkways, and bikeways are an essential part of this PUD. The purpose of this design is to ensure a healthy lifestyle for the residents of the mixed-use development.

6. The use and variety of building setbacks, separation of uses and buffering help ensure that a development is designed well. The PUD includes a variety of building setbacks throughout the parcel, thereby guaranteeing the massing of the buildings are broken-up throughout the parcel. In addition, the PUD contains a mix of uses which has proven to be a successful planning tool. The proposed buffers ensure the new development will not have a negative impact on the surrounding area.

7. The proposed uses and building groupings within this project meets the intent of the Town of Orange Park’s Comprehensive Plan Mixed-Use (MU) category as described in “A: Consistency with the comprehensive plan” section of this PUD. In addition, the Land Development Regulations require the buildings be set close to the street with the parking situated in the rear. As seen on the proposed site plan, the structures along Kingsley Avenue and Orange Avenue meet this requirement.

8. The proposed uses meet the permissible uses within Orange Park’s existing Commercial Neighborhood, Commercial General, and Residential General (RG-1 and RG-2) districts. In addition, the PUD includes the conditions and limitations set forth in those districts as to match or exceed the code as much as possible.

9. The use and variety of buildings sizes and architectural styles will be used in this development to bring a positive visual appearance to this area of Kingsley Avenue and Orange Park.

10. The form of ownership proposed for various uses intends to stay as one entity. The commercial/office uses will be leased out by the owners to the individual users.

11. According to the Comprehensive Plan, the goal of Orange Park is to contain a Mixed-Use (MU) land use category with compatible relationship between land uses which this development is accomplishing. In addition, the specific use categories requested in this PUD are typical for a mixed-use development.

E: EXTERNAL COMPATIBILITY-

1. The areas of the proposed PUD located on or near the perimeter will have a landscape buffer along two of the perimeter boundaries (not street frontages) and exceed the landscape requirements for tree planting, including preserving a minimum of at least 50% of existing protected trees. This buffer area will help mitigate the proposed uses from the surrounding properties. Along the Kingsley Avenue boundary, the project includes commercial/office uses abutting the U.S. 17 corridor and Orange Ave. This is in accordance with the Kingsley Avenue Character Overlay which states that 75% of the required parking for the project shall be located behind the primary building.

2. The surrounding area would be considered a relatively intense commercial corridor with a mix of uses. To the east there is an adult living facility, to the west across Orange Ave are office buildings and to the south is a single-family development. Therefore, the requested mixed-use development is a perfect compliment to the surrounding area with the commercial/office, multi-family, and community center uses.

3. According to the Comprehensive Plan, the goal of Orange Park is to contain a Mixed-Use (MU) land use category with compatible relationship between land uses which this development is accomplishing.