

1 Introduced by Urban Affairs Committee:

2 Exhibit "B"

3
4 ORDINANCE 88-87-113

5 AN ORDINANCE REZONING PROPERTY HEREIN DESCRIBED,
6 OWNED BY SCOTT R. FOSTER, PRESIDENT OF THREE
7 CREEKS, INC., FROM "PUD" DISTRICT TO "PUD" DISTRICT
8 AS DEFINED AND CLASSIFIED UNDER THE ZONING CODE;
9 PROVIDING AN EFFECTIVE DATE.

10
11 WHEREAS, Scott R. Foster, President of Three Creeks, Inc., the owner of the real
12 property described in this ordinance has applied to the Council for a rezoning and
13 reclassification of that property from PUD District to PUD District; and

14 WHEREAS, the Planning Commission has considered the application and has rendered
15 an advisory opinion; and

16 WHEREAS, the Urban Affairs Committee, after due notice and public hearing, has
17 made its recommendation to the Council; and

18 WHEREAS, taking into consideration the above recommendations, the Council finds
19 that such rezoning is consistent with the comprehensive plan adopted under the
20 Comprehensive Planning Ordinance for future development of the City of Jacksonville;
21 and

22 WHEREAS, the Council finds that the proposed PUD does not affect adversely the
23 orderly development of the City as embodied in the Zoning Code; will not affect
24 adversely the health and safety of residents in the area; will not be detrimental to the
25 natural environment or to the use of development or the adjacent properties in the
26 general neighborhood; and the proposed PUD will accomplish the objectives of Section
27 656.331 (Planned Unit Development) of the Zoning Code of the City of Jacksonville;
28 now, therefore

29 BE IT ORDAINED by the Council of the City of Jacksonville:

1 **Section 1. Property Rezoned.** The real property described in Section 2 is
2 rezoned and reclassified from PUD District to PUD District, as defined and classified
3 under the Zoning Code, City of Jacksonville, Florida.

4 **Section 2. Owner and Description** The land rezoned by this ordinance is
5 owned by Scott R. Foster, President of Three Creeks, Inc. and is described in Exhibit A
6 attached hereto and by this reference made a part hereof.

7 **Section 3. Conditions.** The property described in Section 2 herein shall be
8 developed subject to the following conditions, which conditions are hereby made a part
9 of the PUD zoning district created by this ordinance:

10 (a) Notwithstanding the provisions provided for in this ordinance, the
11 previous conditions imposed by Ordinance 86-1238-786 continue to be binding on this
12 PUD zoning, except as herein modified.

13 (b) Acceleration, deceleration, left turn, by-pass lanes and sidewalks shall
14 be constructed on Bulls Bay Highway according to specifications as may be required by
15 the Department of Public Works and Traffic Engineer and on Beaver Street according to
16 specifications as may be required by the Florida Department of Transportation.

17 **Section 4. Effective Date.** This ordinance shall become effective upon
18 signature by the Mayor or upon becoming effective without the Mayor's signature.

19
20 Form Approved:

21
22 
23 _____
Assistant Counsel

24
25 Imt 2/8/88
26 Rev./ea
27
28
29

ORDINANCE 88-87-113

CERTIFICATE OF AUTHENTICATION

ENACTED BY THE COUNCIL

March 22, 1988

Clarence J. Suggs

CLARENCE J. SUGGS
COUNCIL PRESIDENT

ATTEST:

Cheryl D. Kidd

CHERYL D. KIDD
SECRETARY TO THE COUNCIL

APPROVED March 30, 1988

Thomas L. Hazouri

THOMAS L. HAZOURI, MAYOR

MARIETTA STATION

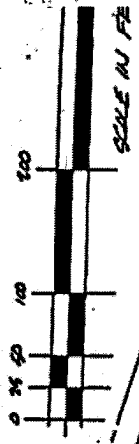
PUD DESCRIPTION

Marietta Station is a substantial deviation from a prior PUD ordinance R-86-1238-786 known as Bulls Bay. The deviation from the original PUD calls for the construction of additional driveway ingress/egress points on West Beaver Street and Bulls Bay Highway for the commercial site only. One of the major factors that has had a significant impact on this change request is the ramifications of the environmental jurisdictional areas. As originally planned, one point of ingress and egress to the commercial site was to have been off the entrance to the proposed subdivision behind the commercial site. In an effort to preserve as much environmental jurisdictional area as possible, the entrance to the subdivision had to be adjusted, to the point that it was no longer contiguous to the commercial site.

At the time of the original PUD rezoning, there was no specific site plan for the commercial site. As we now have a detailed plan of development, we are proposing two high use driveways off of West Beaver Street, one driveway off of Bulls Bay Highway and two lower use driveways off of Bulls Bay Highway. The two out parcels off of Bulls Bay Highway will use one joint driveway. The proposed driveway across from Nevada Street will be used for service vehicles for the shopping center. As the plan also shows, acceleration / deceleration lanes will be constructed in accordance with City and State standards, for each of the driveways.

All other aspects of the development are in accordance with the PUD description that binds the development today. We believe that the plan provides for the safest and smoothest traffic flow, which is so critical in commercial shopping centers. We have submitted the proposed plan to the Traffic Engineering and Transportation Departments of the Planning Department and have received preliminary approval.

PROPOSED SITE



NEVADA ST.

PROPOSED DRIVEWAYS

PROPOSED JOINT USE DRIVEWAY

OUT PARCEL

ACOE. JURISDICTIONAL LAINE

RIGHT ONLY STOP SIGN

STEEL FABRICATORS

PROPOSED DRIVEWAYS

18' LEFT TURN LAINE
BYPASS LANES

OUT PARCEL

15' 12" RCEL LAINE

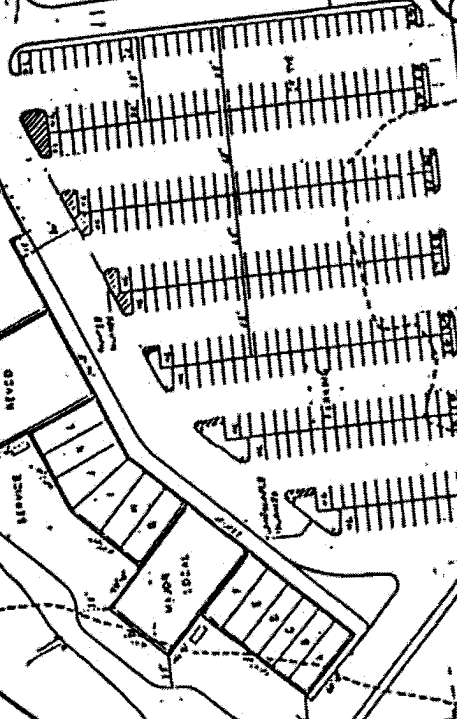
STOP SIGN

FOREST

101

SC. 1/4" = 10' 0" RIGID SCALE

1000 100'



1/2" = 100'