

2019-196
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RIVERWALK PARK DESIGN CRITERIA: FEBRUARY, 2019

GOALS OF THE RIVERWALK

- Create a safe, pedestrian friendly recreational trail that connects people and places along the St. John's River.
- Provide public access to the riverfront.
- Unite the Northbank and Southbank Riverwalks through common, subtle complementary design features that develop, emphasize and enhance existing infrastructure rather than requiring additional, extensive infrastructure investment.
- Allow the Northbank and Southbank Riverwalks to retain their own identity for wayfinding purposes. The Northbank connects the sports district, restaurants, shops, offices, businesses and the Downtown, Brooklyn and Riverside neighborhoods. Earthy brown and red colors, straight lines, angular and square patterns dominate the design style of the Northbank. The Southbank Riverwalk provides connection among many medical facilities, restaurants, shops, offices, businesses and the San Marco neighborhood. Bright colors and curvilinear lines enhance a nautical themed design style that defines the Southbank.
- Create lasting, memorable experiences throughout the Riverwalk with hubs, nodes and nodettes that provide immersive and interactive landscapes describing unique features of Jacksonville and the St. John's River.
- Create a vibrant, interactive waterfront experience that improves access to parks, hotels, museums, restaurants and shops.
- Provide connection across the St. John's River through increased pedestrian bridge access, water taxi, and enhanced sight lines.
- Provide critical pedestrian and biking safety downtown. Pedestrians and cyclist can travel safely on the Riverwalk from downtown Jacksonville to the Riverside neighborhood, for example, without intersections, traffic signals and automobiles.
- Create a timeless Riverwalk framework establishing connectivity with the understanding that styles, product availability and development will change.
- Increase hospitable features of our Riverwalk including shade, seating, access to food, water and sanitation facilities.
- Create a resilient Riverwalk that can withstand hurricane, high wind and flood conditions.
- Connect Jacksonville's increasingly diverse and vibrant cultural, economic and recreational hubs.
- Serve as a part of the larger multi-use and greenway trail plans for Jacksonville therefore connecting more people and more neighborhoods to the St. John's River.

INFRASTRUCTURE STANDARDS

The City of Jacksonville is bisected by the St. John's River, and the Riverwalk is adjacent to the river. The Riverwalk varies in its spatial relationship to the river: it is partly built over the water, atop a bulkhead or separated from the waterfront with a reinforced rip-rap bank. Because the St. John's River is tidal and prone to storm surges the stream banks, waterfront parks and walkways have been flooded and stressed. After each storm, washed out walkways, landscaping, infrastructure and fountains are rebuilt. Compromised bulkheads are reinforced.

In order to create a buffer for river flooding, reduce infrastructure damage and reduce resulting recovery and maintenance cost, create more pedestrian friendly landscapes, future Riverwalk developments shall be set back from the water's edge to allow for a natural, planted reinforced shoreline where appropriate based on wave impact, tidal conditions, velocity, soil composition, etc. Planted reinforced shorelines shall be reviewed and approved on a case by case basis by the City Engineer. This should be done in areas where there aren't existing bulkheads or planned shoreline changes in a development agreement. A living shoreline or hybrid stream edge treatment will allow floodwater to slowly recede over rocks and planted landscape to preserve Riverwalk infrastructure and create a naturally shaded, visually appealing walkway. In locations where a living shoreline will not provide superior upland protection for the Riverwalk, a bulkhead will be required. A hybrid living shoreline should be created in conjunction with bulkheads in areas with no boat dockage and under the review of the City Engineer.

The path width shall conform to current FDOT standards for a shared use path; however FDOT minimum turning radius and grading standards will not be used for the Riverwalk, as the Riverwalk is anticipated to be a more urban, specialized use path. The current FDOT standard of minimum 15' wide with a minimum vertical clearance of 12' high shall be maintained throughout the length of the walkway except in short intervals where width is constrained and in no event shall any constrained location be narrower than 12' in width. Trees, shade structures, lighting, signage and furnishings shall all be placed outside the 15' minimum Riverwalk width or if within the Riverwalk out of necessity due to constraints such as over water location, then shall not reduce the effective width to less than 12' with minimum vertical clearance. The Riverwalk path design shall provide for use by pedestrians and bicyclists of various abilities and be designed for many users entering and exiting the walkway at various, irregular intervals. All path design requirements shall comply with ADA standards. Every effort will be made to provide ADA compliancy as the first design option. For example, ramps will create the primary entrance and exit points along the Riverwalk. Ramps will be fully integrated into the first design option and will not be merely a secondary design feature.

LIGHTING

Appropriate lighting is crucial to creating a unique and safe visitor experience. Lighting design will reinforce and define activity areas and provide interest at night. Lighting will facilitate safe and convenient circulation for pedestrians and bicyclists. Overspill of light and light pollution will be avoided. Minimizing the visual impacts of lighting in related or adjacent parking areas is critical to maintaining the Riverwalk atmosphere and experience.

The Riverwalk shall have an average ambient light level of between one (1) and three (3) footcandles with a minimum of half (0.5) and a maximum of six (6) footcandles at any point as measured on the ground plane. Accent lighting or recreational lighting may exceed these standards by a multiple of 2.5.

The position of the lamp in a pedestrian way light should not exceed 16' from the ground plane. Lighting shall focus on lighting the pathways and pedestrians. Light fixtures shall be installed on the side opposite of the river whenever possible to ensure ease of maintenance and reduced flooding risk. Light fixtures shall have tops to enhance the nighttime sky and prevent glare into adjacent properties. The color of light has also been shown to help people accurately identify colors at night and be more conducive to human health and wildlife. Warm colors, with color temperatures of no more than 3000 Kelvins should be used instead of cool blue light. LED lights with these standards shall be used to increase electrical efficiency. Accent or up lights of

fountains, art, structures and plant material are encouraged to increase visual interest on specimen trees or sculptural design elements. Accent or up lights need to be used in conjunction with the overall lighting plan so the effectiveness of the specialized lighting is pronounced.

SERVICE AREAS

Service areas, constructed stormwater infrastructure, electrical and mechanical equipment shall be visually unobtrusive and should be integrated with the site and adjacent buildings. Landscape screening shall be used as feasible; however use of landscape screening shall be incorporated into the area without creating dead spaces around infrastructure. Light lockers or housing that encloses transformers or back flow valves shall be decorative in nature.

SIGNAGE

Signage shall be provided to assist wayfinding to the Riverwalk, parking and along the Riverwalk. A signage package, outlining color choices, dimensions and materials is located in Appendix A. All signage shall incorporate the Jacksonville Riverwalk logo. Directional signage is located along the roadway, one block away from public access points, and outside of Jacksonville Skyway Monorail Stations. Directional signs direct people to the Riverwalk from sidewalks and streets. Parking is noted on directional signs if parking is adjacent or across the street from a directional sign.

Signage along the Riverwalk includes directory/directional signs and directional signs. The directory/directional signs are located at public access points. The directory map signs are designed to be electronic in the future, however, until such time, the map shall be updated if any of the key locations as outlined in the legend change or as the Riverwalk expands. Directional signage above the directory sign identify features along the Riverwalk or easily accessible from the Riverwalk. Points of interest outside the Riverwalk are listed with the number of blocks from the Riverwalk. Points of interest that are not directly accessible are not listed on directional signage. Directional signs are placed at public access points where a directory sign is clearly visible. River taxi signs are also noted along the Riverwalk.

All signage and locations shall be approved by the Parks Director. No commemorative markers or storyboards shall be located on the Riverwalk without the express approval of the Parks Director and shall conform to or compliment the color palette and materials adopted in Appendix A. Sign locations shall be field verified to minimize interference with other signs, utilities and trees. Signs shall be mounted as described in Appendix A. No sign shall reduce the effective width of the Riverwalk to less than 12 feet.



Logo

HARDSCAPE

Segments of the Northbank and Southbank Riverwalks were constructed at different times and with varying materials. Each installation offers interesting experiences and designs. It is



important to keep key design elements of all segments as they increase the length and diversity of the public space. Planting patterns and key hardscape elements will tie the Riverwalks together, while they remain distinctly different.

The benches shall provide contrasting colors to the greens or blues of the Riverwalk, and be in the orange to red hues. (Pantone 1585C, 1797C, 5455U or equivalent). The design shall be approved by the Parks Director. The benches styles shall be placed on both sides of the Riverwalk in an effort to tie the design styles together and create a more playful design aesthetic.



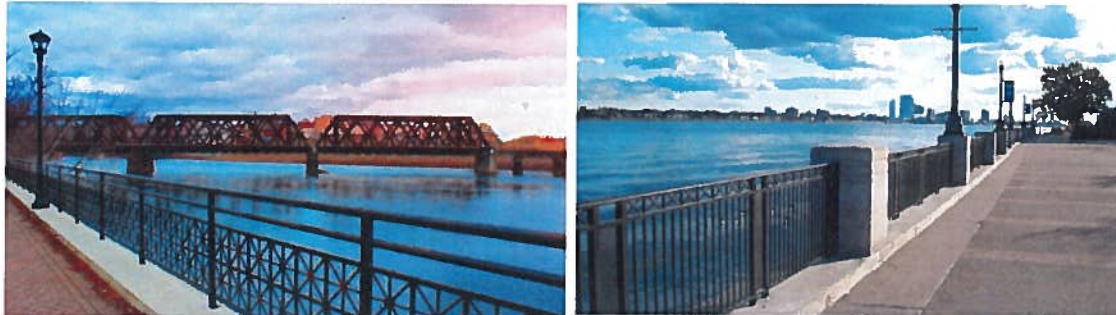
Examples of potential, acceptable artistic benches.
(Jeppe Hein "Bench of Expectations & Landscape Forms "Escofet Flor")

NORTHBANK RIVERWALK

The Northbank connects the sports district, restaurants, shops, offices, businesses and the Downtown, Brooklyn and Riverside neighborhoods. Earthy brown and red colors, straight lines, angular and square patterns dominate the paving design of the Northbank. The walkway changes from pavers to concrete at various locations, but all of the internal paving design includes some square design of paver accents in the brown color family. The fencing is primarily black or galvanized metal in straight lines with accents of squares with an "X" through them. This design style should be maintained, however the material and detail design choices shall be flexible. All designs shall be submitted to the Parks Director for written approval prior to submission to the Building Department.

Many of the pavers that are used throughout the current Northbank Riverwalk are no longer available and the design has been costly to maintain. New walkways should be constructed of concrete with pavers being used as accents in rectilinear patterns. These accents should occur where the two paths meet or where turns occur. Pavers shall be installed per tolerances and specifications outlined in the Interlocking Concrete Pavement Institute guidelines. Concrete portions of the walkway shall be reinforced concrete and be a minimum of 5" thick. Concrete shall comply with existing City of Jacksonville concrete specifications. Concrete shall have a salt finish. Any colored concrete shall be colored throughout the concrete.

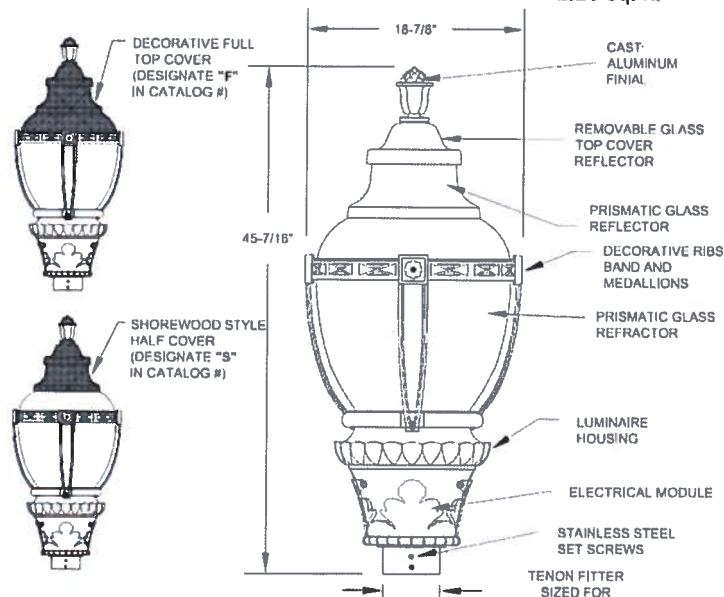
Railings that are used along Northbank Riverwalk shall be either powder coated black or hot dipped galvanized steel. Railing shall be upright and accent patterns shall be rectilinear in nature. Railings shall be as unobtrusive as possible so the waterfront is more dominant than the railing. Railings should only be used in areas where it is necessary according to safety code.



Examples of potential, acceptable Northbank Riverwalk railing.

Light standards shall be historic in character and powder coated black. Current lights should be matched in quality and style. Existing lights are similar to the State Street, Acorn Style Luminaire with full decorative cover. The primary lighting along Northbank Riverwalk will be from light standards. Bollard path lights may compliment the light standards, with style complimenting the light standards.

STATE STREET LUMINAIRE
 ACORN STYLE WITH FINIAL, BAND, MEDALLIONS
 AND DECORATIVE RIBS
 MAXIMUM WEIGHT - 80 lbs.
 MAXIMUM EFFECTIVE PROJECTED AREA - 2.26 sq. ft.



Examples of acceptable Northbank Riverwalk lighting.

Benches along Northbank Riverwalk shall be historic in character and all steel. Existing wood benches will be phased out. Acceptable benches shall be black or green FMS-324 bench from Victor Stanley. Where appropriate, the backless bench model could be used or approved equal. Trash cans shall also be all steel and open from the top. Acceptable trashcans shall be the ES-42 Victor Stanley or Lexington 36 gallon with rain bonnet lid, or approved equal. Bike racks shall be black or green Victor Stanley BRHS-101 or approved equal. Drinking fountains shall be Canterbury Designs, New York Fountain or approved equal. All site furnishings shall be attached with stainless steel, tamper proof hardware.



Examples of acceptable Northbank Riverwalk site furnishings.

SOUTHBANK RIVERWALK

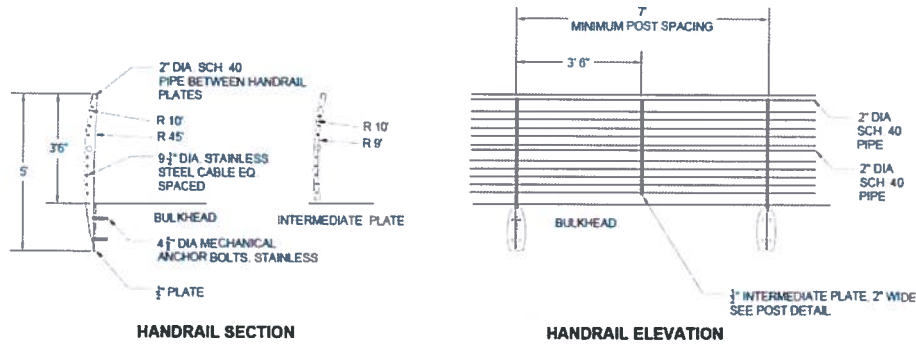
The Southbank Riverwalk provides connection among many medical facilities, restaurants, shops, offices, businesses and the San Marco neighborhood. Bright colors and curvilinear lines enhance a nautical themed design style that defines the Southbank. The current Southbank Riverwalk is constructed over the water. As the Southbank Riverwalk is built out, the walkway design should shift to areas on land, and concrete should be used with paver details. Alternative shade sails should be used that allow for more head room. This design style should be maintained, however the material and detail design choices shall be flexible. All designs shall be submitted to the Parks Director for written approval prior to submission to the Building Department.

Many of the pavers that are used throughout the current Southbank Riverwalk are faded, custom colors and have been costly to maintain. New walkways should be constructed of concrete with pavers being used as accents in curvilinear patterns similar to the existing radii. These accents should occur on a regular basis along the walkway to add interest. Bands of a two tan pavers (Pantone 467C), in an offset stacked bond configuration, shall be used to differentiate between color changes. Pavers shall be installed per tolerances and specifications outlined in the Interlocking Concrete Pavement Institute guidelines. Concrete portions of the walkway shall be reinforced concrete and be a minimum of 5” thick. Concrete shall have a salt finish. Any colored concrete shall be colored throughout the concrete. Concrete and paver color palette shall consist of the following (or equivalent):

Pantone 174C	Pantone 7452C	Pantone 7416C
Pantone 1797C	Pantone 7499C	Pantone 3294C

Railings that are used along Southbank Riverwalk shall contain steel wire with galvanized posts and

a thicker top railing. If more walkways are built over the water, the railing shall be arced into the walkway to match the area between Friendship Fountain and Duval County School Board. Railings on walkways not over the water shall be upright. Railings shall be as unobtrusive as possible so the waterfront is more dominant than the railing. Railings should only be used in areas where it is necessary according to safety code.



Example of acceptable Southbank Riverwalk railing mounted to a bulkhead.



Existing Southbank Riverwalk railing and materials.

Light standards for general path lighting shall be a similar style to the existing Southbank Riverwalk lights. These are the Architectural Area Lighting, Universe Collection, medium or pedestrian scale. The fixtures are illuminated solid rings, straight hoods, black with a flat glass lens. The pole is a 12' pole with fluted decorative base and a SLA 17 arm.

Benches and trashcans can be sourced from DuMor and the steel black trash can is model 84-32-DM and the bench is the DuMor Steel Bench 95 in a 10' length. The drinking fountain is Murdock #M43-2-PF. Acceptable alternatives can be approved by the Parks Director. All site furnishings shall be attached with stainless steel, tamper proof hardware. Direct connections of the hardware

into brick should be avoided.



Examples of acceptable Southbank Riverwalk site furnishings.

LANDSCAPE

GENERAL

Landscape design, installation, and maintenance shall comply with RPDC and with Part 12, Chapter 656, City of Jacksonville Ordinance Code, Tree Preservation and Landscape Standards; should there be a conflict between Chapter 656, Landscape Design Standards and RPDC, the more stringent requirement shall prevail. Proposed landscape design by the Property Owner within the easement may be considered in satisfying applicable portions of the requirements of the Landscape Ordinance; existing landscape within the easement may be considered with new development work using Chapter 656 "Credit for existing trees and understory." Screening of parking lots and drives shall be in compliance with Chapter 656, Landscape Design Standards.

QUALITY CONTROL

Landscape Work shall be installed based on approved landscape documents prepared by a State of Florida registered Landscape Architect. Approval shall be completed in the 10 set review process and concurrence with City of Jacksonville, Parks Recreation and Community Services, Office of Director. Installation of landscaping shall be in accordance with Chapter 656 "Landscape Design Standards." See Chapter 656, "Invasive Species" for prohibited material. Site inspections shall be conducted by a landscape architect during the installation and at completion. Maintenance inspections for all formal landscape areas shall be completed by a landscape architect on a monthly basis. A maintenance report with accompanying photographs and map shall be generated to ensure issues are addressed properly.

PLANTING ZONES

Planting designs shall be established by planting zones. The areas closest to the river will have a less manicured appearance and will be able to withstand tidal changes and flooding. Areas closer to the Riverwalk shall be more formal in design and node planting design shall be highly designed and maintained. Plants appropriate for each area are outlined in the planting lists, Appendix B.

FLOATING WETLAND MATS (SOUTHBANK, 2016)

Floating wetland mats shall be installed in small water areas that are located between the bulkhead and the Southbank Riverwalk. The mats are constructed of framework that supports

planting media to grow grasses/rushes and will offer changing floristic interest. The mats will need to be replanted yearly as the plant material will become too large for the mat structure.

RIVERSHORE (SLOPED AREAS ADJACENT TO THE RIVER)

Rivershore areas are areas with slopes adjacent to the river. These areas often contain rip-rap and have slopes that near 4:1. The purpose of planting in these areas is to create floristic diversity and stabilize the banks. No areas along the Riverwalk shall have slopes that exceed 4:1.

RIVERWALK

The main Riverwalk walkway shall have consistent plantings that are formal in nature and tie into the adjacent plantings. In order to do this, key or thread plants shall be used. These plants will be used to provide 60% of the plant materials along the walkway. These plants are noted in the plant list.

ADJACENT TO CORPORATE CAMPUS

These are existing areas adjacent to corporate campuses. The companies have tied the Riverwalk planting and maintenance into their corporate landscapes. There shall be no change in these planting designs for the areas that are already maintained.

POPS/ACCENTS

These areas will incorporate more formal planting designs and may include planters and hanging baskets. Use of native plants is encouraged in these areas. These will provide smaller pops of color or interest, but not be as large as the nodes in scale.

NODES/HUBS

Node shall be designed in accordance with the theme of the node and only required to plant 20% of the plants in the planting list. Use of native plants is encouraged in these areas. The node design shall incorporate the key/thread planting material to maintain consistency along the Riverwalk.

DESIGN PRINCIPLES

DESIGN FRAMEWORK

In formal planting areas, mass plantings should be used to increase the readability of the landscape. Textures should be considered when pairing plants. Plants that are seasonally dormant should be paired with plants that offer interest during the dormant season.

In areas of natural plantings, foreground plantings shall create a formal edge. The foreground plantings shall be limited in species and size/height. These plants are noted in the plant list.

Under plantings in shady areas should focus on varying colors of green and texture. Plantings in sunny areas shall also utilize texture changes, however blooming plants that continue throughout the seasons are strongly encouraged.

Planting areas shall be lined with small fencing to protect plantings and further reinforce planting zones. This fencing should be 2-3' tall, sized according to the associated planting and location along the Riverwalk. The intent of the fencing is to create another visual cue to visitors that the plantings



Example of fencing in a planting zone.

are not be walked through.

Walls and hedges utilized to screen visibility of unsightly areas such as service yards require a six (6) foot wide (minimum) landscaped bed of smaller shrubs and groundcovers. However, the berm or hedge may not to be constructed where it interferes with vision or safety.

All areas of the Riverwalk landscaping shall be designed in accordance with Crime Prevention through Environmental Design Guidelines (CPTED).

STORMWATER TREATMENT

Wherever feasible, best management practices shall be incorporated in the Riverwalk. No hardscape structures shall be used to directly channel flow into the river; all stormwater shall sheet flow through formally planted filter strips into the landscape. Planting shall be integrated with water quality treatment areas and selected based on their

ability to tolerate standing water time after storm events.

Where above ground stormwater management facilities are required, such facilities shall contain multi-purpose amenities. For example, a bioswale could be used to screen other infrastructure or a dry retention basin can be used for active recreation.

EROSION CONTROL

Along the waterfront, where bulkheads are not present a minimum of a 3:1 slope shall be maintained. Any areas that contain rip-rap, the rip rap shall be a consistent size, no smaller than 1-1.5ft. and weighing between 150-500 pounds, unless a hydrologist deems smaller material is able to maintain the slope. Rip rap shall meet all St. John's River Water Management District standards and the outermost layer shall be comprised of gray granite or similar material that provides a uniform appearance. The sloped and rip rap slopes shall be planted with soil, as feasible so root systems are able to help maintain the slope. Appropriate plant materials are identified in the planting list. Grasses, perennial and forbes (native perennial) species shall be planted no more than 2' OC.

SHADE

Shade trees shall be used to ensure a canopied Riverwalk. Seventy percent of the Riverwalk shall be shaded either by trees or shade structures. Shade shall be measured by the canopy size as outlined in the Jacksonville Tree Commission's Approved Tree Planting List ("Tree Planting List"), or by the shadow cast by a shade sail at noon. Shade trees or large trees as identified by the Tree Planting List shall be used in areas with areas large enough for planting. The planting area requirements for a large tree shall be a minimum of 15' x 15; however, if less space is available a structural soil, custom support system, or suspended pavements shall be used to accommodate the root system. Only small and medium trees as identified by the Tree Planting List shall be specified in planters. Planting of groundcovers should be considered under trees as feasible. Shade structures shall be placed in areas that cannot support tree plantings. Shade structures shall be designed for easy removal if fabric is used and affordable replacement. Shades shall be at a height to minimize vandalism and conform to the minimum vertical clearance height of 12'. All shade structures shall be approved by Parks

Director.

IRRIGATION

All irrigation shall be designed to be consistent with water efficient landscaping design standards in accordance with Chapter 656; informal/natural theme to include areas of re-established native plant communities with temporary irrigation system.

If feasible, irrigation systems shall use reclaimed water.

Temporary irrigation systems shall be abandoned after plantings are established in Rivershore Planting Zones. Irrigation systems in nodes, nodettes and Riverwalk shall be maintained in fully functional condition at all time. If planters or baskets are used, they shall be watered with a water truck.

Equipment and design shall be as vandal resistant as possible.

PLANT LIST

For the purpose of continuity and compatibility, the attached plant list is provided. Continuity from development to development is gained along the riverfront where RPDC has provided for certain requirements such as plant materials; design compatibility is gained by repetition in detailing and design elements, such as landscape features and textures.

Riverwalk Park Plant Palette

Botanical Name	Common Name	Native?	Size Mature Height	Bloom Color	Light	Drought Tolerance	Salt Tolerance	Wildlife Attracter	Planter (No less than 10'x10')	Zone	Plantings Category	Comments
Large/Shade Trees												
<i>Acer rubrum</i>	Red Maple	Y	80' ht.	Yellow/Green	Sun, Partial Sun	Well to Wet	Low	Yes	No	RW, Corp. Pop. N	Yes	Low salt tolerance, but flood tolerant
<i>Betula nigra</i>	River Birch	Y	50' ht.	Yellow	Sun, Partial Sun	Well to Wet	Low	Yes	Yes	RW, Corp. Pop. N	Yes	Low salt tolerance, but flood tolerant
<i>Ilex cassine and cvs</i>	Daboon Holly	Y	30' ht.	White	All	Medium to Wet	Medium	No	No	WTL, RS	Rivershore	High wind, base maintenance trimming on yearly basis
<i>Juniperus virginiana</i>	Red Cedar	Y	50' ht.	Green	Sun, Partial Sun	Well	High	Yes	No	RW, Corp. Pop. N	Formal	
<i>Magnolia grandiflora</i>	Southern Magnolia	Y	80' ht.	White	Sun, Partial Sun	Well to Medium	High	Yes	No	RS, RW, Corp. Pop. N	All	
<i>Nyssa sylvatica</i>	Red Bay	Y	75' ht.	Yellow	Sun, Partial Sun	Well to Wet	Medium	Yes	No	RS	Rivershore	
<i>Persea borbonia</i>	Sycamore	Y	50' ht.	Yellow	Sun, Partial Sun	Well to Wet	High	Yes	No	WTL, RS	Rivershore	Low to Medium wind
<i>Platanus occidentalis</i>	Shumard Oak	Y	60' ht.	Green	Sun, Partial Sun	Well to Medium	Medium	Yes	No	RS, RW, Corp. Pop. N	Rivershore	Seeds and leaves should be considered with maintenance
<i>Quercus shumardii</i>	Live Oak	Y	80' ht.	Yellow	Sun	Well	Medium	Yes	Yes	RW, Corp. Pop. N	Formal	Tolerates occasionally wet soil, Medium to High Wind
<i>Quercus virginiana</i>	Yellow Trumpet Tree	Y	35' ht.	Yellow	Sun	Well	Medium	Yes	No	RW, Corp. Pop. N	Formal	Low Wind
<i>Taxodium virginiana</i>	Cedar Elm	Y	70' ht.	Green	Sun, Partial Sun	Well to Wet	Medium	No	No	RW, Corp. Pop. N	All	Susceptible to disease and pests
<i>Ulmus crassifolia</i>	Chinese Elm	N	50' ht.	Green	Sun, Partial Sun	Well to Medium	Medium	No	Yes	RW, Corp. Pop. N	Formal	Susceptible to pests and freezing in FL, tolerates occasionally wet soil
Small/Specter Trees												
<i>Chionodoxa virginicus</i>	Fringe tree	Y	20' ht.	White	Sun, Partial Sun	Well	Medium	Yes	Yes	RW, Corp. Pop. N	All	Spring bloom, slow growing, regular watering, Chinese variety also acceptable
<i>Cercis canadensis</i>	Red Bud	Y	30' ht.	Pink/Purple	Sun, Partial Sun	Well	Medium	Yes	Yes	RW, Corp. Pop. N	Formal	
<i>Cordia boissieri</i>	White Geiger	N	20' ht.	White	Sun, Partial Sun	Well	Medium	No	Yes	RW, Corp. Pop. N	Formal	
<i>Ilex vomitoria and cvs.</i>	Yaupon Holly	Y	30' ht.	Red	Sun, Partial Sun	Well to Wet	High	Yes	Yes	RW, Corp. Pop. N	Formal	
<i>Ostrya virginiana</i>	Hophornbeam	Y	40' ht.	Green	Sun, Partial Sun	Well	Medium	Yes	Yes	RW, Corp. Pop. N	Formal	Beautiful seedpods
<i>Prunus umbellata</i>	Flawhornbeam	Y	20' ht.	White	Sun, Partial Sun	Well	Medium	Yes	Yes	RW, Corp. Pop. N	All	Beautiful seedpods
<i>Quercus myrtifolia</i>	Myrtle Oak	Y	40' ht.	Green	Sun, Partial Sun	Well to Medium	High	Yes	Yes	RW, Corp. Pop. N	All	Produces plums, plant where plum can drop without maintenance
<i>Sabal palmetto</i>	Sabal Palm/Cabbage Palm	Y	65' ht.	Green	Sun, Partial Sun	Well to Wet	High	Yes	Yes	RW, Corp. Pop. N	All	Shorter oak, must be staked into tree form
<i>Itaiea's Tiburum</i> * <i>Fritillachoochee</i> *	Walter's Viburnum	Y	25' ht.	White	All	Well to Medium	High	Yes	Yes	RS, RW, Corp. Pop. N	All	Free seeding is a problem
Shrubs												
<i>Clethra alnifolia</i>	Sweet Pepperbush	Y	8' ht.	White	All	Well to Wet	Medium	Yes	No	RS	Rivershore	
<i>Hepatica arborea</i>	Schierberg	N	15' ht.	White	Sun, Partial Sun	Well to Medium	Medium	No	No	RW, Corp. Pop. N	Formal	Susceptible to scale
<i>Ilex glabra</i>	Galberry	Y	8' ht.	White	Partial Sun	Wet	Medium	No	No	RS	Rivershore	
<i>Monstera deltoidea</i>	Split Leaf Philodendron	N	6' ht.	White	All	Well	Medium	No	No	RW, Corp. Pop. N	Formal	
<i>Podocarpus macrophyllus</i>	Podocarpus	N	20' ht.	Purple	Sun, Partial Sun	Well	High	No	Yes	RW, Corp. Pop. N	Formal	Susceptible to pest and diseases; high wind
<i>Russelia equisetiformis</i>	Firecracker Plant	Y	5' ht.	Scarlet	Sun	Well	Medium	Yes	Yes	RW, Corp. Pop. N	Formal	Susceptible to pest
<i>Sabal minor</i>	Dwarf Palmetto	Y	9' ht.	White	All	Well to Medium	Medium	Yes	Yes	RS, RW, Corp. Pop. N	All	
<i>Zamia floridana</i>	Goatbe	Y	5' ht.	White	All	Well	High	Yes	Yes	RW, Corp. Pop. N	Formal	Tolerates occasionally wet soil, beautiful spring blooms
Vines												
<i>Bignonia capreolata</i>	Trumpet Vine	Y	30' ht.	Orange/Red	All	Well to Medium	Medium	Yes	No	RW, Corp. Pop. Node	Formal	Tolerates brief flooding
<i>Hedera canariensis</i>	Algerian Ivy	N	1' ht.	Orange/Red	Shade	Well	Medium	No	Yes	RW, Corp. Pop. N	Formal	
<i>Lonicera sempervirens</i>	Coral Honeysuckle	Y	15' ht.	Orange/Red	Full Sun	Medium	Low	Yes	Yes	RS, RW, Corp. Pop. N	All	
Groundcovers												
<i>Asparagus setifolius 'Myers'</i>	Foxtail Fern	N	2' ht.	White	Partial Sun, Shade	Medium	Medium	No	Yes	RW, Corp. Pop. N	Formal	evergreen
<i>Liriope muscari and cvs.</i>	Liriope	N	2' ht.	Purple	All	Well	Medium	No	Yes	RW, Corp. Pop. N	Formal	
<i>Mimosa strigilosa</i>	Sunshine Mimosa	Y	3-4' ht.	Pink	Sun	Well	Medium	Yes	Yes	RS, RW, Corp. Pop. N	All	
<i>Ophiopogon japonicus and cvs.</i>	Mondo Grass	N	1' ht.	White	Partial Sun, Shade	Well	Medium	No	Yes	RW, Corp. Pop. N	Formal	
<i>Osmunda regalis</i>	Royal Fern	Y	2' ht.	Brown	Partial Sun, Shade	Medium	Medium	Yes	Yes	RS, RW, Corp. Pop. N	All	
<i>Trachelospermum asiaticum</i>	Small-Leaf Jasmine	N	3' ht.	White	Sun, Partial Sun	Well to Medium	Medium	No	Yes	RW, Corp. Pop. N	Formal	
Grasses												
<i>Andropogon spp.</i>	Bluestem Grass	Y	10' ht.	Silver/Pink	Sun	Well to Medium	High	No	No	RS	Rivershore	Erosion control
<i>Dicentra spicata</i>	Salt Grass	Y	2' ht.	Yellow	Sun	Wet	High	No	Yes	RS	Rivershore	
<i>Muhlenbergia capillaris</i>	Muhly Grass	Y	3' ht.	Purple/Pink	Sun, Partial Sun	Well to Medium	High	Yes	Yes	RW, Corp. Pop. N	Formal	Cut to ground in the spring to encourage bloom
<i>Panicum virgatum and cvs.</i>	Panic Grass	Y	5' ht.	Tan	Sun, Partial Sun	Well	High	Yes	No	RS	Rivershore	
<i>Paspalum quadrifarium</i>	Crown Grass	N	4' ht.	Tan	Sun	Well	High	No	No	RS, RW, Corp. Pop. N	All	

Riverwalk Park Plant Palette

Botanical Name	Common Name	Native?	Size Mature Height	Bloom Color	Light	Drought Tolerance	Salt Tolerance	Wildlife Attractor	Planter (No less than 10"x10")	Zone	Plantings Category	Erosion control	Comments
<i>Spartina</i> spp.	Cordgrass	Y	4' ht.	Tan	Sun	Well to Wet	High	No	No	RS	Rivershore		
<i>Tripsacum dactyloides</i>	Fakelbush	Y	6' ht.	Green	Sun, Partial Sun	Well to Medium	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		Cut back to ground after frost kills the foliage, also available in dwarf variety
<i>Tripsacum floridana</i>	Florida Gama Grass	Y	4' ht.	Yellow	Partial Sun, Shade	Well to Wet	Medium	No	No	RS	Rivershore		
Perennials													
<i>Agapanthus africanus</i>	Lily of the Nile	N	2' ht.	Purple	Sun, Partial Sun	Well	Medium	No	Yes	RW, Corp, Pop, N	Formal		
<i>Alpinia zerumbet</i>	Shell Ginger	N	4' ht.	White	Partial Sun	Well to Medium	Medium	No	Yes	RW, Corp, Pop, N	Formal		
<i>Asclepias tuberosa</i>	Butterfly Milkweed	Y	2' ht.	Orange	All	Medium to Wet	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		
<i>Baptisia alba</i>	White Indigo	Y	2' ht.	White	Sun, Partial Sun	Well	Medium	No	Yes	RW, Corp, Pop, N	Formal		Baptisia australis, or Blue False Indigo is also appropriate
<i>Conocarpus aureolatus</i>	Conocarpus - Lobed Tulebeet	Y	3' ht.	Yellow	Sun, Partial Sun	Well to Medium	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		dermark in winter
<i>Equisetum hyemale</i>	Horsetail Fern	Y	4' ht.	none	Sun, Partial Sun	Well	High	Yes	Yes	RW, Corp, Pop, N	Formal		only use in containers, highly invasive once established
<i>Eryngium yuccifolium</i>	Button Snakeroot	Y	3' ht.	White	All	Medium to Wet	Medium	Yes	Yes	RS, RW	All		Coastal flatplains
<i>Eurovys spp.</i>	Bush Daisy	N	6' ht.	Yellow	Sun, Partial Sun	Well to Medium	Medium	No	Yes	RW, Corp, Pop, N	Formal		
<i>Gaillardia pulchella</i>	Blanket Flower	Y	2' ht.	Yellow/Red	Sun	Well	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		
<i>Hamelia patens</i>	Firebush	Y	5' ht.	Red/Orange	Sun	Well	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		
<i>Hedychium spp.</i>	Butterfly Ginger	N	8' ht.	Yellow/Red	All	Well to Medium	High	No	Yes	RW, Corp, Pop, N	Formal		
<i>Helianthus angustifolius</i>	Swamp Sunflower	Y	4' ht.	Yellow	Sun	Well to Wet	Medium	Yes	No	RS, RW, Corp, Pop, N	All		
<i>Helianthus debilis</i>	Beach Sunflower	Y	4' ht.	Yellow	Sun	Well	High	Yes	Yes	RS, RW, Corp, Pop, N	All		
<i>Illicium floridanum</i>	Red Anise	Y	6' ht.	Red	Shade	Medium	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		Develops fungus if planted in wet areas, dune stabilization
<i>Iris Neonarica caerulea</i> sp	Giant Aposite Iris	N	5' ht.	Purple	Partial Sun	Medium	High	No	Yes	RS, RW, Corp, Pop, N	All		Dwarf and white flowering varieties available
<i>Iris virginica</i>	Southern Blue Flag	Y	2' ht.	White, Blue	Sun	Wet	Medium	Yes	No	RS	Rivershore		
<i>Liarsis spicata</i>	Blazin * Star	Y	5' ht.	Purple	Sun	Medium	Medium	Yes	Yes	RS, RW, Corp, Pop, N	All		Can get leggy; plant with grasses to support plant
<i>Penas lanceolata</i>	Penas	N	4' ht.	Red	Sun, Partial Sun	Well	Medium	Yes	Yes	RW, Corp, Pop, N	Formal		Susceptible to freeze
<i>Solidago species</i>	Goldenrod	Y	6' ht.	Yellow	Sun, Partial Sun	Well to Wet	High	Yes	Yes	RS, RW, Corp, Pop, N	All		Other species of Solidago are good
<i>Sprekella formosissima</i>	Aztec Lily	N	2' ht.	Red	Sun, Partial Sun	Well	Medium	No	Yes	RW, Corp, Pop, N	Formal		also comes in variegated varieties
<i>Yucca filamentosa</i>	Adam's Needle/Beanygrass	Y	4' ht.	White	Sun, Partial Sun	Well	Medium	Yes	Yes	RW, Corp, Pop, N	Formal		needs to be planted in shaded areas
<i>Zingiber zerumbet</i>	Pine Cone Ginger	N	7' ht.	Red	Partial Sun	Well to Medium	Medium	No	Yes	RW, Corp, Pop, N	Formal		
Aquatic Plants (Native/Non-Native)													
<i>Cladium jamaicense</i>	Saw-Grass	Y	6' ht.	Gm/Bm	Sun, Partial Sun	Wet	Medium	Yes	No	WTLD	Rivershore		Can tolerate brackish water
<i>Juncus effusus</i>	Common Rush	Y	4' ht.	Red	Sun	Wet	High	No	Yes	WTLD	Rivershore		
<i>Hibiscus coccineus</i>	Scarlet Hibiscus	Y	5' ht.	Red	Sun	Wet	High	Yes	Yes	WTLD	Rivershore		
<i>Lobelia cardinalis</i>	Cardinal Flower	Y	4' ht.	Red	Sun	Wet	Medium	Yes	Yes	WTLD	Rivershore		
<i>Pontederia cordata</i>	Pickerelweed	Y	3' ht.	Purple	Sun, Partial Sun	Wet	Medium	Yes	No	WTLD	Rivershore		Fully submerged plant
<i>Potamogeton pectinatus</i>	Saigo Pondweed	Y	3' ht.	White	N/A	Wet	High	Yes	No	WTLD	Rivershore		Can tolerate brackish water
<i>Typha x glauca</i>	Hybrid Cattail	N	9' ht.	Brown	Sun, Partial Sun	Wet	Medium	No	No	WTLD	Rivershore		
<i>Typha domingensis</i>	Southern Cattail	Y	9' ht.	Brown	Sun, Partial Sun	Wet	Medium	No	No	WTLD	Rivershore		
<i>Spartina</i> spp.	Cordgrass	Y	4' ht.	Tan	Sun	Well to Wet	High	No	No	RS	Rivershore		Erosion control
<i>Canna flaccida</i>	Canna	Y	4' ht.	Yellow	Sun	Wet	High	Yes	No	WTLD	Rivershore		color
Zones Abbreviations													
Wetland - WTLD													
Rivershore - RS													
Riverwalk - RW													
Corporate - Corp													
Pops - Pop													
Nodes - N													
Planting Categories													
Rivershore													
Formal													
Thread Plants													



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PROJECT NAME

JACKSONVILLE RIVERWALK
WAYFINDING
JACKSONVILLE, FL
GRAPHICS & DECOR DESIGN
CONTROL DOCUMENTS



ISSUE DATE

JANUARY 18, 2019

PROJECT NO.

2018.056.00

PHASE

DESIGN CONTROL

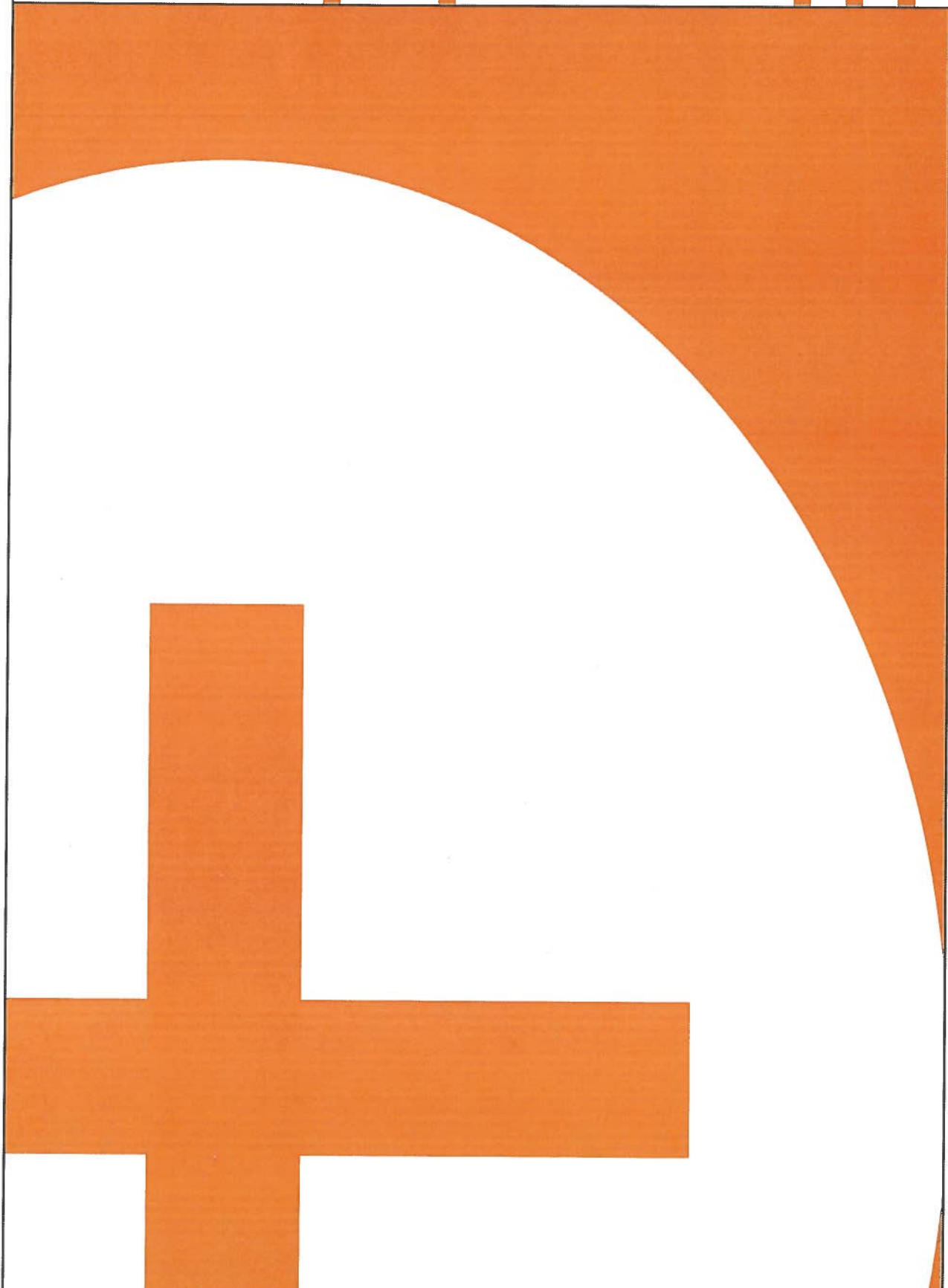


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 A.03 GRAPHIC LOCATOR PLAN
 B.01 SIGNAGE FAMILY
 B.02 RIVERWALK DIRECTIONAL
 B.03 DIRECTORY/DIRECTIONAL
 B.04 DIRECTORY
 B.05 DIRECTIONAL
 B.06 WATER TAXI ID

GENERAL NOTES

- ALL EDGES ARE TO BE PAINTED THE SAME COLOR AS THE FACE UNLESS OTHERWISE NOTED. ALL EXPOSED BACK SIDES ARE TO BE PAINTED THE SAME AS THE FRONT FACE BACKGROUND COLOR, UNLESS OTHERWISE NOTED.
- ALL STANDOFFS TO BE PAINTED SAME COLOR AS ELEMENT IT ATTACHES FROM, UNLESS OTHERWISE NOTED.
- ALL ATTACHMENTS TO BE CONCEALED UNLESS OTHERWISE NOTED.
- ALL ATTACHMENTS TO BE MADE WITH FOAM TAPE AND CONSTRUCTION ADHESIVE AS REQUIRED, UNLESS OTHERWISE NOTED. FABRICATOR TO INFORM DESIGNER IF ALTERNATE MOUNTING METHODS ARE REQUIRED.
- BLACK OUTLINES DENOTE SIGN EDGES AND ARE NOT INCLUDED IN SIGN ARTWORK, UNLESS OTHERWISE NOTED.
- DESIGNER TO PROVIDE ELECTRONIC ARTWORK FOR ALL GRAPHICS IN ADOBE ILLUSTRATOR CS4. FABRICATOR WILL BE RESPONSIBLE FOR CONVERTING FILES IF NEEDED IN A DIFFERENT FILE FORMAT.
- PAINT FOR ALL SIGNAGE AND GRAPHIC COMPONENTS TO HAVE A SATIN FINISH, UNLESS OTHERWISE NOTED.
- ALL FABRICATION METHODS TO CONFORM TO TYPE IIB CONSTRUCTION IN THE INTERNATIONAL BUILDING CODE. ALL TEXTILES TO BE CLASS A RATED.
- SHOP DRAWINGS FOR ALL GRAPHIC AND DECOR ELEMENTS MUST BE SUBMITTED TO DESIGNER FOR REVIEW AND APPROVAL PRIOR TO PROCEEDING WITH FABRICATION. SHOP DRAWINGS TO INCLUDE DETAILED FABRICATION AND ATTACHMENT METHODS.
- ALL SUBSTITUTIONS TO BE APPROVED BY DESIGNER.
- A SITE VISIT WILL BE REQUIRED BY FABRICATOR PRIOR TO FABRICATION.



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SCALE

AS NOTED

SHEET

A.01

B GENERAL NOTES

A TABLE OF CONTENTS

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A TYPE FAMILY



B RIVERWALK LOGO

C PROJECT COLORS

COLOR 1 PMS 2387C	COLOR 2 PMS 292C	COLOR 3 PMS 2423U	COLOR 4 WHITE
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TYPE FAMILY

RIVERWALK LOGO

PROJECT COLORS

PROJECT NAME

JACKSONVILLE RIVERWALK

WAYFINDING

JACKSONVILLE, FL

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SHEET TITLE

SIGNAGE FAMILY

PROJECT NAME

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JACKSONVILLE, FL
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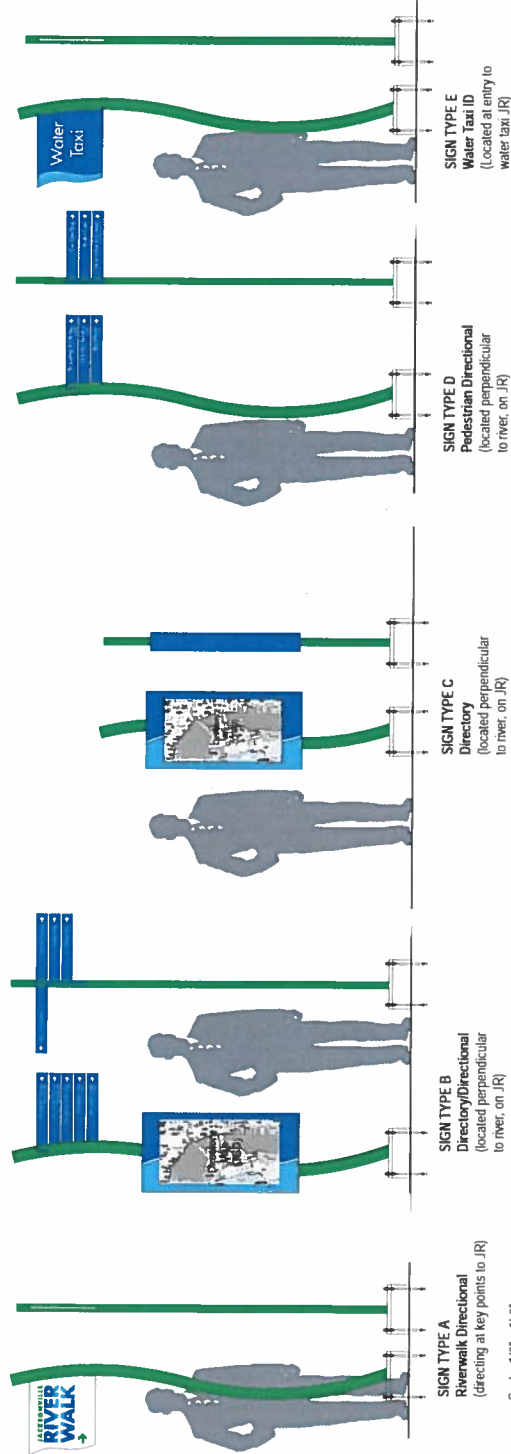
JANUARY 18, 2019

SCALE

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B.01



SIGN TYPE A

Riverwalk Directional
(directing at key points to JR)

Scale: 1/2" = 1'-0"

SIGN TYPE B

Directory/Directional
(located perpendicular
to river, on JR)

SIGN TYPE C

Directory
(located perpendicular
to river, on JR)

SIGN TYPE D

Pedestrian Directional
(located perpendicular
to river, on JR)

SIGN TYPE E

Water Taxi ID
(located at entry to
water taxi JR)



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DATE : / / 00
DATE : / / 00

SHEET TITLE

SIGN TYPE A
RIVERWALK DIRECTIONAL

PROJECT NAME

JACKSONVILLE RIVERWALK
WAYFINDING
JACKSONVILLE, FL
GRAPHICS & DECOR DESIGN
CONTROL DOCUMENTS

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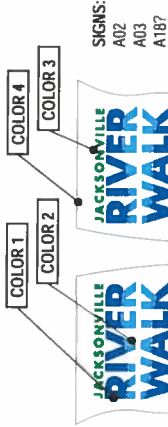
JANUARY 18, 2019

SCALE

AS NOTED

SHEET

B.02



SIGNS:
A02
A03
A187



FRONT SIDE



BACK SIDE
(WITH ARROW AND 'P' SYMBOL)

SIGNS:
A04
A05
A06
A07
A08
A09



FRONT SIDE



BACK SIDE
(WITH ARROW)

SIGNS:
A13



FRONT SIDE



BACK SIDE
(WITH ARROW)

SIGNS:
A017
A12
A15
A17



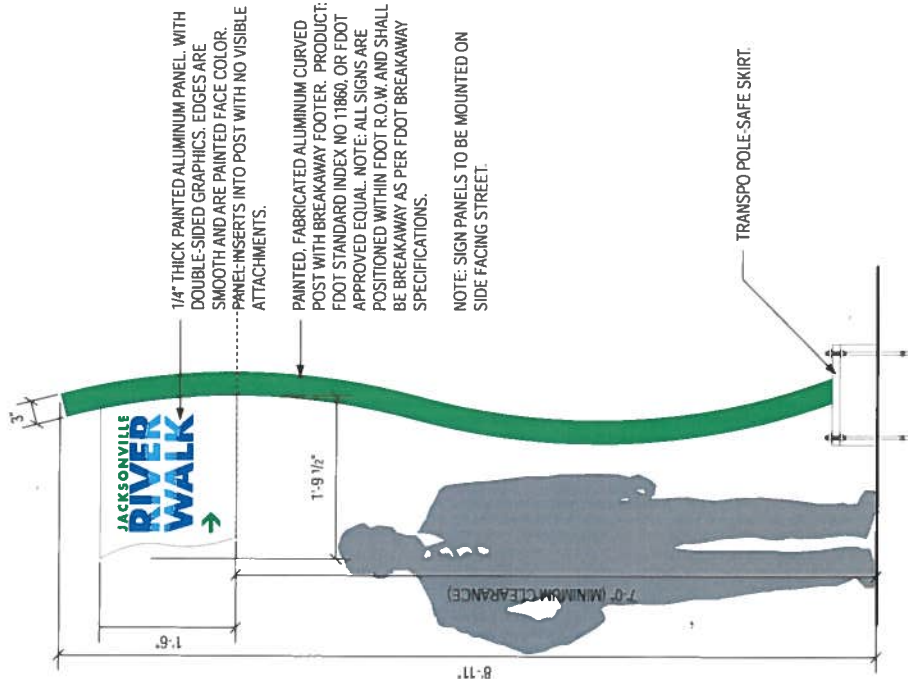
FRONT SIDE



BACK SIDE
(WITHOUT ARROW)



B SIDE VIEW
Scale: 3/4" = 1'-0"



1/4" THICK PAINTED ALUMINUM PANEL. WITH DOUBLE-SIDED GRAPHICS. EDGES ARE SMOOTH AND ARE PAINTED FACE COLOR. PANEL INSERTS INTO POST WITH NO VISIBLE ATTACHMENTS.

PAINTED, FABRICATED ALUMINUM CURVED POST WITH BREAKAWAY FOOTER. PRODUCT: FOOT STANDARD INDEX NO 11860, OR FOOT APPROVED EQUAL. NOTE: ALL SIGNS ARE POSITIONED WITHIN FDOT R.O.W. AND SHALL BE BREAKAWAY AS PER FDOT BREAKAWAY SPECIFICATIONS.

NOTE: SIGN PANELS TO BE MOUNTED ON SIDE FACING STREET.

TRANPO POLE-SAFE SKIRT.

A FRONT VIEW: RIVERWALK DIRECTIONAL
Scale: 3/4" = 1'-0"

C LAYOUTS
Scale: 3/4" = 1'-0"



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Sheet Date

SHEET TITLE

SIGN TYPE B

DIRECTORY/DIRECTIONAL

PROJECT NAME

JACKSONVILLE RIVERWALK
WAYFINDING
JACKSONVILLE, FL
GRAPHICS & DECOR DESIGN
CONTROL DOCUMENTS

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2018.056.00

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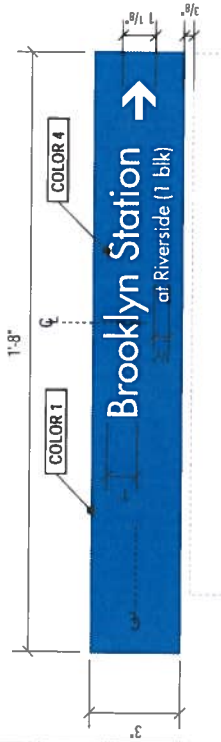
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SCALE

AS NOTED

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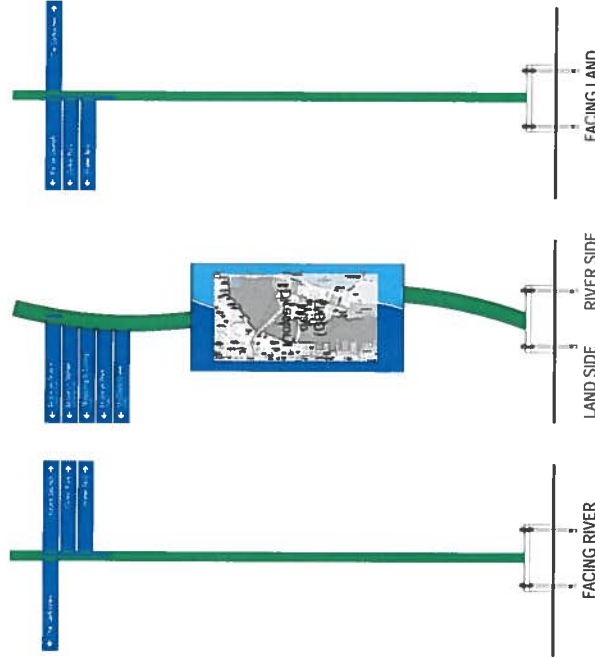
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B PANEL DETAIL

Scale: 3/4" = 1'-0"

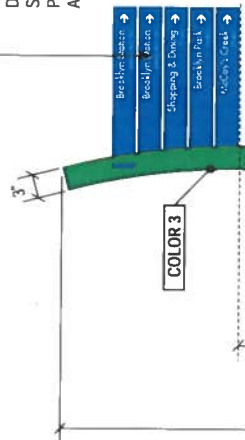
NOTE: DIRECTIONAL/DIRECTORY 3 MESSAGES AND VIEWS



C ADDITIONAL VIEWS

Scale: 1/2" = 1'-0"

1/4" THICK PAINTED ALUMINUM PANELS, WITH DOUBLE-SIDED VINYL GRAPHICS. EDGES ARE SMOOTH AND ARE PAINTED FACE COLOR. PANEL INSERTS INTO POST WITH NO VISIBLE ATTACHMENTS.



1/8" THICK PAINTED EXTRUDED ALUMINUM BOX WITH INTERNAL WHITE LED ILLUMINATION. GRAPHICS ARE DOUBLE-SIDED.

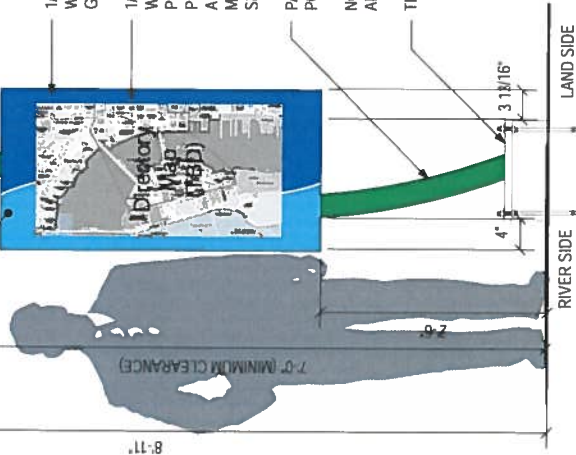
1/2" THICK TRANSLUCENT WHITE ACRYLIC WITH MAP ARTWORK (TO BE PROVIDED) PRINTED DIRECTLY TO SURFACE.

PROTECTIVE UV ANTI-GRAFFITI COATING TO BE APPLIED TO FACE OF ACRYLIC PANEL. MECHANICALLY FASTEN PANEL TO INSIDE OF SIGN CABINET.

PAINTED, FABRICATED ALUMINUM CURVED POST WITH FOOTER, AS REQUIRED.

NOTE: EXACT DIMENSIONS TBD BASED ON MAP ARTWORK DESIGN AND DIRECTORY LISTING.

TRANSPO POLE-SAFE SKIRT.



A FRONT VIEW: DIRECTORY/DIRECTIONAL

Scale: 3/4" = 1'-0"



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Initial _____ Date _____

SHEET TITLE

SIGN TYPE C
DIRECTORY

PROJECT NAME

JACKSONVILLE RIVERWALK
WAYFINDING
JACKSONVILLE, FL
GRAPHICS & DECOR DESIGN
CONTROL DOCUMENTS

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2018.056.00

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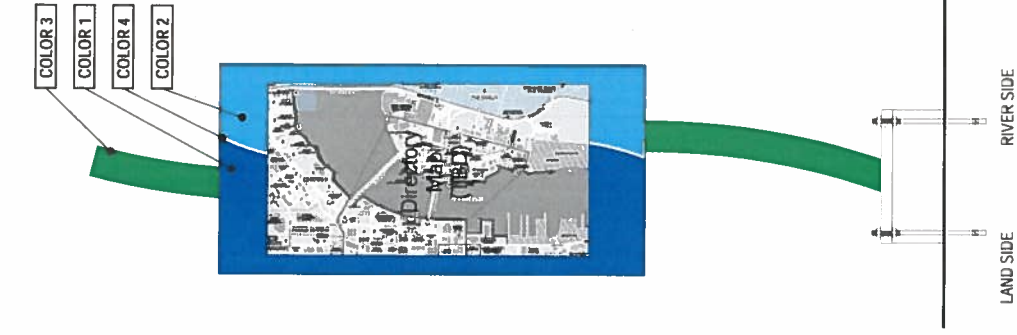
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SCALE

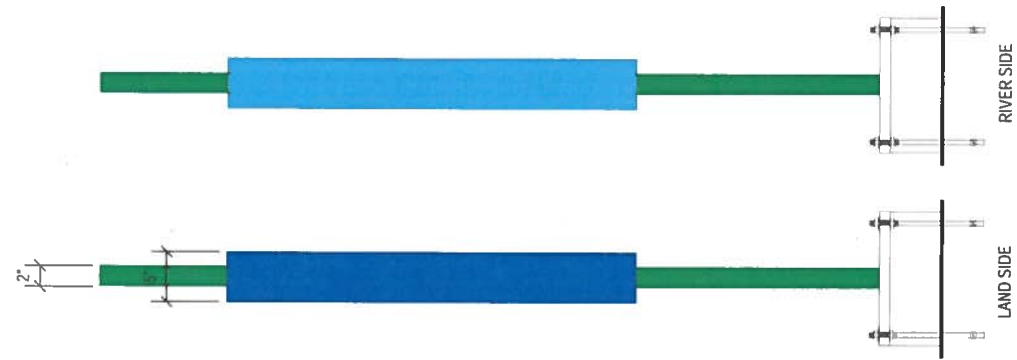
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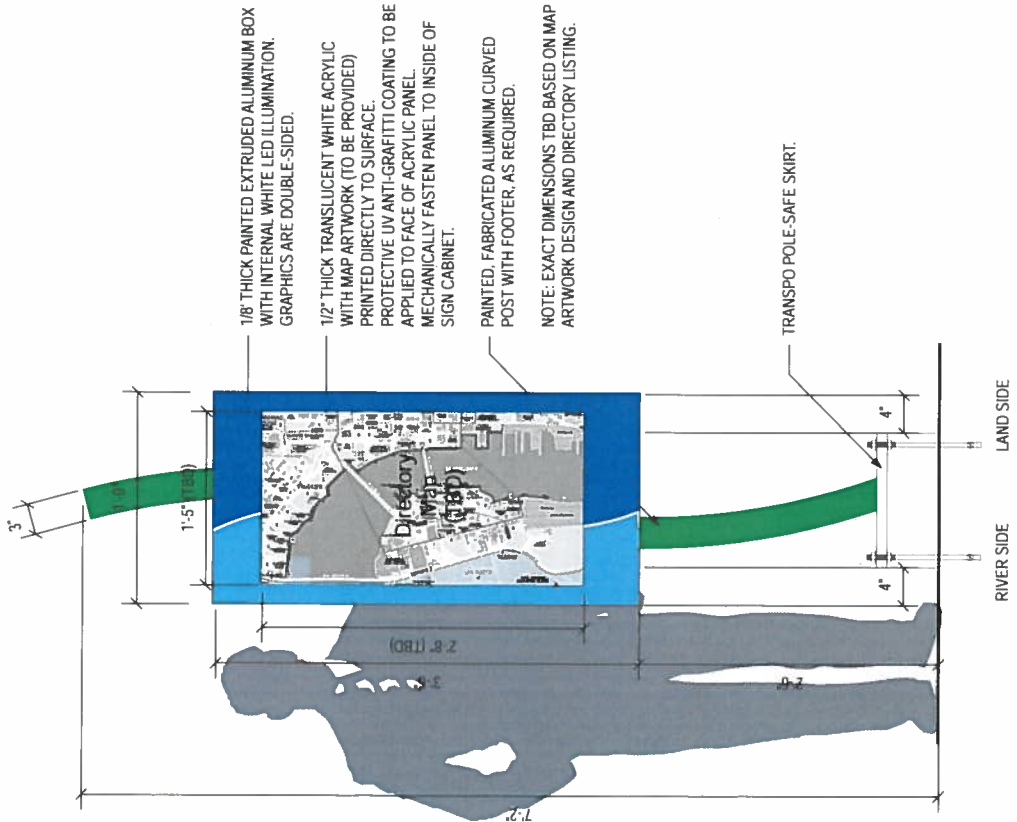
B04



C BACK VIEW: DIRECTORY
Scale: 1" = 1'-0"



B SIDE VIEW
Scale: 1" = 1'-0"



A FRONT VIEW: DIRECTORY
Scale: 1" = 1'-0"

1/8" THICK PAINTED EXTRUDED ALUMINUM BOX WITH INTERNAL WHITE LED ILLUMINATION. GRAPHICS ARE DOUBLE SIDED.

1/2" THICK TRANSLUCENT WHITE ACRYLIC WITH MAP ARTWORK (TO BE PROVIDED) PRINTED DIRECTLY TO SURFACE. PROTECTIVE UV ANTI-GRAFFITI COATING TO BE APPLIED TO FACE OF ACRYLIC PANEL. MECHANICALLY FASTEN PANEL TO INSIDE OF SIGN CABINET.

PAINTED, FABRICATED ALUMINUM CURVED POST WITH FOOTER, AS REQUIRED.

NOTE: EXACT DIMENSIONS TBD BASED ON MAP ARTWORK DESIGN AND DIRECTORY LISTING.

TRANSPO POLE-SAFE SKIRT.



APPROVED

: / /00

: / /00

: / /00

Initial Date

SHEET TITLE

SIGN TYPE D
DIRECTIONAL

PROJECT NAME

JACKSONVILLE RIVERWALK
WAYFINDING
JACKSONVILLE, FL
GRAPHICS & DECOR DESIGN
CONTROL DOCUMENTS

PROJECT NO.

2018.056.00

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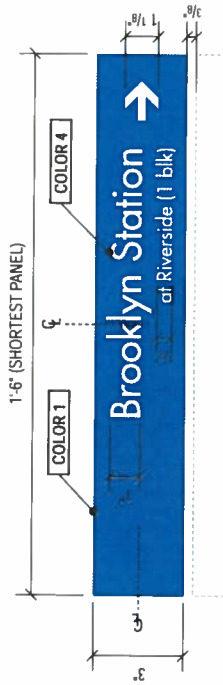
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SCALE

AS NOTED

SHEET

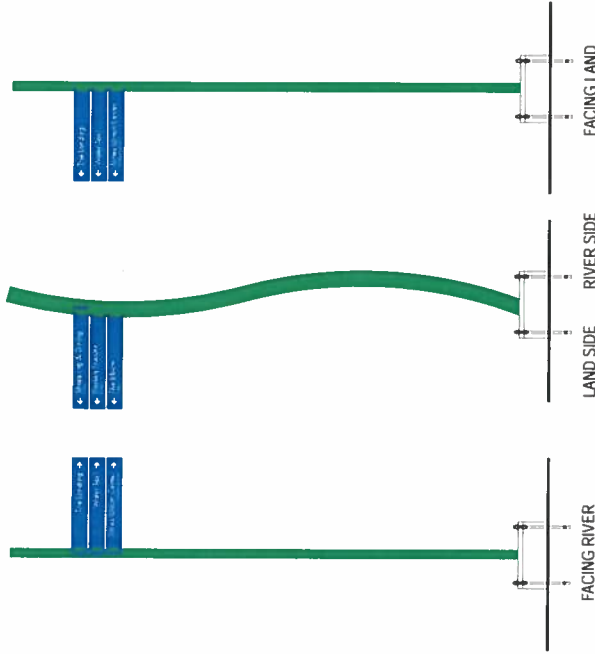
B.05



B PANEL DETAIL

Scale: 3/4" = 1'-0"

NOTE: DIRECTIONAL/DIRECTORY 3 MESSAGES AND VIEWS



C ADDITIONAL VIEWS

Scale: 1/2" = 1'-0"

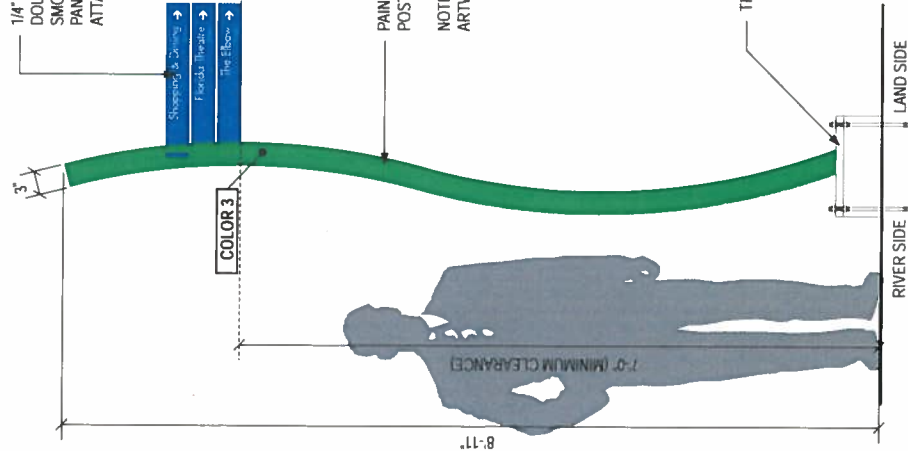
1/4" THICK PAINTED ALUMINUM PANELS, WITH DOUBLE-SIDED VINYL GRAPHICS. EDGES ARE SMOOTH AND ARE PAINTED FACE COLOR. PANEL INSERTS INTO POST WITH NO VISIBLE ATTACHMENTS.



PAINTED, FABRICATED ALUMINUM CURVED POST WITH FOOTER, AS REQUIRED.

NOTE: EXACT DIMENSIONS TBD BASED ON MAP ARTWORK DESIGN AND DIRECTORY LISTING.

TRANSPO POLE-SAFE SKIRT.



A FRONT VIEW: DIRECTIONAL

Scale: 3/4" = 1'-0"



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: / /00

: / /00

: / /00

Date

SHEET TITLE

SIGN TYPE E

WATER TAXI ID

PROJECT NAME

JACKSONVILLE RIVERWALK
WAYFINDING
JACKSONVILLE, FL
GRAPHICS & DECOR DESIGN
CONTROL DOCUMENTS

PROJECT NO.

2018.056.00

PHASE

DESIGN CONTROL

ISSUE DATE

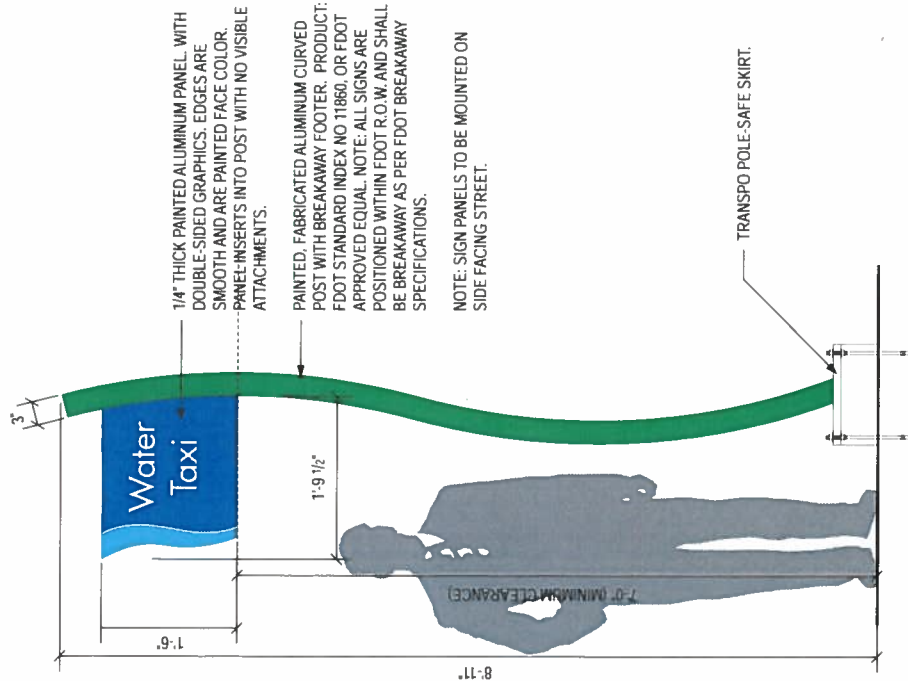
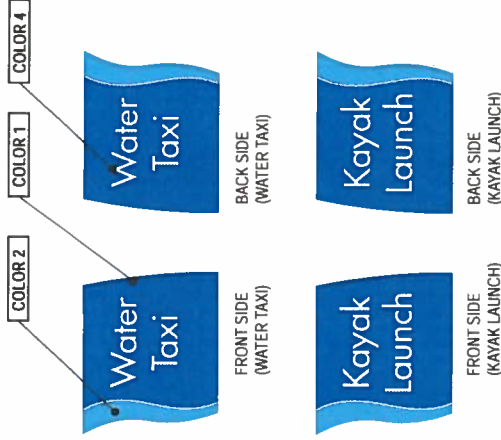
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SCALE

AS NOTED

SHEET

B.06



1/4" THICK PAINTED ALUMINUM PANEL. WITH DOUBLE-SIDED GRAPHICS. EDGES ARE SMOOTH AND ARE PAINTED FACE COLOR. PANEL-INSERTS INTO POST WITH NO VISIBLE ATTACHMENTS.

PAINTED, FABRICATED ALUMINUM CURVED POST WITH BREAKAWAY FOOTER. PRODUCT: FDOT STANDARD INDEX NO 11860. OR FDOT APPROVED EQUAL. NOTE: ALL SIGNS ARE POSITIONED WITHIN FDOT R.O.W. AND SHALL BE BREAKAWAY AS PER FDOT BREAKAWAY SPECIFICATIONS.

NOTE: SIGN PANELS TO BE MOUNTED ON SIDE FACING STREET.

TRANSPO POLE-SAFE SKIRT.

A FRONT VIEW: WATER TAXI ID
Scale: 3/4" = 1'-0"

B SIDE VIEW
Scale: 3/4" = 1'-0"

C LAYOUTS
Scale: 3/4" = 1'-0"

SUBPART H. - DOWNTOWN OVERLAY ZONE AND DOWNTOWN DISTRICT REGULATIONS^[4]

GC-#1205341-v1-SUBPART_H____DOWNTOWN_OVERLAY_ZONE_AND_DOWNTOWN_DISTRICT_REGULATIONS.doc

Footnotes:

--- (4) ---

Editor's note— Ord. 2003-627-E, § 2, amended the Code by repealing former Subpart H, §§ 656.361—656.364, and adding a new Subpart H to read as herein. Former Subpart H pertained to the Downtown Overlay Zone, and derived from Ord. 91-59-148, Ord. 95-1020-670, and Ord. 97-665-E.

Sec. 656.361.1. - Intent.

It is the specific intent of this ordinance to create a Downtown Overlay Zone which will promote and encourage the revitalization and growth of downtown as a desirable high density mixed-use area by maximizing the use of all available resources, insuring a high degree of compatibility between new and existing uses, promoting mixed use developments, streamlining the review and approval process for projects, and ensuring quality development that is in keeping with the traditional downtown urban fabric.

The Downtown Master Plan (Celebrating the River: A Plan for Downtown Jacksonville) which was produced in the year 2000, is hereby repealed. The Downtown Overlay Zone and the Downtown District Regulations work in concert with the Downtown Investment Authority's Business Investment and Development Plan (BID Plan) which is an update of the Northbank Downtown and Southside Community Redevelopment Area Plans that also folds in the major principles of the Downtown Master Plan. The BID Plan is the result of the updating and consolidation of the many plans that had been utilized in shaping downtown and is now the singular document that governs potential Projects, Programs and improvements within downtown.

The Downtown Overlay Zone includes all, and is coextensive with, the jurisdiction of the Downtown Investment Authority (DIA). The Downtown Overlay Zone, including the Downtown Districts as set out in this Section, is hereby established as the zoning district within the downtown area and the master development plan approved as part of the Consolidated Downtown Developments of Regional Impact (DRI) Development Order. In order to accomplish the general purpose of promoting residential and mixed use development in the downtown area, it is necessary to have a Downtown Overlay Zone which gives special consideration to certain uses and the utilization of design guidelines and regulations because of the unique characteristics of downtown. This special consideration is necessary because certain types of development may not be permitted in or meet all of the requirements of a particular District and downtown specific design guidelines and regulations are necessary as the urban form of downtown is different than the rest of the city. Design guidelines and regulations can transform the image of a city and specific design-based criteria applied throughout downtown will help to achieve the goals of the BID Plan, especially those related to built form. Downtown Design

Guidelines have been developed for downtown and are referenced in Section 656.361.10 and set out in the BID Plan. The Downtown District Regulations are set out in Sections 656.361.11 et seq. Together, they are not meant to be totally prescriptive, but qualitative and reflective of design-oriented approach to reviewing and approving downtown development projects. It is very difficult to write a prescriptive zoning code for downtown that would cover the myriad of existing and proposed development site and design issues that are common in a dense downtown environment. Therefore the intent of the Design Guidelines and District Regulations is to provide an initial framework to review Downtown projects and allow consideration of alternative designs needed to accommodate unique site and design limitations of a site, building or structure where appropriate. Where projects cannot meet the design criteria and an acceptable alternative design is presented to the Downtown Design Review Board (DDRB), the applicant, with the approval of DDRB, can deviate from the Downtown Design Guidelines and the Regulations as provided for in Sec. 656.361.22. The DDRB may also recommend amendments to the Design Guidelines to the DIA to further assist the DDRB in the proper application of the Design Guidelines and Regulations in review of proposed downtown building projects.

The Downtown Overlay Zone supports the following principles:

- (a) A diverse mix of land uses shall always be permitted in the downtown area and there shall be no maximum lot coverage by all buildings and structures requirements associated with any downtown properties;
- (b) Downtown shall be promoted as a viable and vital residential area and residential uses are an acceptable land use anywhere in the downtown area;
- (c) The market place, not regulations, should be the primary force driving the mix of land uses;
- (d) Appropriate overlay zone standards and design review criteria shall be the principal tools to ensure compatible, high quality development;
- (e) Quality public spaces such as streets, sidewalks, parks, and squares where citizens come to know each other and watch over their collective security shall be provided;
- (f) Overlay zone standards may vary within Downtown Districts in order to achieve long-term planning objectives;
- (g) Development regulations and guidelines shall promote the continued use and/or redevelopment of historical and other existing structures, in conjunction with the Jacksonville Historic Preservation Commission, if applicable;
- (h) Building densities that support the use of mass transit shall be established and strategically located and off-street parking space requirements shall be eliminated in the core area and reduced in other downtown areas, except for new residential and hotel uses;
- (i) Parking garages located in the Central Civic Core District or on Retail Pedestrian Oriented Streets shall incorporate active commercial/retail uses on the ground floor in order to engage pedestrians. Those parking garages not

located in the Central Civic Core District or on Retail Pedestrian Oriented Streets shall not be required to incorporate commercial/retail uses, but will be required to be disguised through a variety of architectural screening solutions such as incorporating windows, landscape elements, architectural panel systems, and similar techniques. Surface parking lots shall be discouraged unless landscaping and architectural treatments are incorporated to soften their appearance; and

- (j) Parking minimums and maximums shall be established to promote the use of peripheral parking associated with the ASE and other forms of mass transit.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.2. - Downtown overlay zone map and boundaries.

The boundaries of the Downtown Overlay Zone and districts are shown on the Downtown Overlay Zone Map dated May 18, 2012 shown in Figure 1, located at the end of this Subpart. More specifically, the Downtown Overlay Zone includes all land within the following boundaries:

Begin at the intersection of a northwesterly prolongation of the northerly right of way line of state street with the westerly boundary of Interstate - 95; thence run southerly along said westerly boundary of Interstate - 95 to an intersection with a northwesterly prolongation of the Fuller Warren Bridge over the St. Johns River and the northerly right of way line of that portion of Interstate 95 leading westerly from said Fuller Warren Bridge; thence southeasterly and easterly along said northerly right of way line of said Interstate 95 and said Fuller Warren Bridge to an intersection with the southeasterly right-of-way line of Vine Street; thence northeasterly along said southeasterly right-of-way line of Vine Street to an intersection with the northeasterly line of that certain alley running southeasterly through block 17, as shown on reed fourth subdivision of South Jacksonville, as recorded in Plat Book 1, Page 46 of the former public records of said County; thence southeasterly along said northeasterly alley line to an intersection with the northwesterly right-of-way line of Alamo Street; thence northeasterly along said northwesterly right-of-way line of Alamo Street to an intersection with the center line of the St. Johns River; thence easterly, northeasterly and northerly along the center line of the St. Johns River to an intersection with the northerly right of way of Matthews Bridge and Arlington Expressway; thence westerly along last said northerly right of way of said Matthews Bridge and Arlington Expressway to an intersection with the northerly right of way of state street; thence westerly along last said northerly right of way line of State Street to an intersection with the westerly right of way line of Jefferson Street; thence northerly along last said westerly right of way line of Jefferson Street to an intersection with the easterly prolongation of the northerly boundary of the lands described and recorded in Official Records 7755, Page 2375 of said Current Public Records; thence northwesterly along last said line to an intersection with the easterly right of way line of Davis Street; thence southerly along last said easterly right of way line of Davis Street to an intersection with

aforesaid northerly right of way line of State Street; thence westerly along last said northerly right of way line of said State Street to the point of beginning.

The Downtown Overlay Map is hereby adopted as the Zoning Overlay for the boundaries hereinabove described. The Zoning Atlas shall depict the Downtown Overlay Zone as described above, on the applicable Zoning Atlas map. The boundaries of each Downtown District are described as follows:

Brooklyn and Riverside Avenue District: Beginning at the centerline of McCoy's Creek and the westerly right-of-way line of Interstate 95; thence run southerly along the westerly right-of-way line of Interstate 95 to the northerly right-of-way line of the westerly approach to the Fuller Warren Bridge; thence southeasterly and easterly along the northerly right-of-way line of the westerly approach to the Fuller Warren Bridge and the centerline of the St. Johns River; thence northeasterly and northerly to the centerline of the Acosta Bridge; thence northwesterly and westerly along the centerline of the Acosta Bridge to the westerly right-of-way line of the Florida East Coast Railroad; thence westerly and northwesterly along the westerly right-of-way line of the Florida East Coast Railroad to the southerly right-of-way line of Park Street; thence westerly along the southerly right-of-way line of Park Street to the centerline of McCoy's Creek; thence northwesterly and westerly along the centerline of McCoy's Creek to the point of beginning.

LaVilla District: Beginning at the westerly right-of-way line of Jefferson Street and the northerly right-of-way line of State Street; thence northerly along said westerly right-of-way line of Jefferson Street 1,726.25 feet to a point as defined in the legal description prepared by Sunshine State Surveyors, Inc., dated September 24, 1990 on the Blodgett Homes site proposed for the State Regional Service Center; thence easterly along said line as referenced in the above survey to the easterly right-of-way line of Davis Street; thence southerly along said easterly right-of-way line of Davis Street to the northerly right-of-way of Kings Road; thence easterly along said northerly right-of-way line of Kings Road to the northerly right-of-way line of State Street; thence westerly along said northerly right-of-way line of State Street to the northerly right-of-way line of Interstate 95; thence southerly along the westerly right-of-way line of Interstate 95 to the centerline of McCoy's Creek; thence southerly along the centerline of McCoy's Creek to the centerline of Park Street; thence northwesterly and westerly along the centerline of Park Street to the centerline of the Florida East Coast Railroad; thence southeasterly and easterly along the centerline of the Florida East Coast Rail Road to the centerline of the Acosta Bridge and the centerline of Jefferson Street; thence northerly along the centerline of Jefferson Street to the point of beginning.

LaVilla Transportation Subdistrict: Beginning at the intersection of the westerly right-of-way line of Lee Street with the southerly right-of-way line of Monroe Street; thence westerly, along said southerly right-of-way line to its intersection with the easterly right-of-way line of Interstate 95; thence southerly along said easterly right-of-way line to its intersection with the center line of McCoy's Creek; thence easterly, northeasterly and easterly along said center line to its intersection with the westerly right-of-way line of Lee Street; thence northerly along said westerly right-of-way line to the point of beginning.

Church District: Beginning at the centerline of Jefferson Street and the northerly right-of-way line of State Street; thence easterly along the northerly right-of-way line of State Street to the centerline of Main Street; thence southerly along the centerline of Main Street to the centerline of Church Street; thence easterly along the centerline of Church Street to the centerline of Jefferson Street; thence northerly along the centerline of Jefferson Street to the point of beginning.

Central Civic Core District: Beginning at the centerline of the St. Johns River and the centerline of the John T. Alsop (Main Street) Bridge; thence run northerly along the centerline of Main Street to the centerline of Church Street; thence westerly along the centerline of Church Street to the centerline of Jefferson Street; thence southerly along the centerline of Jefferson Street to the centerline of the Acosta Bridge; thence southerly along the centerline of the Acosta Bridge to the centerline of the St. Johns River; thence easterly along the centerline of the St. Johns River to the point of beginning.

Cathedral District: Beginning at the centerline of Main Street and the northerly right-of-way line of State Street; thence run easterly along the northerly right-of-way line of State Street to the centerline of Hogan's Creek; thence southerly along the centerline of Hogan's Creek to the centerline of Adams Street; thence westerly along the centerline of Adams Street to the centerline of Main Street; thence northerly along the centerline of Main Street to the point of beginning.

Riverfront District: This area consists of two areas described as follows:

Area 1 -Beginning at the centerline of the St. Johns River and the centerline of the John T. Alsop (Main Street) Bridge; thence run northerly along the centerline of the John T. Alsop (Main Street) Bridge to the centerline of Adams Street; thence easterly along the centerline of Adams Street to the centerline of Liberty Street; thence southerly along the centerline of Liberty Street to the centerline of Bay Street; thence easterly along the centerline of Bay Street to the centerline of Hogan's Creek; thence northerly along the centerline of Hogan's Creek to the centerline of Adams Street; thence easterly along the centerline of Adams Street to the centerline of Phillip Randolph Boulevard; thence southerly along the centerline of Phillip Randolph Boulevard to the centerline of Bay Street; thence easterly along the centerline of Bay Street to the centerline of Gator Bowl Road; thence southerly along the centerline of Gator Bowl Road to a southerly prolongation of the Gator Bowl Road centerline to the centerline of the St. Johns River; thence westerly along the centerline of the St. Johns River to the point of beginning.

Area 2 -Beginning at the northerly right-of-way line of Jacksonville Expressway and the centerline of Martin Luther King Boulevard; thence run southerly along the centerline of Martin Luther King Boulevard to the centerline of Gator Bowl Boulevard; thence southerly along the centerline of Gator Bowl Boulevard to the centerline of Church Street; thence easterly along the centerline of Church Street to the centerline of the Hart Bridge ramps; thence southerly along the centerline of the Hart Bridge ramps to the eastern property line of Metropolitan Park; thence southerly along the eastern property line of

Metropolitan Park and a southerly prolongation thereof to the centerline of the St. Johns River; thence northeasterly and northerly along the centerline of the St. Johns River to the northerly right-of-way line of the Mathews Bridge; thence westerly along the northerly right-of-way line of the Mathews Bridge to the northerly right-of-way line of the Jacksonville Expressway; thence westerly on the northerly right-of-way line of the Jacksonville Expressway to the point of beginning.

Institutional District: Beginning at the centerline of Bay Street and Liberty Street; thence run northerly along the centerline of Liberty Street to the centerline of Adams Street; thence easterly along the centerline of Adams Street to the centerline of Hogan's Creek; thence southerly along the centerline of Hogan's Creek to the centerline of Bay Street; thence westerly along the centerline of Bay Street to the point of beginning.

River Park District: Beginning at the centerline of Gator Bowl Road and Gator Bowl Boulevard; thence run easterly along the centerline of Gator Bowl Boulevard to the eastern property line of Metropolitan Park; thence southerly along the eastern property line of Metropolitan Park and a southerly prolongation thereof to the centerline of the St. Johns River; thence westerly along the centerline of the St. Johns River to a southerly prolongation of the centerline of Gator Bowl Road; thence northerly along the prolonged centerline of Gator Bowl Road to the centerline of Gator Bowl Road; thence northerly along the centerline of Gator Bowl Road to the point of beginning.

Stadium District: Beginning at the centerline of Gator Bowl Boulevard and the centerline of Phillip Randolph Boulevard; thence run northerly along the centerline of Phillip Randolph Boulevard to the centerline of Adams Street; thence westerly along the centerline of Adams Street to the centerline of Hogan's Creek; thence northerly along the centerline of Hogan's Creek to the northerly right-of-way line of Jacksonville Expressway; thence easterly along the northerly right-of-way line of the Jacksonville Expressway to the centerline of Martin Luther King Boulevard; thence southerly along the centerline of Martin Luther King Boulevard to the centerline of Church Street; thence easterly along the centerline of Church Street to the centerline of the Hart Bridge ramps; thence southerly along the centerline of the Hart Bridge ramps to the centerline of Parker Street; thence southerly along the centerline of Parker Street and the centerline of Adams Street; thence westerly along the centerline of Adams Street and the centerline of Gator Bowl Boulevard; thence westerly along the centerline of Gator Bowl Boulevard to the point of beginning.

Southbank District: Begin at the point of the centerline of the St. Johns River on the north right-of-way line of the Fuller Warren Bridge, Interstate 95; thence easterly along said northerly right-of-way line to a point of intersection with the southwesterly edge of the southbound roadway of South Main Street; thence northeasterly along a line drawn straight from the last described point to the northwesterly corner of Lot 18, Block 1, Bostwick's Subdivision of Block 46 in South Jacksonville, as shown on plat recorded in Plat Book 3, page 68 of the current public records of said County, said northwest corner being located in the northeasterly right-of-way line of the northbound approach to said South Main Street from said Interstate 95; thence southeasterly and easterly along said northeasterly right-of-way line and northerly

right-of-way line of Interstate 95 to an intersection with the southeasterly right-of-way line of Vine Street; thence northeasterly along said southeasterly right-of-way line of Vine Street to the northeasterly line of that certain alley running through Block 17, Reeds Fourth Subdivision of South Jacksonville, as shown on plat recorded in Plat Book 1, page 46 of the former public records of said county; thence southeasterly along said northeasterly alley line to an intersection with the northwesterly right-of-way line of Alamo Street; thence northeasterly along said northwesterly right-of-way line of Alamo Street and a northeasterly prolongation thereof to an intersection with the centerline of the St. Johns River; thence westerly and southerly along said centerline of the St. Johns River to the point of beginning.

(Ord. 2003-627-E, § 1; Ord. 2005-227-E, § 1; Ord. 2007-564-E, § 20; Ord. 2012-364-E, § 7)

Sec. 656.361.3. - Definitions.

The definitions contained in Part 16 of the Zoning Code shall apply. Those terms which are specific to this Subpart are defined as follows:

Accessory Parking Lot means a surface parking facility that provides a majority of available parking for a specific use or uses, such as for the exclusive use of customers, users or employees of a particular business or location. The facility may be located on or off the site of the use or uses to which it is accessory. A fee may or may not be charged. An accessory parking lot need not be under the same ownership as the specific use or uses to which it is accessory. If not under the same ownership, evidence of a long term lease must be provided supporting the claim the lot is an accessory parking lot to the specific use or uses.

ASE (Automated Skyway Express) means the elevated mass transit system existing in the downtown area as managed by the Jacksonville Transportation Authority.

BID Plan means the Downtown Investment Authority's business Investment and Development Plan, which is an update of the two existing Community redevelopment Plans for downtown (Northbank Downtown CRA and the Southside CRA) along with the Business Investment Plan.

Commercial Surface Parking Lot means a parking facility that provides parking, in whole or the majority part, as a commercial enterprise, for four or more motor vehicles for a fee on a first-come-first-served basis or by hourly or monthly contract. Such a parking lot is not primarily associated with any other use or uses, such as for the exclusive use of customers, users or employees of a particular business or location. The term does not include a commercial parking garage which is a building primarily used for the provision of parking for a fee. If a parking lot has a mix of dedicated spaces for a particular use or uses and general, first-come-first-served spaces, if such general spaces represent a majority of the available parking spaces, it shall be considered a Commercial Surface Parking Lot.

DDRB means the Downtown Development Review Board established by Section 656.361.7.

DIA means the Downtown Investment Authority established in Chapter 55 (Economic Development), Part III (Downtown Investment Authority), Ordinance Code.

Differentiated Building Mass means to mitigate the effect of large looming buildings or structures by design strategies that attempt to break up the visual appearance of buildings or structures by use of offsets and other methods to articulate the horizontal and vertical planes of buildings.

Downtown District Regulations means the codified regulations found in Section 656.361.11 et seq., Ordinance Code.

Ground-Floor means the at-grade, first floor of a building or structure.

Major Renovation means an expansion or renovation of existing development equal to 50 percent of the assessed value of the lot improvements according to the Property Appraiser or an expansion of the total square footage of a structure by 50 percent or more, including cumulative expansions totaling 50 percent.

On-Site Parking means a surface or structured parking facility which is used for the sole purpose of storing new or used motorized vehicles located on the same property for which the parking is required pursuant to Section 656.300 Subpart A-G (underlying zoning code) and which shall be required, reduced or eliminated pursuant to Section 656.361 Subpart H.

Pedestrian Entrance means the primary point of pedestrian access to the interior of a building or structure. Each side of the building or structure fronting a street shall have at least one primary entrance.

Pedestrian Environment means an atmosphere which is designated with an emphasis primarily on the street sidewalk on pedestrian access to the site and building or structure, rather than on auto access parking areas. The building or structure is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows and display cases along the building or structure facade which face the street. Typically, buildings or structures cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.

Retail Pedestrian Oriented Street means those streets that attract high pedestrian use and are determined by commercial/retail analysis, undertaken by the DIA, to be conducive to the establishment of commercial/retail ground-floor space, fronting the street, within buildings or structures located along streets so designated or identified.

Pedestrian Skywalk means an elevated walkway connecting two structures and located above existing grade.

Streetscape means the visual character of a street as determined by various elements such as structures, landscaping, open space, natural vegetation and view.

Superblock means a continuous area, either in single or multiple ownership, which includes a vacated street and has a total gross area of 75,000 square feet or more.

Temporary Surface Parking Lot means a parking facility that provides temporary parking for a limited amount of time as follows:

- (1) for special events, such as sporting events, concerts, theatrical performances, boat shows, car sales, or other City and DIA authorized special events that last no longer than three days in duration;
- (2) for staging area parking for construction of buildings or structures authorized by the City and DIA that last no longer than the schedule of construction for the buildings/structures or two years, which ever is less; or
- (3) For parking for no longer than two years entirely for governmental uses on the site of the governmental use.

Transportation Concurrency Exception Area Implementation Plan means the plan necessary to implement the policies and guidelines to address the transportation needs of the area as established by F.S. § 163.3180 F.S. and Rule 9-J5 F.A.C. The policies and guidelines may incorporate a wide range of strategies including timing and staging plans, parking control and pricing policies, transportation demand management programs, transportation system management programs, availability of public transportation, and utilization of creative financing tools for the provision of transportation services and facilities.

View Corridor means a three-dimensional area extending out from a viewpoint. The focus of the view is the St. Johns River. Although the view corridor extends from the viewpoint to the focus of the view, the mapped portion of the corridor extends from the viewpoint and is based on the area where base zone heights are encouraged to be limited to protect the view. The Public Access View Corridor Map is shown at Figure 5, located at the end of this Subpart.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2010-901, § 2; Ord. 2012-234-E, § 1; Ord. 2012-364-E, §§ 7, 10; Ord. 2014-560-E, § 16)

Sec. 656.361.4. - General standards.

The land included within the Downtown Overlay Zone shall be subject to the Downtown District Regulations contained in this Subpart H. These regulations shall supersede the other provisions of this Chapter, except as otherwise specifically provided herein. DDRB may develop and the DIA may approve amendments to the Downtown Design Guidelines to further clarify the intent of the Downtown District Regulations and all development shall be subject to those additional guidelines. All development and redevelopment in the Downtown Overlay Zone including, but not limited to, all Public Works projects and streetscape projects, partnerships with the City that require funding and all projects that require permits of any type for the development or redevelopment of a site, building, structure, or right-of-way shall be subject to the following general standards:

- (a) The use shall be consistent with the BID Plan which includes the Community Redevelopment Plans, Consolidated Downtown Development of Regional Impact (DRI) Development Order, and the Transportation Concurrency Exception Area Implementation Plan.

- (b) The use shall be in keeping with the general purpose and intent of the Downtown Overlay Zone, and Downtown Districts, including the Downtown Design Guidelines, or any amendments thereto.
- (c) The use, building or structure shall be compatible with the character of the area where it is proposed and with the size and location of the buildings in the vicinity.
- (d) The use, building or structure will not negatively impact or injure the value of adjacent properties by noise, lights, traffic or other factors or otherwise detract from the immediate environment.
- (e) All applications and plans submitted shall be considered within the context of the BID Plan, the Downtown Design Guidelines, and the Downtown District Regulations to assure a consistency and compatibility among proposed and existing development, with respect to parking requirements, access, setbacks, building height, mass and transparency, etc.
- (f) All applications and plans submitted shall be consistent with the Consolidated Downtown DRI Development Order Conditions and the Transportation Concurrency Exception Area Implementation Plan to assure consistency with the mitigation requirements of the applicant to support the proposed development. The requirements associated with the above are implemented separately with DIA through the approval of a redevelopment agreement and associated allocation of DRI development rights which includes mitigation of impacts (transportation, utilities, police and fire protection, and similar impacts) by the applicant resulting from the development. Approval of the application and plans can occur during the above review, or before the above review, at the discretion of the applicant, subject to compliance with the above DRI and TCEA requirements before building permit applications are filed with the Building Official

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.5. - Downtown Overlay Zone Permitted and Permissible Uses by Exception.

In addition to the uses already permitted or permissible in the underlying zoning district, the following uses are all permitted uses in the Downtown Overlay Zone, subject to consistency with the Consolidated Downtown Development of Regional Impact ("DRI") Development Order and the Transportation Concurrency Exception Area Implementation Plan, although these uses may not be permitted in all districts. Section 656.361.6 contains a listing of permitted uses within each district.

- (a) Retail and wholesale sales of food and drugs, wearing apparel, toys, sundries and notions, books and stationery and newsstands, leather goods and luggage, jewelry stores, watch repairs and pawnshops, art, camera and photographic supplies (including camera repair), sporting goods, hobby shops, and pet shops (but not including animal kennels or veterinarians), musical instruments, florist

or gift shops, delicatessens, bakeries, home furnishings and appliances (including repair incidental to sale), office merchandise in completely enclosed buildings, hardware, new automobile parts (including rebuilt parts but not installation, repair or rebuilding of parts) and accessories and similar uses.

- (b) Service establishments such as barber or beauty shops, shoe repair shops, interior decorators, reducing salons or gymnasiums, tailors or dressmakers, radio and television broadcasting offices and studios (but not antenna or transmitting facilities), funeral homes, marinas, blueprinting, job printing, newspapers, radio and television repair shops, travel agencies, employment offices (but not day labor pools) and similar uses.
- (c) Other Service establishments including, rental of automotive vehicles, automated carwashes, laundry or dry cleaning pick up or drop off establishments with no cleaning to occur on premises, veterinarians or animal boarding kennels, carpenter or cabinet shops and similar uses.
- (d) Restaurants including the outdoor sale and service of food but not drive-in or drive-thru facilities.
- (e) Banks (but not drive-thru tellers), loan companies, mortgage brokers, stockbrokers and similar financial institutions.
- (f) All types of professional and business offices, union halls and similar uses (excluding day labor pools).
- (g) Commercial, recreational or entertainment facilities in completely enclosed buildings or outdoors such as billiard parlors, bowling alleys, swimming pools, skating rinks, dance halls, carnivals or circuses, theaters (including open-air theaters), pony rides, athletic complexes, arenas, auditoriums, convention centers, go-cart tracks, driving ranges and similar uses.
- (h) Schools, colleges, universities, business, trade or vocational schools, art galleries, museums, community centers, dance, art or music studios, and similar uses.
- (i) Hotels and motels.
- (j) Fruit, vegetable, poultry or fish markets.
- (k) Establishments or facilities, including nightclubs, which include the retail sale and service of all alcoholic beverages for either on-premises or off-premises consumption, or both, subject to the provisions of Part 8 (Alcoholic Beverages) of this Chapter 656.
- (l) Automobile parking garages.
- (m) Commercial parking lots.
- (n) Accessory parking lots.
- (o) Multiple-family dwellings.
- (p) Housing for the elderly.
- (q) Private clubs.

- (r) Day care or adult care centers.
- (s) Churches, including a rectory and similar uses.
- (t) Medical or dental clinics.
- (u) Medical or dental laboratories and manufacture of associated products.
- (v) Filling or fueling stations.
- (w) Warehousing, storage or distributorship businesses.
- (x) Personal property storage establishments.
- (y) Marinas.
- (z) Public utilities such as lift stations, pump stations, wells, electric substations and chilled water plants.
- (aa) An establishment or facility in which beer, wine, or other alcoholic beverages, as those terms are defined in Chapter 561 through Chapter 565, Florida Statutes, are produced for on-site consumption and off-site sales that meet the following criteria:
 - (1) Beer production not to exceed 10,000 barrels (310,000 gallons), and off-site sales to a state licensed wholesaler not to exceed 75 percent of production;
 - (2) An on-site retail sales and service area shall comprise at least ten percent of the gross square foot area of the facility; and
 - (3) The on-site retail sales and service area shall be accessible from the main public entrance, identified for access by the public.
- (bb) Permanent or restricted outside sale and service, meeting the performance standards and development criteria set forth in Part 4.

All permitted activities (sale, service and display, preparation and storage) within the Downtown Overlay Zone shall be conducted within a completely enclosed building, unless specifically provided otherwise. Any person or entity seeking to hold an outdoor commercial or recreational activity shall first obtain a permit from the City's Special Events Division, pursuant to Part 1 of Chapter 191.

A Commercial Surface Parking Lot, as that term is defined in Section 656.361.3, shall only be allowed, by exception pursuant to the procedures contained in this section, in the following downtown districts: Brooklyn and Riverside, LaVilla, Church, Cathedral, Riverfront, Institutional, and a portion of Riverfront-Area I bounded by Main Street, Duval Street, Liberty Street, Bay Street, Hogan's Creek and the St. Johns River. All commercial surface parking lots in the Central Civic Core shall be prohibited. The remaining districts not listed herein shall be exempt from these requirements. Commercial surface parking lots shall be discouraged in applicable districts requiring the exception. In addition to the general requirements for obtaining a zoning exception, the Downtown Development Review Board must find that a parking deficiency exists in the area the commercial surface parking lot is proposed, that there is a bona fide need from adjacent property owners and users that an additional supply of parking is

necessary, and that the demand cannot be met by existing parking facilities. In addition to those criteria listed under Section 656.131(i)—(xiv), to demonstrate a bona fide need, the applicant shall also include the following information as part of the application as follows:

- (1) A parking needs study that provides the following minimum information:
 - (i) Identify all parking facilities within 700 feet of proposed commercial surface parking lot, including connections to services that provide access to parking facilities outside of 700 feet;
 - (ii) Identify occupancy rates of identified parking facilities;
 - (iii) Establish the deficiency of parking supply of identified parking facilities;
 - (iv) Identify new users of the proposed commercial surface parking lot;
 - (v) Identify the number of new users of the proposed commercial surface parking lot;
 - (vi) Identify the end trip of the new users of the proposed commercial surface parking lot;
 - (vii) Identify rate structure for commercial surface parking lot users;
 - (viii) Identify percentage of daily versus monthly users;
 - (ix) Identify parking agreements with users and percentage of public versus private users; and
 - (x) Any additional information DDRB staff may request to assist in evaluating the necessity of the proposed commercial surface parking lot.
- (2) The proposed commercial surface lot shall meet all certification requirements of Sec. 656.361 and proof of such shall be provided to DDRB within 90 days of the effective date of the exception.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2010-901-E, § 2; Ord. 2011-643-E, § 3; Ord. 2017-399-E, § 1)

Sec. 656.361.6. - Downtown Overlay Additional Permitted Uses by Districts.

The permitted uses listed in Section 656.361.5 are permitted in the following districts, where listed:

- (a) *Brooklyn and Riverside Avenue District:* The uses within Brooklyn and Riverside Avenue District should encourage regeneration as a vibrant mixed use neighborhood with links to the river via as many routes as possible. Creative businesses such as graphic arts, architects, sculptors and designers are encouraged, with mid-rise and high-rise residential structures along a landscaped setback next to the ASE alignment and corporate office buildings along the riverfront. The following uses are permitted:
a, b, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, u, x, y, and z, aa and bb.

(b) *LaVilla District*: The uses within LaVilla District should encourage a vibrant mixed use urban district where commercial, cultural, entertainment, light industrial uses and urban housing such as loft apartments and walk-ups co-exist side by side and create the synergy necessary to sustain a neighborhood. The following uses are permitted:

a, b, c, d, e, f, g, h, i, j, k, l, m, n, o, q, t, u, v, w, x, and z, aa and bb.

(1) *LaVilla Transportation Subdistrict* : All uses permitted within the LaVilla District are permitted within the LaVilla Transportation Subdistrict. Additionally, uses consistent with the LaVilla Transportation Subdistrict Plan, as may be amended from time to time, are permitted within the LaVilla Transportation Subdistrict.

(c) *Church District*: The Church District is currently dominated by the presence of First Baptist Church. The uses within the Church District should encourage a transition between the mixture of urban uses that form the character of the LaVilla neighborhood (supported by the School for the Performing Arts) the predominantly residential character of the Cathedral and Hogan's Creek District, the campus of the Florida State College at Jacksonville to the north and the Central Civic Core District to the south. Education, civic and religious uses are the focal point of this district. Development should support the local student population and religious uses. The following uses are permitted:

a, b, d, e, f, h, j, l, m, n, o, p, r, s, t, u and z.

(d) *Central Civic Core District*: The Central Civic Core District should encourage cultural and entertainment uses and construction of additional parking garages with commercial and/or office uses on the ground floor. The following uses are permitted:

a, b, c, d, e, f, g, h, i, j, k, l, o, p, q, r, u, y, and z, aa and bb.

In addition to the above uses, outside sales and services in connection with uses which are of a nature customarily incidental and normally associated with a major attraction which is being held on the same day in the Central Civic Core District.

(e) *Cathedral District*: The Cathedral District should encourage residential development with in-fill housing with limited neighborhood-serving commercial uses on Liberty Street and the east side of Ocean Street. The following uses are permitted:

a, b, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, t, x, and z, aa and bb.

(f) *Riverfront District*: The Riverfront District should encourage high density development with a maritime influence such as hotel, commercial office, specialty retail and high rise residential development. The following uses are permitted:

a, b, d, e, f, g, h, i, j, k, l, m, n, o, and z, aa and bb.

- (g) *Institutional District:* The Institutional District, which includes the correctional facility, courthouse, police headquarters and the Maxwell House Coffee processing plant, should serve to protect the residential character of the Cathedral District to the north. The following uses are permitted:

a, b, d, e, f, g, h, i, j, k, l, m, n, o, q, r, and z, aa and bb.

- (h) *River Park District:* The River Park District, which includes Metropolitan Park and the Riverwalk, will be developed to integrate with the Stadium Sports Complex, the Shipyards and development to the east in the Riverfront District. Marina and other water-related activities are encouraged in this District. The following uses are permitted:

a, b, e, f, g, h, i, j, k, l, n, r, y, and z, aa and bb.

In addition to the above uses, outside sales and services in connection with uses which are of a nature customarily incidental and normally associated with a major attraction which is being held on the same day in the River Park District.

- (i) *Stadium Complex District:* The Stadium District should encourage redevelopment of existing industrial structures for entertainment use. The following uses are permitted:

a, b, d, g, i, j, k, l, m, n, o, q, y, and z, aa and bb.

In addition to the above uses, outside sales and services in connection with uses which are of a nature customarily incidental and normally associated with a major attraction which is being held on the same day in the Stadium District.

- (j) *Southbank District:* The Southbank District should encourage a mixture of uses while maintaining an urban form that supports the extension of river views throughout the district. Waterfront entertainment and hotels are encouraged along the river, with a new mixed use neighborhood on the JEA substation site and office use south of Prudential Drive. Transit-related development, such as coffee shops, cafes and newsstands, is encouraged adjacent to the ASE station. The following uses are permitted:

a, b, c, d, e, f, g, h, i, j, k, l, m, n, o, q, r, u, y, and z, aa and bb.

A use which is legally nonconforming or which is rendered legally nonconforming by virtue of these regulations may be structurally altered, reconstructed, replaced or expanded, subject to compliance with the design regulations and guidelines herein.

(Ord. 2003-627-E, § 1; Ord. 2005-227-E, § 1; Ord. 2007-564-E, § 20; Ord. No. 2010-901-E, § 2; Ord. 2014-560-E, § 16; Ord. 2017-399-E, § 1)

Sec. 656.361.7. - Downtown Development Review Board.

There is hereby established within the DIA, a Downtown Development Review Board ("DDRB") to assist the DIA in (i) the interpretation of the Downtown Design Guidelines, (ii) promulgating any Design Guidelines or amendments thereto, (iii) the interpretation of the Downtown District Regulations, (iv) developing suggested amendments to the Downtown District Regulations, and (v) the review of development and redevelopment within the Downtown Overlay Zone. The DDRB shall have the powers and duties set forth in Section 656.361.8. The DDRB staff is housed within the DIA, thus "DDRB staff" and "DIA staff" may be used interchangeably. See also Section 55.310, Ordinance Code.

- (a) *Membership:* The DDRB shall consist of twenty (20) members, nine (9) voting members and 11 ex officio members, who shall be appointed by the Mayor and confirmed by the City Council to serve staggered terms of two years. Members of the DDRB shall continue in office for the terms of their respective office or until their qualified successors have been appointed or confirmed. No member appointed to the committee for three consecutive full terms shall be eligible for appointment to the next succeeding term. At each regularly scheduled July meeting, the DDRB members shall elect a chairperson to serve as such for that annual term. In addition, there shall be 11 ex officio members who shall serve in connection with matters which require their technical or professional expertise. The DDRB shall consist of the following:

- (1) *Voting members.* Voting members shall serve for a term of two years commencing on July 1. The architects, landscape architect and contractor, developer or realtor terms as listed in Section 656.361.7(1)(i)—(iii) shall commence in even years; and the downtown property owners' terms and the urban planners' terms as listed in Section 656.361.7(1)(iv), (v) shall commence in odd years. Nothing herein shall effect partial terms or unexpired terms. Notwithstanding the above, these positions shall serve as follows:

- (i) Two architects, for an initial term of one year and thereafter for a two year term;
- (ii) One landscape architect, for an initial term of one year and thereafter for a two year term;
- (iii) One contractor, developer or realtor who does work within the downtown area, for an initial term of one year and thereafter for a term of two years;
- (iv) Three downtown property owners or owners of or full time employees at a business or professional office as defined in Part 16 of this Chapter 656, located within the downtown area, for an initial term of two years; and
- (v) Two urban planners, for an initial term of two years;

- (2) *Ex officio nonvoting members:*

- (i) Building Official, or designee;

- (ii) Traffic Engineer, or designee;
- (iii) Director, DIA, or designee;
- (iv) Director, Planning and Development Department, or designee;
- (v) The City Council President, or designee;
- (vi) Chairman, Downtown Vision, Inc., or designee,;
- (vii) Director of the Jacksonville Transportation Authority, or designee;
- (viii) Chairman, Jacksonville Waterways Commission, or designee;
- (ix) Chairman, Jacksonville Historic Preservation Commission, or designee;
- (x) Chairman, First Coast Metropolitan Planning Organization, or designee, and
- (xi) Chairman, Duval County School Board, or designee.

Each ex officio member shall become a member of the DDRB immediately upon assuming their office or position and shall remain a member for as long as they continue to hold that office or position or until they designate in writing another individual.

- (b) The DDRB shall adopt rules and procedures necessary for the conduct of its affairs. Five voting members shall constitute a quorum. With a quorum, the majority vote of those members present shall be necessary to take any action.
- (c) No member shall serve more than three consecutive full terms. A vacancy shall be filled in the same manner as the original appointment. All members shall serve without compensation.
- (d) Members shall continue in office for the term of their respective office, or until they are reappointed and confirmed, or until their qualified successors have been appointed and confirmed.
- (e) If any appointed member fails to attend three consecutive meetings without cause and prior approval of the chairman or for any other reason of just cause, that member shall be subject to removal by the Mayor.
- (f) Any member may resign from the DDRB by tendering a resignation in writing to the Office of the Mayor with a copy to the Chair of the DDRB and the DIA Director.

(Ord. 2003-627-E, § 1; Ord. 2007-174-E, § 1; Ord. 2007-564-E, § 20; Ord. 2007-956-E, § 1; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.8. - Powers and Duties.

DIA shall have the responsibility and authority to approve any amendments to the Downtown Design Guidelines, recommend changes to the Downtown District

Regulations, interpret the BID Plan, approve development and redevelopment projects within the Downtown Overlay Zone, and succeed to all of the powers of the former Downtown Development Authority. In order to assist the DIA in carrying out this responsibility, the DDRB shall have the following powers and duties:

- (a) To review and make decisions with respect to all applications for development and redevelopment within the Downtown Overlay Zone to: (i) to ensure consistency and compatibility of all proposed development and redevelopment with the BID Plan; (ii) to ensure consistency with, and provide mitigation as may be required by, the Consolidated Downtown DRI Development Order and Transportation Concurrency Exception Area Implementation Plan; and (iii) to consider the design related issues of each application to ensure compliance with these Downtown District Regulations, the Downtown Design Guidelines, and all related approved design guidelines and standards, subject always to the ultimate authority of the DIA to interpret the BID Plan, the Downtown Overlay Zone, and Downtown Design Guidelines;
- (b) To periodically review and make recommendations as necessary to the DIA with respect to these Downtown District Regulations and Downtown Design Guidelines and related development standards and guidelines, including proposed amendments or revisions thereto. Any amendments to the Downtown Design Guidelines shall be recommended by the DDRB for adoption by the DIA. Any proposed amendments to the Downtown District Regulations shall be recommended by the DIA for adoption by the City Council; and
- (c) To review and make decisions regarding requests for exceptions, variances, sign exceptions, and waivers to the Zoning Code pertaining to properties located within the Downtown Overlay Zone, as defined in Section 656.361.2, and to hear appeals from decisions of the DDRB staff.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.9. - Application and Review Procedure.

- (a) All developers are required to meet with DDRB staff and staff of such other City agencies or departments as DDRB staff may determine to be necessary to discuss conceptual designs and other elements of a proposed project for staff review and feedback prior to an application for DDRB review being deemed complete. After the preapplication meeting with staff to discuss the proposed project the applicant may request DDRB staff to agenda the proposed project for Conceptual Approval at the next available DDRB meeting, subject to submittal of required items pursuant to Sec. 656.361.9(b) and completion of such other City reviews as warranted by staff. DDRB staff shall prepare a report to be presented to DDRB recommending approval, approval with condition or denial, which shall incorporate and take into account any comments submitted from any other reviewing City staff.
- (b) *Required Submissions for Conceptual Approval:* The developer shall submit an application containing the following information (Submittals shall be 11 inches by 17 inches in size) to the DDRB staff:

- (1) An application for the project (obtained online from the DDRB website);
 - (2) A vicinity plan and digital photographs showing the project in relation to the surrounding blocks (include all properties within 300 feet of project property boundary lines);
 - (3) A site plan, including vehicular access, parking, landscaping, sidewalk and building footprint (minimum scale: 1"=50');
 - (4) Building elevations (all sides) (minimum scale: 1/16"=1', except if such scale is not practical due to magnitude of the project, a scale agreed to by the DDRB staff may be acceptable.);
 - (5) Site and building section, including sidewalk (minimum scale: 1/16"=1', except if such scale is not practical due to magnitude of the project, a scale agreed to by the DDRB staff may be acceptable.);
 - (6) A zoning and land use map or a written statement of:
 - (i) Zoning of subject and adjacent properties and
 - (ii) Land use of adjacent properties;
 - (7) A table outlining the square footage amount and percent of each type of use for each building or structure, including the number of parking spaces to be provided for each use; and
 - (8) A presentation on compact disk (CD) in PowerPoint or similar format acceptable to DDRB staff that includes all items (1)—(7), above, and other information necessary to fully describe the project, or as requested by DDRB staff.
- (c) *Required Submissions for Final Approval:* In addition to the items listed in (1) through (8) above, the following items must be submitted with the application for final approval:
- (1) A floor plan;
 - (2) A perspective drawing of the building;
 - (3) A landscape plan;
 - (4) A signage plan;
 - (5) A streetscape plan;
 - (6) A lighting plan; and
 - (7) Samples of exterior finishes. (The samples shall be mounted on a presentation board or other format acceptable to DDRB staff and presented to DDRB).
 - (8) A presentation on compact disk (CD) in PowerPoint or similar format acceptable to DDRB staff that includes all items (1)—(7), above, and other information necessary to fully describe the project, or as requested by DDRB staff (which may also include a TCEA traffic impact analysis).

All items shall be in color, fully rendered, and shall incorporate conditions imposed by the DDRB at conceptual approval, if any, including any requested design deviations pursuant to Section 656.361.22. Submittals shall be 11 inches by 17 inches in size. (Minimum scale for items 1 and 2 above shall be 1/16"=1' and (3)—(7) above shall be 1"=30', except if such scale is not practical due to magnitude of the project, a scale agreed to by the DDRB staff at conceptual review may be acceptable.) On larger projects staff shall also request presentation boards be provided of the building rendering and site plan that are 36 inches by 44 inches in size, or such other size as is acceptable to DDRB staff.

(d) *Classification of Projects:* Upon receipt of the application and required information, DDRB staff will classify the proposed developments as follows:

(1) *Staff Review Only:*

- (i) Landscaping elements;
- (ii) Streetscape elements;
- (iii) Minor structural changes to exterior facades or structures;
- (iv) Signage;
- (v) Other classifications delegated to DDRB staff by DDRB; and
- (vi) Minor changes to applications previously approved by the DDRB.

(2) *DDRB Review:*

- (i) New construction;
- (ii) Major structural changes to exterior facade of existing structures;
- (iii) Staff review classifications deemed appropriate by DDRB staff for review by the DDRB; and
- (iv) Significant changes to applications previously approved by the DDRB.

(e) *Staff Review:* Projects classified as "Staff Review Only" will be reviewed by DDRB staff and approved, approved with conditions, or denied within ten working days of submittal of a complete application. Staff will notify the applicant of an incomplete application within five days of receipt of the application.

(f) *Procedures to be followed by the DDRB:*

(1) Projects classified as "DDRB Review Required" will be considered by the DDRB at a scheduled meeting within 30 working days of submittal of a completed application at a scheduled monthly DDRB meeting. The applicant may present the project at the meeting.

(2) The DDRB will review projects using a two-step process. The first step is a Conceptual Approval, whereby the applicant's project will be reviewed and conceptually approved, conceptually approved with conditions or denied based upon the development guidelines which are approved herein or these regulations. The second step is a Final Approval, whereby the applicant brings the project back to DDRB within six months to be reviewed and approved,

approved with conditions, or denied based upon the development guidelines approved herein or these regulations. Prior to consideration by the DDRB for Final Approval, it is the intent of this section that the application and project will have received such reviews and approvals as DDRB staff deems necessary so that the DDRB is presented at Final Approval with as complete a project as possible, considering all design, architectural, engineering, traffic, utilities, fire and life safety, environmental, historic, land- and streetscaping and any other site and project development issues which may be associated with completion of the proposed project.

- (3) For multi-phase projects consisting of construction or renovation of two or more separate buildings or structures, DDRB review shall be conducted as follows:
 - (a) The two-step process outlined in subparagraph (2), above, shall first be applied to conceptual and final approval of the overall development site and consider compliance of the overall site plan with the requirements contained in this Subpart H relating to view corridors, setbacks, heights, street closures, river views and encroachment. Furthermore, the DDRB shall also consider streetscape plans and landscaping plans, if such are available; and
 - (b) Following final approval of the overall site plan, the applicant shall then present the development or redevelopment plans for each building or structure contained in the multi-phase project for individual consideration by the DDRB following the two-step process contained in subparagraph (2), above. The DDRB shall also consider all aspects of the project requiring DDRB review and approval pursuant to this Subpart and not considered in the initial site plan approval process described in subpart (a), above.

The intent of this section is to authorize the DDRB to consider those projects wherein an applicant proposes an overall site development consisting of multiple building development or redevelopment by first considering the overall site layout and cumulative impact of the entire project on surrounding properties and later considering design-type matters associated with the project's individual buildings.

- (4) If a project is denied, the Chief Building Official shall not take any further action concerning the application. Upon approval of a project with or without conditions by the DDRB, building permits shall be issued for development, subject to compliance with all applicable Building Code requirements, including any required conditions imposed by the DDRB. DDRB approvals shall be valid for one year from the date of approval, but may be extended upon written request to DDRB staff for just cause, but in no event shall an extension be granted for more than one additional year beyond the original approval date. DDRB approvals may be granted for longer periods of time, if the applicant is subject to a Redevelopment Agreement that incorporates:
 - (i) A performance schedule of completion for the project;

- (ii) An allocation of development rights that meets the Consolidated Downtown DRI Development Order Conditions; and
 - (iii) Applicant participation in the TCEA vehicle trip reduction strategies per Table 1.1 of the TCEA Monitoring Plan (including any other requirements of the TCEA Monitoring Plan) that is approved by DIA and City Council.
- (5) Any locally designated landmark, building, structure, site or designated historic district within the Downtown Overlay Zone subject to review under Chapter 307 shall be governed by the provisions of Chapter 307 and the provisions of this section shall apply to the extent they do not conflict with Chapter 307. After conceptual approval by DDRB, but prior to final approval consideration by the DDRB, an applicant shall obtain necessary Certificates of Appropriateness for the project.
- (6) No Certificate of Occupancy shall be issued by the Building Official until all requirements approved by the DDRB have been completed. The DDRB will review completed projects and will forward a letter to the Building Official indicating whether or not the project has met all of DDRB approved requirements within ten working days of completion of the project. The developer of the project will be required to notify DDRB staff of the completion of the project. Any changes to the approved plan shall be provided to the DDRB or its staff for review and further consideration. No modifications to DDRB approved projects and associated approved building plans shall be submitted to the Building Official for modification until such revised plans have been reviewed and approved by DDRB.
- (g) *Appeals:*
- (i) *Appeal to DIA.* Except for decisions pertaining to zoning exceptions, variances or waivers, as outlined in section 656.148, any adversely affected person as defined in section 656.1601, Ordinance Code, may appeal a final decision of the DDRB to the DIA within 14 days of the effective date of the written decision. The DIA's review of the appeal shall be a de novo review of the record and applicable law. The record shall include all evidence and testimony presented to the DDRB. The DIA may affirm, reverse or modify each written decision or it may remand the matter back to the DDRB with specific instructions for further action, by adopting a written order. The DIA shall have the authority to:
 - (1) Accept briefs and other papers to be filed on behalf of any party, provided all papers are submitted at or prior to the DIA hearing;
 - (2) Hear oral argument on behalf of any party;
 - (3) Adjourn, continue, or grant extensions of time for compliance with these rules, whether or not requested by a party, provided no requirement of law is violated;
 - (4) Dispose of procedural requests or similar matters including motions to amend and motions to consolidate;

- (5) Keep a record of all persons requesting notice of the decision in each case;
- (6) Grant withdrawal requests by the appellant; and
- (7) Enter into settlement agreements regarding the matter appealed, so long as there is no financial impact to the City.

Any DIA member may at any time view the property which is the subject of the appeal. The DIA may adopt appellate procedures similar to the procedures outlined in sections 656.141 and 656.142, Ordinance Code.

- (ii) *Appeal to City Council.* Any adversely affected person may appeal a decision of the DIA to the City Council within 14 days of the effective date of the written decision. The Council's review of the appeal shall be limited to a consideration of whether the design review criteria were properly applied by the DDRB and the DIA and whether procedural due process was afforded. If the Council determines the criteria were properly applied and procedural due process was afforded, it shall adopt a resolution to that effect. If the Council determines that the criteria were not properly applied or procedural due process was not afforded, the Council shall enact a resolution remanding the matter back to the DIA or the DDRB for further consideration. The Council may suggest additional findings or give directions to the DIA or DDRB to assist it in effectively reconsidering the matter. Within ten working days of the Council's remand to the DIA or DDRB, the DIA or DDRB shall issue a written decision to the applicant, with a copy to the Building Official, which shall be deemed to be the final decision of the City.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.10. - Downtown Design Guidelines.

The Downtown Design Guidelines contained in the BID Plan provide a variety of design options for achieving compatibility within the Downtown Overlay Zone and provide guidance and incentives for good design and compatible development. These Guidelines may be amended by the DIA without City Council approval if the amendment is consistent with the BID Plan. All development, including renovation and rehabilitation of existing buildings and structures, shall comply and be consistent with these Guidelines as well as the Regulations contained in this Part.

(Ord. 2003-627-E, § 1; Ord. 2014-560-E, § 16)

Sec. 656.361.11. - Setback or "Build To" Lines.

Purpose and Intent : Buildings shall provide continuous frontage along sidewalks and be pedestrian-oriented with pedestrian-scaled elements along adjacent sidewalks. Building or structure locations in relation to setback or "Build To" lines, as shown in Figure 2, located at the end of this Subpart, shall comply with the following:

- (a) No portion of a building or structure shall be set back from the right-of-way line of a public street, unless the DDRB authorizes a setback to accommodate site specific public open spaces such as: plazas, courtyards, vistas, entry ways, or the like. Buildings or structures shall not be set back with only landscape strips along the entire facade facing a street. Instead, public open spaces shall be consolidated to an area of the building site that creates a mix of hard surfaces and landscaping without the entire building being set back from the street. A building may be set back to accommodate streetscaping requirements if it is determined that additional setback is required to meet the width requirements of the applicable Downtown Jacksonville Streetscape Standards.

Open spaces for public congregation and recreation should be encouraged to the extent that these spaces do not substantially interrupt the streetscape edge at the building line. Open spaces should be permitted both within and behind building yards in proportion to the bulk of the adjacent building. The streetscape edge should be maintained by architectural features (arcades), site furnishings (e.g., flagpoles, light standards) for landscape elements (e.g., palms) which provide continuity between the building line of adjoining structures. All urban open spaces should be accessible and visible from the adjoining public sector corridor while providing for the safety and security of patrons. Severe elevation change and walls should be discouraged between the adjoining public corridor and the open space. Entryways and steps to these open spaces should be kept wide and welcoming in character. All urban open space must be kept handicap accessible. The following amenities should be encouraged within urban open spaces: ornamental fountains, waterfalls, sculpture, trellises, arbors, seating facilities, landscape features, etc. Design features of these open spaces should serve to enhance the visual and functional quality of the adjoining corridor and be compatible with public sector site elements.

- (b) The setback of the rear of the building from the right-of-way line or rear and side from any common property line shall be flexible to accommodate vehicular parking area, subject to compliance with the landscaping and screening requirements of Section 656.361.17.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20)

Sec. 656.361.12. - Encroachment.

Purpose and Intent : Building facades shall involve the pedestrian on the street by providing differentiated building walls, open and inviting facades, human/pedestrian scale, and variety of detail and form by addressing variation in wall planes, horizontal and vertical articulation, glazing, materials, finishes, and colors. Portions of a building or structure such as: awnings, balconies, structural elements, marquees, overhangs and cantilevered shelters, may extend under, over or into the public right-of-way, subject to the approval of the Director of the Public Works Department and may be allowed, as shown in Figure 3, located at the end of this Subpart, subject to compliance with the following:

- (a) The minimum vertical clearance between the established grade of the public right-of-way and the underside of the encroaching structure maintains the pedestrian streetscape.
- (b) Supporting columns will be permitted within the sidewalk area when the grade level floor of the structure is set back a distance equal to or greater than the sidewalk area lost to the supporting columns. This requirement shall not apply in the case of an existing building where an addition or alteration may result in the necessity to locate supporting columns within the sidewalk area.
- (c) Structures built over the public right-of-way do not interfere with any element of the streetscape including, but not limited to, lighting, landscaping, and pedestrian circulation.
- (d) The structure extension has been reviewed, with due consideration to public right-of-way width, above ground and underground utilities, pedestrian views or visibility, and adjacent structures.
- (e) Pedestrian skywalks (over street connections) between buildings are prohibited unless they connect two properties under the same ownership and use and are essential to such use. Examples of essential uses would be public health uses such as hospitals or public services such as mass transit stations. Any proposed skywalk shall be shown on schematic site plans for evaluation. The DDRB shall consider the total impact of the skywalk and its appropriateness to the site and surrounding area including, but not limited to, its effect on: shadowing, lighting, transparency, view corridors, and other features of public or private property. DDRB review and approval of the preliminary schematic site plans is required under Section 656.361.9, Ordinance Code, prior to applying for additional approval. After all other required approvals are obtained, the final schematic plans shall be submitted to DDRB for review and approval prior to construction.

Buildings or structures located on a Retail Pedestrian Oriented Street, as determined by DDRB staff, shall provide awnings, arcades or other structural elements that provide shade from the sun and protection from rain, etc., over all doors, windows, and other transparent elements, subject to the requirements of this section.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20)

Sec. 656.361.13. - Entrances.

Purpose and Intent : Development that is designed to improve the pedestrian's experience of downtown Jacksonville by respecting existing development patterns, providing frequent pedestrian entries along the street, and providing balconies from the upper floors of residential units shall be encouraged.

There shall be at least one pedestrian entrance door on each building elevation facing a street, as shown in Figure 4, located at the end of this Subpart. The main entrance to a building shall face the street and not a parking lot or motor court drop-off

area. If interior-block parking exists, there may be secondary entrances from the parking lot, or mid block pedestrian passages from the parking lot to the street.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20)

Sec. 656.361.14. - River Views and Height of Buildings and Structures.

Purpose and Intent: It is the intent of this Section to encourage enticing views of the river from as many places in downtown as possible, as well as to encourage building forms and massing that is respectful of the context of their surroundings and the pedestrian environment by stepping buildings up from the river and defining height zones as delineated hereunder to break up building form to allow views through the architecture, particularly down public rights-of-way, to discourage large undifferentiated building masses and encourage building breaks, respect the scale of the context in which development occurs, including transition between development segments or areas, and encourage a variety of roof forms, as provided under Section 656.361.15. Preservation of river views shall be maintained by adherence to Section 656.361.14(a) and height increases of buildings and structures shall adhere to Section 656.361.14(b).

- (a) No existing public right-of-way or unopened right-of-way which leads to or toward the riverfront as shown on the Public Access View Corridor Map dated May 12, 2003, as shown in Figure 5, located at the end of this Subpart, may be closed or vacated, unless an equivalent alternate public access and/or view corridor is provided. Where the distances between such rights-of-way exceed 300 feet, an additional easement and/or view corridor shall be provided, not more than 150 feet from an existing right-of-way, as a landscaped 40-foot easement, open to the public as a walkway, or the building shall be designed to allow public access to enjoy the view. Buildings shall be oriented and designed so as to minimize impediments to water views from principal public view points at ground level and from higher portions of nearby buildings. Tall buildings shall be set back from the riverfront as far as possible to avoid blocking riverfront views from other buildings, as shown in Figure 5.1, located at the end of this Subpart.
- (b) The height of a building or structure shall be subject to the maximum height requirements of the underlying zoning district. Height increases of buildings or structures, in appropriate areas, may be approved subject to compliance with Section 656.361.22, provided that sufficient articulation of the building or structure has occurred to respect the scale of adjacent buildings and structures and further provided that all other applicable design requirements of these regulations and the design standards and guidelines adopted herein are met. The request for additional height shall be evaluated on the basis of the public benefits provided, the possible impacts of the additional height, consistency with the City's land use policies, and the following criteria:
 - (1) The building or structure shall be compatible with surrounding properties.

- (2) The building or structure shall not have a significant adverse effect upon light, air, solar and visual access of properties surrounding the proposed site or of the river.
- (3) The building or structure shall be compatible in design elements such as bulk, profile, color, and materials, including adhering to the intent of Section 656.361.11.
- (4) The increased height of the building or structure is necessary for the successful function of the building or structure.
- (5) The increased height shall not adversely affect the function of existing transmission or receiving equipment within a five-mile radius.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20)

Sec. 656.361.15. - Rooftops.

Purpose and Intent . All rooftop mechanical equipment shall be screened from view through the use of architectural enclosures designed as an integral part of the building architecture. To present an attractive roofscape, special consideration shall be given to the design treatment of all roof components, including terraces, and shall take into consideration the architecture of adjacent buildings and their rooftops. Rooftops and proposed structures on rooftops shall comply with the following, as shown in Figure 6, located at the end of this Subpart:

- (a) Open railings, planters, clerestories, skylights, play equipment, parapets, and firewalls may extend up to four feet above the maximum height limit with unlimited roof coverage.
- (b) Solar collectors may extend up to seven feet above the maximum height limit with unlimited roof coverage.
- (c) The following rooftop features may extend up to 15 feet above the maximum height limit, as long as the combined coverage of all features listed in this subsection does not exceed 20 percent of the roof area, or 25 percent if the total includes stair or elevator penthouses or screened mechanical equipment:
 - (1) Solar collectors;
 - (2) Stair and elevator penthouses;
 - (3) Mechanical equipment; and
 - (4) Play equipment and open-mesh fencing, as long as the fencing is at least 15 feet from the roof edge.
- (d) Radio and television receiving equipment; religious symbols such as belfries or spires, together with that portion of the roof that supports them; smokestacks, and flag poles may extend up to 50 feet above the roof of the structure on which they are located or 50 feet above the maximum height limit, whichever is less.

- (e) The rooftop features listed hereinabove may exceed a height of 50 feet above the roof of the structure on which they are located if authorized by the DRC. The request for additional height shall be evaluated on the basis of the public benefits provided, the possible impacts of the additional height, consistency with the City's land use policies, and the following criteria:
- (1) The feature shall be compatible with and shall not adversely affect the downtown skyline.
 - (2) The feature shall not have a significant adverse effect upon light, air, solar and visual access of properties within a 300-foot radius of the subject property boundary lines.
 - (3) The feature, supporting structure and structure below shall be compatible in design elements such as bulk, profile, color, and materials.
 - (4) The feature shall not adversely affect the function of existing transmission or receiving equipment within a five-mile radius.
 - (5) The increased size is necessary for the successful function of the feature.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2014-560-E, § 16)

Sec. 656.361.16. - Off-Street Parking.

Purpose and Intent: The impact of parking and service areas in downtown shall be minimized by locating parking lots and garages away from sidewalks and pedestrian connections and within projects or off service alleys; locating loading and service docks away from sidewalks and pedestrian connections; ensuring that design of parking lots minimally affect the pedestrian environment; providing active uses such as shops and restaurants on the ground floor of garages to engage pedestrians in the Central Civic Core District and on Retail Pedestrian Oriented Streets; requiring landscaping and architectural treatments to soften the appearance of surface parking lots and parking garages; promoting development of structured parking, particularly within the Central Civic Core District; discouraging surface parking lots throughout downtown; discouraging the demolition of existing buildings or structures to create surface parking lots and requiring eligible lot owners currently utilizing their property for commercial surface parking lots to meet the surface parking lot design standards and certification criteria pursuant to Sections 656.361.16 and 656.361.17 prior to January 1, 2014 and certification criteria pursuant to Section 656.361.24 prior to January 1, 2012. If a commercial surface parking lot owner chooses not to comply with the Streetscape regulations, as listed herein, the owner shall propose an alternate manner for providing pedestrian linkage from the parking lot to DIA staff for review and approval. The vacant lot owners who choose not to park vehicles on the affected property shall meet the requirements of Section 656.361.25. The design of individual sites will add to the quality of downtown by providing clear and separate access for vehicles and pedestrians, defining the street and sidewalk space, providing outdoor space that will be used by the public or the occupants of the building or structure, screening and buffering service and docks from the public right-of-way, and by encouraging the service function of alleys.

These Off-Street Parking regulations shall not be subject to the requirements of the Parking Lot Landscaping Matrix set forth in Figure B of Section 656.607(j). The certification criteria are intended to prevent excessive use of downtown property for parking, to ensure the most efficient provision of parking facilities, to encourage the use of public transportation and public parking facilities, to preserve the continuity of retail use and building frontage in the core shopping areas, and to protect public health and safety. All parking lots and parking garages, where applicable, shall meet the criteria of Sections 656.361.17 and 656.361.24 and the following criteria:

- (a) *Minimum off-street parking requirements for Central Civic Core District and portion of Riverfront District.* There shall be no minimum off-street parking requirement for the Central Civic Core District and that portion of the Riverfront District described as follows: Beginning at the intersection of Main Street and the north bank of the St. Johns River, proceeding north on Main Street to Adams Street, thence eastward along Adams Street to Liberty Street to Bay Street, thence eastward along Bay Street to Gator Bowl Road, thence southward to the north side of the St. Johns River, except for all residential and hotel uses, which shall meet the requirements of Part 6 of the Zoning Code, unless associated with the rehabilitation of an existing building which has no minimum on-site parking requirement. The minimum off-street parking requirements contained in Part 6 shall be 50 percent of the requirement as applied to the remaining Downtown Districts, including rehabilitation of existing buildings to residential or hotel use, except for all new residential uses and hotel uses that are constructed as a new building, which shall meet the minimum parking requirements for said uses under Part 6.
- (b) *Maximum off-street parking requirements.* The maximum number of off-street parking spaces permitted for any use within the downtown district shall be the minimum number of off-street parking spaces required pursuant to Part 6 or as reduced pursuant to this section.
- (c) *Reduced minimum and maximum allowable parking spaces based on proximity to the Automated Skyway Express (ASE).* Where a use, as measured from the closest property line, is located within 700 feet of an ASE station entrance, the minimum and maximum allowable number of off-street parking spaces shall be reduced by 25 percent, except for new residential and hotel uses.
- (d) *Carpool and vanpool bonus.* For every off-street parking space reserved only for use as a carpool or vanpool space, an additional number of off-street parking spaces equal to the total of such spaces may be provided up to a maximum increase of 15 percent above the maximum allowable spaces. All carpool and vanpool spaces shall be registered with the DDRB.
- (e) *Exclusive short-term parking space credit.* An increase in the maximum allowable number of off-street spaces may be approved by the provision of exclusive short-term parking spaces within a private parking structure. The number of bonus spaces approved under this provision may be equal to, but

shall not exceed, the number of exclusive short-term spaces. In order for this bonus provision to apply, all of the following conditions must be met:

- (1) The parking space must be a dedicated space within a parking structure that:
 - (i) Will not be leased on a long-term basis to employees of the building or other entities;
 - (ii) Is not included in the calculation of the base parking requirements for the development;
 - (iii) Is located on the ground level of the parking structure, and is within close proximity to garage entry and/or exit locations; and
 - (iv) Will be open to the general public during nonbusiness hours (i.e., beyond 5:00 p.m. on weekdays and on Saturdays and Sundays).
 - (2) The owners shall certify annually to the DDRB staff that the above requirements have been satisfied and allow DDRB staff to inspect the parking facilities to determine compliance, if necessary.
- (f) All off-street parking, trash, storage and loading areas provided shall comply with the provisions of Section 656.361.16 herein, Surface Parking Screening and Landscaping Requirements.
- (g) *Parking structures permitted.* The facades of parking structures shall be clad in a material architecturally compatible with the other occupied floors of the building and/or compatible with the material used to cover the exterior of the abutting building. Such material shall effectively and attractively obscure the *view* to the interior of all parking decks. Parking structures, including parking structures integrated within a larger building that can be viewed from the street, shall be clad in a material which is appropriate to the surrounding area. Such material shall effectively and attractively conceal the view to the interior of all parking decks. If the parking structure is located in the Central Civic Core District, or on a Retail Pedestrian Oriented Street, it shall be required to have at least 50 percent of the street frontage occupied by functional commercial or retail ground floor uses, as shown in Figure 7, located at the end of this Subpart. Parking structures shall be designed such that sloping circulation bays are internal to the structure and not expressed in the exterior treatment of the parking structure. The design of the parking structure shall insure that parked cars are not visible from the street level, except as may be unavoidable at entrances and exits. Those parking structures that are not within the Central Civic Core District or located on a Retail Pedestrian Oriented Street shall, at a minimum, be disguised through a variety of architectural screening solutions (such as windows, landscape elements, or architectural panel systems integrated with the overall building design.) Parking structure vehicular ingress and egress shall be located on secondary streets. Where the parking structure has one street frontage, this frontage shall be considered the primary street. Where a parking structure has two or more street frontages, one is primary and the remaining are secondary. The primary street is the one with most significant

pedestrian activity. All parking structures integrated with an overall building design shall be located off the primary street and along a secondary street as far back from primary street intersection as possible, unless lined with active uses (residential/commercial/office) that engage pedestrian traffic. Prior to final site plan approval of the parking structure by DDRB, the Traffic Engineer shall provide written comment to DDRB staff as to the acceptability of proposed ingress and egress for the parking structure and potential impacts on traffic. Parking structure ingress and egress may be located on a primary street if the Traffic Engineer and DDRB determine the secondary street is not an acceptable location for parking structure ingress/egress and the location of the ingress/egress to the parking structure on the primary street does not create adverse health, safety or traffic capacity impacts for the City.

- (h) Notwithstanding the uses allowed in the underlying zoning category, accessory and commercial surface parking lots shall only be allowed by exception pursuant to Section 656.131 in districts where they are allowed as an additional use pursuant to Sections 656.361.5 and 656.361.6. Those existing commercial surface parking lot uses which are not allowed that are deemed legally conforming uses shall cease upon a change of ownership of the affected property. The affected property at that time shall then be developed in conformance with this Chapter. The accessory and commercial surface parking lots are subject to the Surface Parking, Trash, Storage, and Loading Areas Screening and Landscaping Requirements of Section 656.361.17.
- (i) *Design Standards for Parking Lots.* It is the intent of this subsection to promote flexibility in design while maintaining safe and efficient parking areas. Therefore, all parking facilities should be designed and constructed (paved) in accordance with nationally recognized standards and best practices such as Architectural Graphics Standards published by the AIA, Dimensions of Parking, fourth edition, published by the Urban Land Institute and National Parking Association (NPA) and the Guidelines for Parking Geometrics by NPA, or other similar standards approved by the DDRB.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2010-449-E, § 1; Ord. 2010-901-E, § 2; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.17. - Surface Parking, Trash, Storage, and Loading Area Screening and Landscaping.

These requirements are applicable to all new accessory parking lots, new and existing commercial surface parking lots, and temporary surface parking lots, except those temporary surface parking lots described in Section 656.361.3(p)(3), trash, storage, loading, and outdoor equipment areas.

- (a) Screening. Surface parking, trash, storage, loading and outdoor equipment areas shall be screened along each street lot line, as shown in Figure 8, located at the end of this Subpart, as follows:

- (1) A three-foot maximum height masonry wall with a five-foot (minimum) landscape Section with three-foot high shrubs, spaced at 2½ feet on center between the fence and the property line. Wrought iron metal picket style fencing shall be placed on top of the masonry wall no taller than three feet in height with the total fence height not exceeding six feet; or
 - (2) Six foot transparent wrought iron style metal fence with three-foot high shrubs, spaced at 2½ feet on center, planted in a five-foot (minimum) landscape strip between the fence and the property line; or
 - (3) A 15-foot wide landscape Section where vehicles, trash receptacles, equipment, etc. are sufficiently screened.
- (b) Chain link fences are prohibited in the Central Civic Core District, Riverfront District and River Park District, unless used for temporary construction fencing only and the fence is covered entirely with a DDRB approved windscreen and the applicant agrees to comply with the DDRB guidelines concerning wind screen fences. Chain link fences are discouraged in the remaining Overlay Zone Districts of downtown. Chain link fences may be utilized in the remaining districts on a temporary basis only, not to exceed two years and shall be black vinyl coated chain link with a top rail. Any property owner proposing a chain link fence will be required to agree to install a permanent wrought iron style metal fence or masonry wall/wrought iron style metal fence after the two years has expired. If it is determined after two years that a fence is no longer needed and would not be required under these regulations, the property owner may elect to remove the fence from the site. Galvanized chain link fencing may be used as temporary construction fencing provided the fence is covered entirely with a DDRB approved windscreen and the applicant agrees to comply with the DDRB guidelines concerning wind screen fences. All construction site fencing will meet the requirements of the DDRB wind screen regulations in all districts and will be installed on all construction sites within DIA's jurisdiction.
- (c) *Landscaping.* Surface parking areas shall be landscaped according to the following requirements:
- (1) *Zero to 50 spaces:* perimeter requirements only, pursuant to Part 656.1215, as shown in Figure 9, located at the end of this Subpart.
 - (2) *51 to 299 spaces:* landscaped interior end islands are required pursuant to Sections 656.1215 and 656.1214(d), as shown in Figure 9, located at the end of this Subpart.
 - (3) *300 or more spaces:* subject to existing Part 12 Landscaping Requirements. In addition, additional end islands, interior islands, increased size of tree and plant material, pedestrian walkways, increased lighting standards, as shown in Figure 10, located at the end of this Subpart, and pedestrian sidewalks are required as follows:
 - (i) Minimum five-foot pedestrian sidewalk with minimum three-foot landscape strip on either side to include one tree per 25 feet.

- (ii) Pedestrian sidewalk area shall be provided between face-to-face parking aisles every second aisle.
- (4) Tree types and sizes for all parking facilities.
 - (i) Date Palms - 14 feet clear trunk minimum.
 - (ii) Two Washingtonian Palms - 16 feet clear trunk minimum.
 - (iii) Live Oak - 16 feet/six-inch caliper.
 - (iv) Southern Magnolia - 16 feet/six-inch caliper.
 - (v) American Holly - 18 feet/six-inch caliper.
 - (vi) East Palatka Holly - 18 feet/six-inch caliper.
- (d) When the capacity of any existing commercial or accessory surface parking lot is increased for any reason, the entire lot must be brought into compliance with all the requirements in this Subpart H pertaining to same.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2007-588-E, § 2; Ord. 2010-901-E, § 2; Ord. 2012-234-E, § 1; Ord. 2014-560-E, § 16)

Sec. 656.361.18. - Transparency.

Purpose and Intent : To enhance the economic and urban environment by minimizing the percentage of blank wall space on the ground-floor level to encourage continuity of retail and pedestrian consumer service uses and providing a pleasant, rich, and diverse experience for pedestrians by visually connecting activities occurring within a structure to adjacent sidewalk areas, prohibiting fortress-like facades at the street level and avoiding a monotonous environment. All buildings and structures with street frontage shall meet, as shown in Figure 11, located at the end of this Subpart, the following requirements:

- (a) At least 50 percent of each building facade, between the height of two feet and ten feet above the sidewalk grade shall be transparent.
- (b) Uses which can be seen from the sidewalk inside the building within the required transparency area shall be occupied space and shall not be devoted to parking areas, truck loading areas, vehicular access ways, or storage.
- (c) The required transparency area shall not apply to sides of buildings with residential units located adjacent to the sidewalk or to buildings of historic significance, churches, synagogues or other buildings of religious worship.
- (d) Buildings or structures located on a Retail Pedestrian Oriented Street shall provide awnings, arcades, other similar structural elements over all doors, windows, and other transparent elements, subject to the requirements of Section 656.361.12.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20)

Sec. 656.361.19. - Grid Pattern.

Purpose and Intent : To maintain traditional block patterns with a grid of streets, eliminate vacant streets and minimize the creation of superblocks, wherever practicable, by encouraging new large development proposals to respect the existing downtown street pattern. All buildings and structures shall meet the following criteria:

- (a) All new construction of buildings and structures and rehabilitation of existing buildings and structures shall respect the existing downtown street pattern. No closures of right-of-way will be allowed, unless it can be shown to the satisfaction of the DIA that the public benefits clearly outweigh the negative impacts on the downtown traffic network. In order to determine that the public benefits of the closure(s) clearly outweigh the negative impacts, a positive finding, based on substantial competent evidence, must be made on each of the following criteria:
 - (1) The proposed closure(s) will not be detrimental to the public health, safety and welfare;
 - (2) Pedestrian access is provided and maintained through the proposed development;
 - (3) The proposed building (s) and structure (s) exceeding the lot area will be consistent with the general character of the adjacent and surrounding area;
 - (4) The vehicular circulation pattern will provide improved corridors by enhanced streetscape improvements; and
 - (5) The proposed building(s) and structure(s) will face the right-of-way with pedestrian access from those rights-of-way available to the general public.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2014-560-E, § 16)

Sec. 656.361.20. - Streetscape.

Purpose and Intent. The streetscape design standards are established to provide design criteria which require a certain level of quality; enhance street level design to attract pedestrian use; develop a system of pedestrian-oriented streets and walkways; improve pedestrian and transit links among key activity centers and districts; emphasize, protect and enhance entrances and edges of the Downtown Overlay Zone; promote continuity between public and private developments; provide for protection of air quality through the mitigating effects of trees and provide shade and enhance the appearance of the central business district. All new buildings and structures, rehabilitation of existing buildings and structures, and any other proposed projects, public or private, that would affect, modify or change the streetscape, shall meet the following criteria:

- (a) shall be constructed in accordance with the provisions of this subsection and the design standards set forth in the Downtown Streetscape Design Guidelines, including Downtown Sidewalk Utility Design Standards, a copy of which is on

file with the Legislative Services Division, the City Engineer's Office and the DIA, which are hereby adopted as the streetscape design standards for the Downtown Overlay Zone, whenever any new building or structure is erected or whenever any existing building or structure undergoes major renovation, or whenever any improvements are made to the streetscape. The streetscape shall include the following items, unless the proposed project is only for improvements to the streetscape, then only the proposed changes to the streetscape shall adhere to the following, except as provided in clause (xi) of subsection (5), or unless staff determines that the proposed changes to the streetscape are substantial enough to warrant the entire streetscape affected to be improved to the full standard:

- (1) *Trees.* Trees shall be planted in the streetscape. The type of tree, number of trees, and spacing of trees shall comply with the standards set forth in the Downtown Streetscape Design Guidelines.
 - (i) Trees shall be a minimum of 16 feet in height, four-inch caliper, with seven feet of clear trunk. Liriope groundcover will be used as the tree planter cover.
 - (ii) Irrigation systems shall be installed underground to service all trees and other landscape material, and the irrigation system shall be maintained in operable condition at all times. The type and size of irrigation system shall comply with City's Land Development Regulations.
 - (iii) Inspection of trees planted pursuant to this subsection shall occur six months after planting to ensure all trees are in healthy condition. Trees found to be in a declining condition shall be replaced within 30 days of notice thereof. If replacement is necessary, there shall be a reinspection six months after replacement and the provisions of this subsection shall apply to the reinspection.
- (2) *Streetlights.* The type, number, and spacing of streetlights shall comply with the standards set forth in the Downtown Jacksonville Streetscape Standards and as approved by the City's Highway Engineer.
- (3) *Paving.* Paving shall be installed in the streetscape. The type of paving, design and paving materials shall comply with the standards as set forth in the Downtown Jacksonville Streetscape Standards.
- (4) *Street Furniture.* Street furniture shall be installed where appropriate. The type, number and spacing of street furniture shall comply with the standards as set forth in the Downtown Jacksonville Streetscape Standards.
- (5) *Transit Shelters.* Transit shelters shall be installed where appropriate. The type and design, number, spacing and location of transit shelters shall be approved by the DDRB pursuant to Section 656.361.9(d)(2)(iii) and comply with the standards set forth in the Downtown Jacksonville Streetscape Standards, and as approved by the City's Engineer, if required. The transit shelter design type shall be chosen from at least three options provided by

JTA, whose design shall be in keeping with the historic character of the downtown streetscape furniture and street lights. Such approval by the City's Engineer, if required, shall occur before final approval of the transit shelter by the DDRB. Any changes to the transit shelter after the DDRB approval by JTA and/or the City's Engineer shall be communicated to the DDRB, and approval granted by the DDRB prior to the City's Engineer approving such changes. The following criteria shall apply:

- (i) The permitted transit shelter site, excluding overhangs, shall be no larger than 16 feet long by 10 feet high by 5 feet wide, and no larger than 80 square feet in size.
- (ii) The overhang shall have a minimum clearance of 8 feet and be set back from the back of curb a minimum of 2 feet.
- (iii) Site location of transit shelters must provide a minimum of 6 feet clearance to pedestrians on the sidewalk or other surface allowing for pedestrians.
- (iv) Transit shelters must be at least 6 feet from any driveway.
- (v) Transit shelters shall only number one per side of street per block, except the bus rapid transit stations as shown on JTA's Jacksonville BRT Phase I map, a copy which is on file with the DIA.
- (vi) Transit shelters must be a minimum of 10 feet from an intersection or crosswalk.
- (vii) Transit shelters must be a minimum of 6 feet from any building entrance or exit.
- (viii) Transit shelters may not obstruct any view of traffic or roadway signage.
- (ix) Transit shelters may be illuminated with lighting that is interior to the structure and shall not interfere with the ability of vehicular users of the road to read traffic signs or see traffic signals.
- (x) Transit shelters shall include, at a minimum, one trash can per shelter and the trash can shall not obstruct the minimum 6 feet requirement for pedestrian clearance on the sidewalk or other surface allowing for pedestrians.
- (xi) Transit shelters that disrupt more than 50% of any one side of the street, per block, shall meet the Downtown Streetscape Design Standards for the side of the street, per block, that is disrupted.
- (xii) Existing transit shelters shall not be required to meet these standards until replaced with a new transit shelter, which shall meet the requirements of clauses (i) through (xii) and (xiii) of this subsection.
- (xiii) Any signage associated with transit shelters and associated areas shall be subject to Chapter 656, Part 13, Subpart B.

(xiv) In the event that any portion of this section, including any exception contained herein, is declared invalid, unenforceable, unconstitutional or void, or is permanently enjoined, or if the existence of any provision of this section would result in any other portion of this Chapter or Chapter 326 or Article 23 of the Charter being held to be invalid, unenforceable, unconstitutional or void, and the court does not sever such invalid portion of this section, then the invalid portion of this section is repealed and invalid and thereafter no signs of the type included within the exemption shall be erected without compliance with the remainder of this Chapter and this Ordinance Code. It is the specific intent that the invalidity of any portion of this section shall not affect any other section, subsection, paragraph, subparagraph, sentence, phrase, clause or word of this Chapter, Chapter 326, Article 23 of the Charter, or this Ordinance Code.

(b) *Streetscape maintenance agreement.* At the time of issuance of a certificate of occupancy, all property owners constructing streetscapes shall be required to execute a maintenance agreement or other similar agreement, in a form acceptable to the City, in which the property owner agrees to (a) maintain and repair all elements of the streetscape when needed, unless the City determines it will maintain and repair the streetscape improvements, and (b) comply with the provisions of Part 5 of Chapter 518.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2009-401-E, § 2; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Editor's note— Ordinance 2007-839-E, § 18, authorized updated department/division names pursuant to reorganization.

Sec. 656.361.21. - Waterfront Design.

Purpose and Intent . The purpose of the Waterfront Design regulations is to: 1) protect and promote the City's downtown waterfront as a community resource, 2) provide for an orderly development or redevelopment of the waterfront, 3) foster high quality design of the riverfront development, 4) ensure increased public access to and along the water's edge, and 5) create a pedestrian-oriented environment along the waterfront. The following requirements shall apply to all property located along the St. Johns River waterfront, as shown on Figure 12, located at the end of this Subpart H.

- (a) *Waterfront building setback.* Property owners/ developers constructing a new building on a riverfront lot shall provide a 50-foot building setback from the water's edge as measured from the waterside face of the bulkhead or the rip-rap revetment at the Mean High Water Line (MHWL) extending landward of the river, as established at the time of request for a building permit and DDRB review.
- (b) *Riverwalk.* Within the waterfront building setback area, a perpetual easement or dedication of property shall be negotiated with the City to be dedicated prior

to issuance of a building permit for the proposed building or structure, for the purpose of construction of a riverwalk along the riverfront by the City to be part of a continuous riverwalk system. Construction of the riverwalk shall comply with the provisions of this subsection and the design standards set forth in the Riverfront Park Design Criteria dated July 2000, as may be amended from time to time, which standards are hereby adopted and on file in the Legislative Services Division, the City Engineer's Office, and the DIA.

- (c) *McCoy's and Hogan's Creek Linear Parks.* Developers of properties along McCoy's and Hogan's Creeks shall negotiate with the City to dedicate an easement adequate in length and width to the City for a pedestrian walkway, bike path and associated landscaped areas to be funded and maintained by the City.
- (d) *Marinas.* Marinas will be subject to the siting requirements of the Duval County Manatee Protection Plan and Supplementary Design Guidelines as approved by DDRB.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.22. - Deviations from standards by Downtown Design Review Board.

The DDRB may authorize a deviation from any of the requirements of this Subpart H or the BID Plan, if it makes a positive finding, based on substantial competent evidence, on each of the following criteria:

- (a) There are practical or economic difficulties in carrying out the strict letter of the requirement;
- (b) The request is not based exclusively upon a desire to reduce the cost of developing the site, but would accomplish some result that is in the public interest;
- (c) The proposed reduction or deviation will not substantially diminish property values in the area surrounding the site and will not substantially interfere with or injure the rights of others whose property would be affected by the deviation;
- (d) The proposed reduction or deviation will not be detrimental to the public health, safety or welfare, result in additional public expense or the creation of nuisances; and
- (e) The effect of the proposed reduction or deviation furthers the objectives, policies, design and intentions of the BID Plan.

(Ord. 2003-627-E, § 1; Ord. 2007-564-E, § 20; Ord. 2014-560-E, § 16)

Sec. 656.361.23. - Miscellaneous Regulations.

- (a) *Pay phones.* Pay phones shall not be located on City rights-of-way or City public parks within the Downtown Overlay Zone districts. The restrictions of this Section (a) are further described below:
- (1) *City Rights-of-Way:* The entire width of City owned street rights-of-way areas, to include the air rights of said property so as to prohibit intrusions from walls, fences, structures or buildings located adjacent to said rights-of-way;
 - (2) *City Parks:* All City owned land utilized as a park, to include the air rights of said property so as to prohibit intrusions from walls, fences, structures or buildings located adjacent to said parks.

(Ord. 2009-325-E, § 1; Ord. 2014-560-E, § 16)

Sec. 656.361.24. - Certifying Commercial Surface Parking Lots within the Downtown Overlay Zone.

- (a) *Certification Required.* No person, partnership, limited liability company, corporation or other entity shall engage in the business of operating a commercial surface parking lot within the Downtown Overlay Zone unless and until properly certified in accordance with the provisions of this Subpart H. All commercial surface parking lots shall be required to meet the City zoning requirements applicable to a stand alone commercial surface parking lot and shall be required to meet the requirements of this section.
- (b) *Certification Application.* Every applicant desiring to operate a commercial surface parking lot shall complete a written application to the DDRB staff, which application shall set forth the following information:
- (1) The name and address of the applicant, and if a partnership, the names and addresses of all partners, and if a limited liability company, the names of all managers, members or managing members, and if a corporation, the name, date and state under which incorporated, the names and addresses of the officers and the statutory agent.
 - (2) An accurate scaled and dimensioned site plan sealed by a licensed architect, landscape architect or registered engineer and elevation drawing(s) showing the configuration of the entrances, exits, aisles and spaces, identifying the rights-of-way, curbs and sidewalks, signage, landscaping, fencing, walls, berms, curbing and wheel stops, striping, pavement material, screening materials and dimensions of all such elements, all of which must be shown to be consistent with this Subpart H.
 - (3) The hours during which the motor vehicles will be parked and the hours during which an attendant will serve the premises, if applicable.
 - (4) Such other reasonable and necessary information the DDRB staff deems pertinent to effect the provisions of this section.
- (c) *Certification Issuance.*

- (1) *Applications.* Applications for issuance of a certificate to operate a commercial surface parking lot shall be filed with DDRB staff. Applicants for new commercial surface parking lots will be required to obtain a zoning exception prior to submittal of the application, if required under section 656.361.5. DDRB staff will conduct a field inspection of the surface parking lot prior to issuance of a certificate to determine whether the commercial surface parking lot complies with the provisions of this chapter and the approved plans.
- (2) *Issuance.* DDRB staff shall issue a certificate to an applicant upon finding that the commercial surface parking lot complies with the provisions of this chapter. All certificates issued pursuant to this chapter shall be personal to the owner and shall not be transferrable. Certificates must be amended with DDRB staff in the following instances:
 - (i) During or following the year in which additional landscaping or screening compliance is required under section 656.361.17, or
 - (ii) If a change in the commercial surface parking lot renders the previously submitted site plan or elevation drawing inaccurate.
- (3) *Applicability to Premises.* Certificates issued pursuant to this chapter shall apply only to the premises described in the application, and a separate application and certification shall be required for each property operated. Such certificate shall not be assignable or transferable. Parcels that are separated by a roadway, waterway or other conveyance or by property not under the same ownership as the applicant shall be considered separate parcels, requiring separate certificates.
- (4) *Certification Fee.* Each application for certification shall be accompanied by a fee as follows:
 - i. For a commercial surface parking lot that has the designed and approved capacity to hold not more than 50 motor vehicles \$150.00
 - ii. For a commercial surface parking lot that has the designed and approved capacity to hold 51 to 100 motor vehicles 300.00
 - iii. For a commercial surface parking lot that has the designed and approved capacity to hold more than 100 motor vehicles 450.00

The DIA is authorized to impose and to collect and deposit into the Downtown Economic Development Fund the aforementioned fees and charges and to issue the associated types of permits under this Section.
- (5) *Site Plan Review.* Each subsequent certification application which includes a new or revised site plan, shall be accompanied by an application fee of two hundred fifty dollars (\$250.00) for a site plan review.
- (d) *Signage Required.* The operator of a commercial surface parking lot certified pursuant to the provisions of this chapter shall erect and maintain signs as follows:
 - (1) International parking symbol. Each commercial surface parking lot shall be identified by an elevated international parking symbol that meets the City's

wayfinding signage standard clearly visible to the users of the surface parking lot from the adjacent street(s). All signs shall meet the requirements of Section 656.1331.

- (2) Identification and operation data sign. Each commercial surface parking lot shall maintain a permanent sign that is clearly visible identifying:
 - (i) The name and address of the operator
 - (ii) The hours of operation
 - (iii) The schedule of charges of daily, hourly, and monthly parking, where such is offered. Where more than one rate is charged, the figures of each rate shall be the same size and dimensions. Where separate rates are charged for day and night parking, the hours applicable for each such charge shall be clearly posted on such signs. Lettering of the usual rate shall be three to six inches in height.
 - (iv) A statement that no attendant is in charge of the premises or the hours when no attendant is available, when applicable.
 - (v) A statement that the commercial surface parking lot is not available to the general public, when applicable.
- (e) *Location of Attendant Buildings and Ticket Machines.* Attendant buildings and ticket machines, when provided, will be located inside the parking lot at a point far enough away from the entrance to minimize vehicular or pedestrian congestion on adjacent public rights-of-way, except where compliance would require the alteration or relocation of an existing permanent structure. In either instance, approval from the City's Traffic Engineer will be required prior to DDRB approval.
- (f) *Limit on Charges.*
 - (1) No operator of a commercial surface parking lot shall make any charge for parking in excess of the rates set forth on the sign or signs erected and maintained on the premises as required in Section 656.361.24(d)(2).
 - (2) The operator of a commercial surface parking lot may charge a rate for special events different than the rate ordinarily charged if such operator has placed over that portion of all signs indicating the usual rate for parking a sign bearing the following legend: "SPECIAL EVENT PARKING", and indicating the increased rate in lettering at least twice as large as the lettering of the usual rate indicated on the covered sign or signs.
- (g) *Attendant.* No commercial surface parking lot normally having an attendant shall be left unattended during the posted hours while motor vehicles are parked therein.
- (h) *Parking Tickets.*
 - (1) When a motor vehicle is left for parking at a commercial surface parking lot, the owner or person in control of such motor vehicle shall be furnished with a ticket on which shall be printed the full name and address of the operator of the commercial surface parking lot, and which shall be numbered to correspond to a ticket on such motor vehicle.

- (2) Exemptions are as follows:
- (i) When the owner or person in control of the motor vehicle parks and locks his own vehicle, in which case it shall be necessary that he is furnished only a ticket or receipt on which shall be printed the full name and address of the operator of such commercial surface parking lot.
 - (ii) When the owner or person in control of the motor vehicle parks and locks his own vehicle and the fee is paid by means of a collection box designating the parking space used.
- (i) *Protection Against Damage or Theft of Vehicles and Contents.* Every commercial surface parking lot shall be operated, maintained and managed in such a manner as to afford reasonable protection against fire, property damage, and theft of motor vehicles and the contents stored in such motor vehicles on said commercial surface parking lot.
- (j) *Notification of Police of Missing or Abandoned Vehicles.* Whenever an owner or operator of a commercial surface parking lot is unable to produce a motor vehicle when called for, or when a motor vehicle is abandoned, it shall be the duty of the owner or operator to notify the police department of such fact immediately.
- (k) *Use of Sidewalk or Streets for Parking or Unparking Motor Vehicles.* No surface parking lot operators or City agencies shall use the public sidewalk, driveway, street or thoroughfare for parking or unparking operations.
- (l) *Transferring Vehicles.*
- (1) No commercial surface parking lot operator shall transfer any motor vehicle or cause or permit any vehicle to be transferred from a commercial surface parking lot to another commercial surface parking lot or elsewhere without the consent of the owner or person in control of the vehicle.
 - (2) Exceptions are as follows:
 - (i) Vehicles removed from a surface parking lot by the Jacksonville Sheriff's Office or towing companies at the request of the parking lot owner due to non-payment of parking fees.
- (m) *Maintenance of Commercial Surface Parking Lot.* The owner of a commercial surface parking lot shall keep the premises in good repair at all times. The surface parking lot shall not be allowed to decline to a point of disrepair where there are potholes or to a condition where dirt or mud is tracked onto the street. All screening and barriers shall be maintained in good condition and shall not be allowed to fall into a state of disrepair. Dead or damaged trees and shrubbery shall be replaced immediately. The adjacent sidewalks shall also be maintained to the same standard as the commercial surface parking lot. Any maintenance improvements such as those described above or the resurfacing of the surface parking lot shall be reviewed and approved by DDRB staff, or DDRB, if applicable, before another associated City or other governmental permit or approval is sought and issued.
- (n) *Revocation or suspension of certification.* The Director of DIA may at any time revoke or suspend certificates granted under the authority of this section for failure

to comply with the terms of this section. A certificate holder may appeal any revocation or suspension to the DDRB, who shall determine whether sufficient grounds exist for the suspension or revocation, and whose decision shall be considered the final action of the City.

- (o) *Penalty.* It shall be unlawful for any owner to construct, enlarge, repair, improve, use, occupy or maintain any commercial surface parking lot, partial or whole, or cause such work to be done, contrary to or in violation of any of the provisions of this section, or rules or regulations promulgated under this section. Prosecution of such offenses shall be by any method authorized in this Chapter. Each day a commercial surface parking lot is operated in violation of this section or any provision thereof shall constitute a separate offense.
- (p) *Bond.* The owner or operator shall post a bond in an amount adequate to cover the costs of removing the physical evidence of the parking lot, such as curbcuts, paving, and parking space striping, when the commercial parking lot use is terminated or abandoned. Landscaping need not be removed when the use ceases, however, the commercial surface parking lot shall meet the requirements of Sec. 656.361.25.

(Ord. 2010-901-E, § 2; Ord. 2012-364-E, § 10; Ord. 2014-560-E, § 16)

Sec. 656.361.25. - Vacant Lot Regulations.

Prior to January 1, 2014, all undeveloped lots, including lots not used as a commercial surface parking lot, shall meet minimum standards as identified below. If a lot has a building, structure or use that requires demolition, the lot shall also meet the minimum standards as identified below. These minimum standards shall be as follows:

- (a) Upon issuance of a city demolition permit, completion of the DDRB authorized demolition and removal of the materials, debris and rubbish from the site, the site shall be restored in accordance with this Section.
- (b) All vacant properties shall be graded to a uniform level, free of irregular surface changes. All concrete slabs, brick foundations, etc. that would prohibit the proper growth of required landscaping, shall be removed from the site. Changes in grade between the subject property and adjacent properties shall be minimized.
- (c) Any landscaping that is removed shall be replaced pursuant to Part 12, Chapter 656 and as approved by DDRB pursuant to Section 656.361.17.
- (d) The vacant lot shall have sod or grass planted on the entire vacant lot pursuant to Part 4, Chapter 320, except those areas planted with trees and shrubs pursuant to Part 12, Chapter 656, and as approved by DDRB.
- (e) If the vacant lot is used for the storage of materials, equipment, etc., the vacant lot shall meet the perimeter landscape requirements of Section 656.361(17)(c)(1).

- (f) All vacant lots brought into conformance with this section shall be maintained pursuant to Part 5, Chapter 518.

(Ord. 2010-901-E, § 2; Ord. 2014-560-E, § 16)

Sec. 656.361.26. - Temporary Parking Lot Regulations.

Except for parking for no longer than two years entirely for governmental uses on the site of the governmental use, all temporary surface parking lots shall only be allowed and authorized upon a positive finding by DDRB that such use or uses as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

- (a) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures depicted on a scaled site plan meeting the applicable requirements of Section 656.361.9(b).
- (b) The accessibility and traffic patterns surrounding the lot for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as described in Section 656.361.16 of this Subpart.
- (c) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor.
- (d) Treatment given, as appropriate, to such aspects as landscaping, screening, lighting and signs of the parking lot; depicted on a scaled drawing meeting the requirements of Sec. 656.361.9 and Sec. 656.361.17 where appropriate.
- (e) Prior to DDRB review, Special Event lots shall also be reviewed and approved by the Office of Special Events.
- (f) Construction Staging lots shall be properly maintained for the duration of the authorized period of time.
- (g) Within 30 days of the expiration of the lot authorization period, the lot shall be brought up to the standards as outlined under Section 656.361.25.

(Ord. 2010-901-E, § 2; Ord. 2012-234-E, § 1)

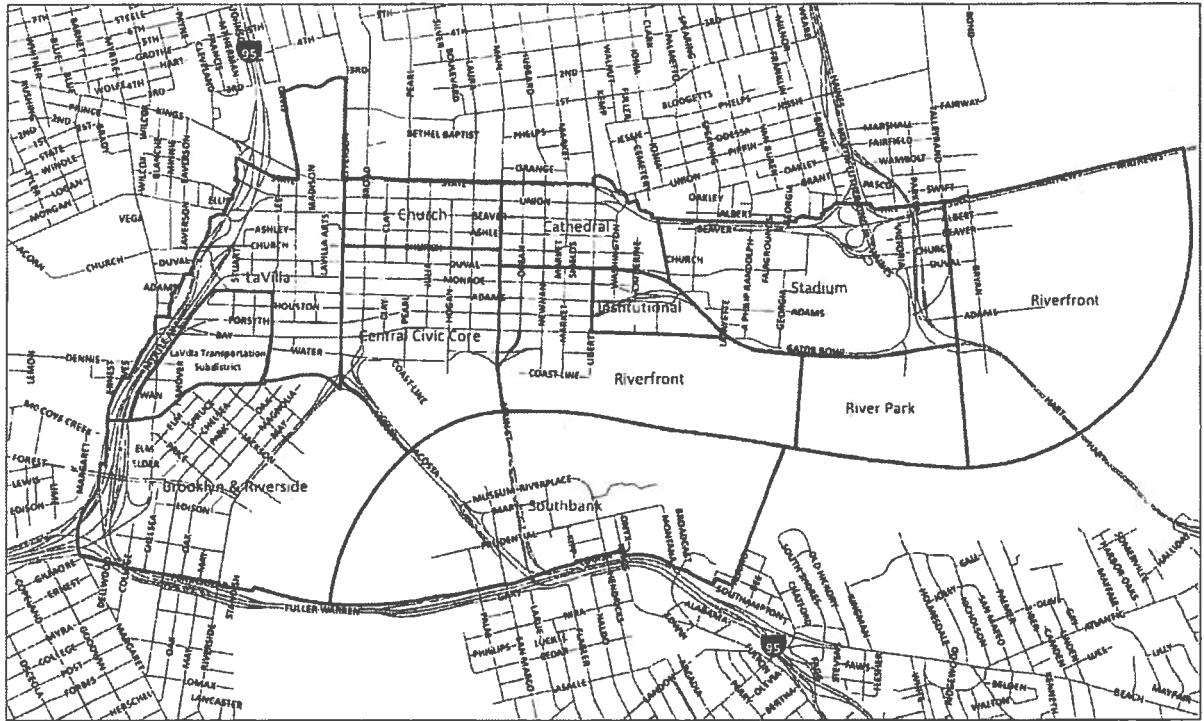


Figure 1: Downtown Overlay Zone

(Ord. 2005-227-E, § 2; Ord. 2012-364-E, § 8)

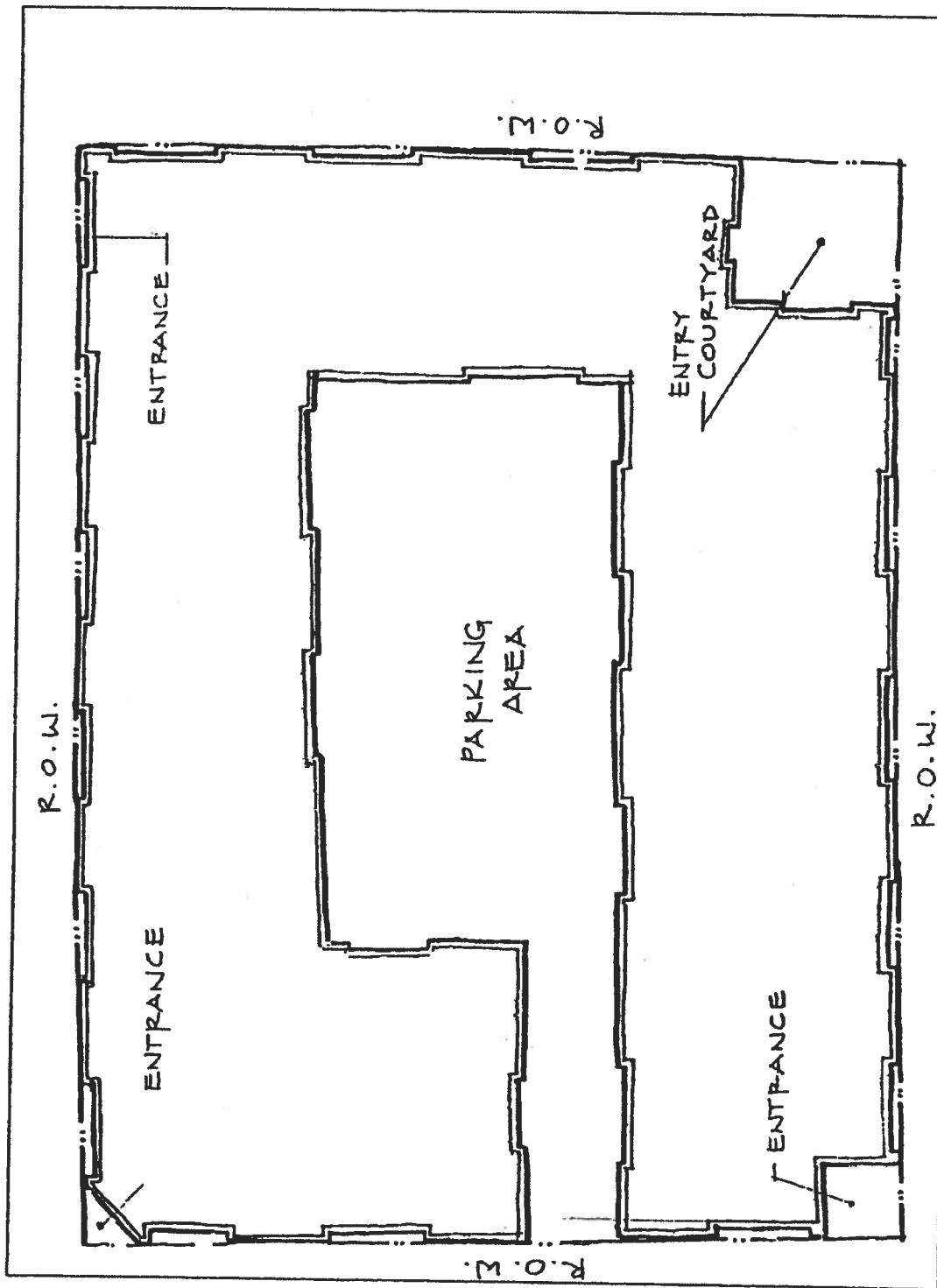


Figure 2: "Build To" Lines

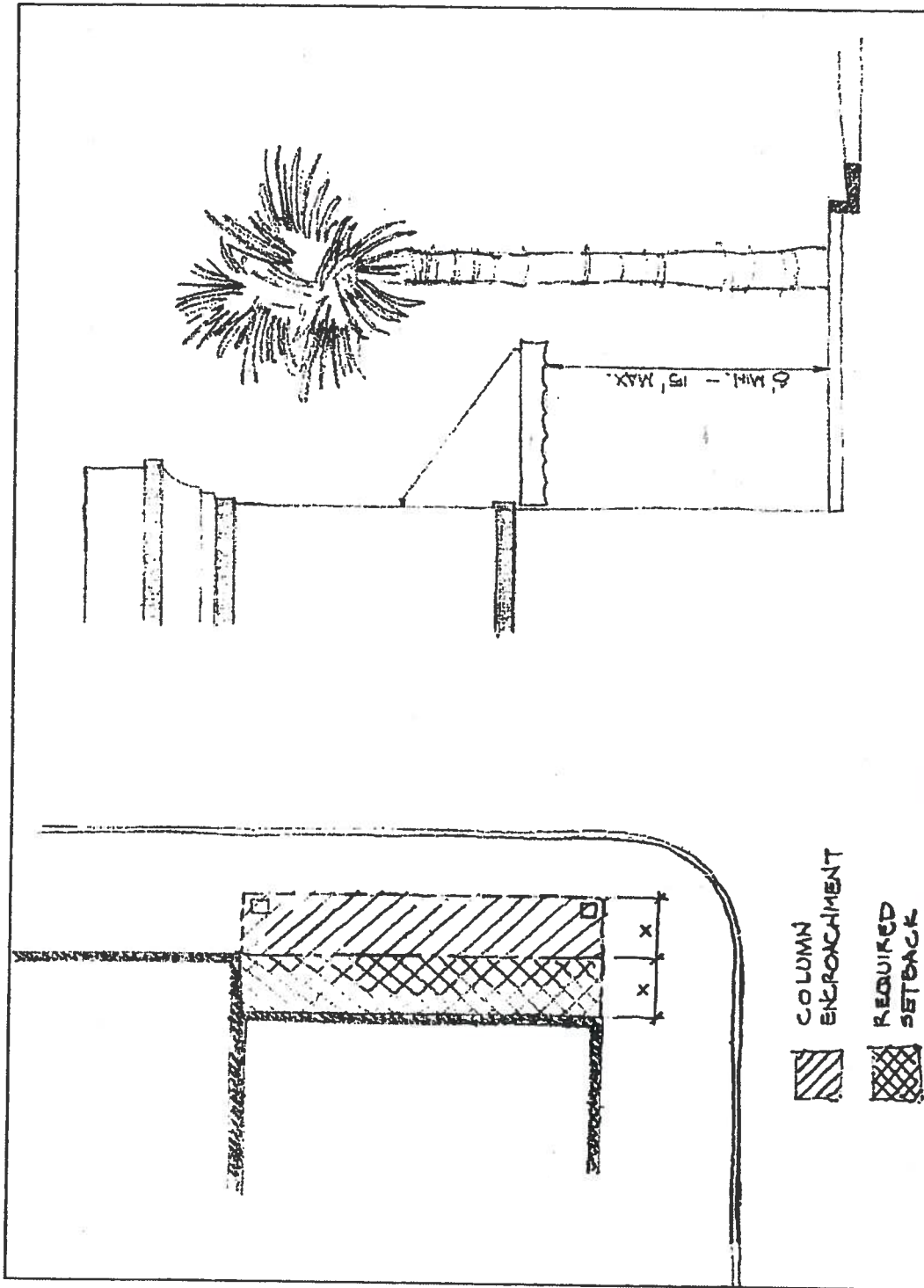


Figure 3: Encroachment

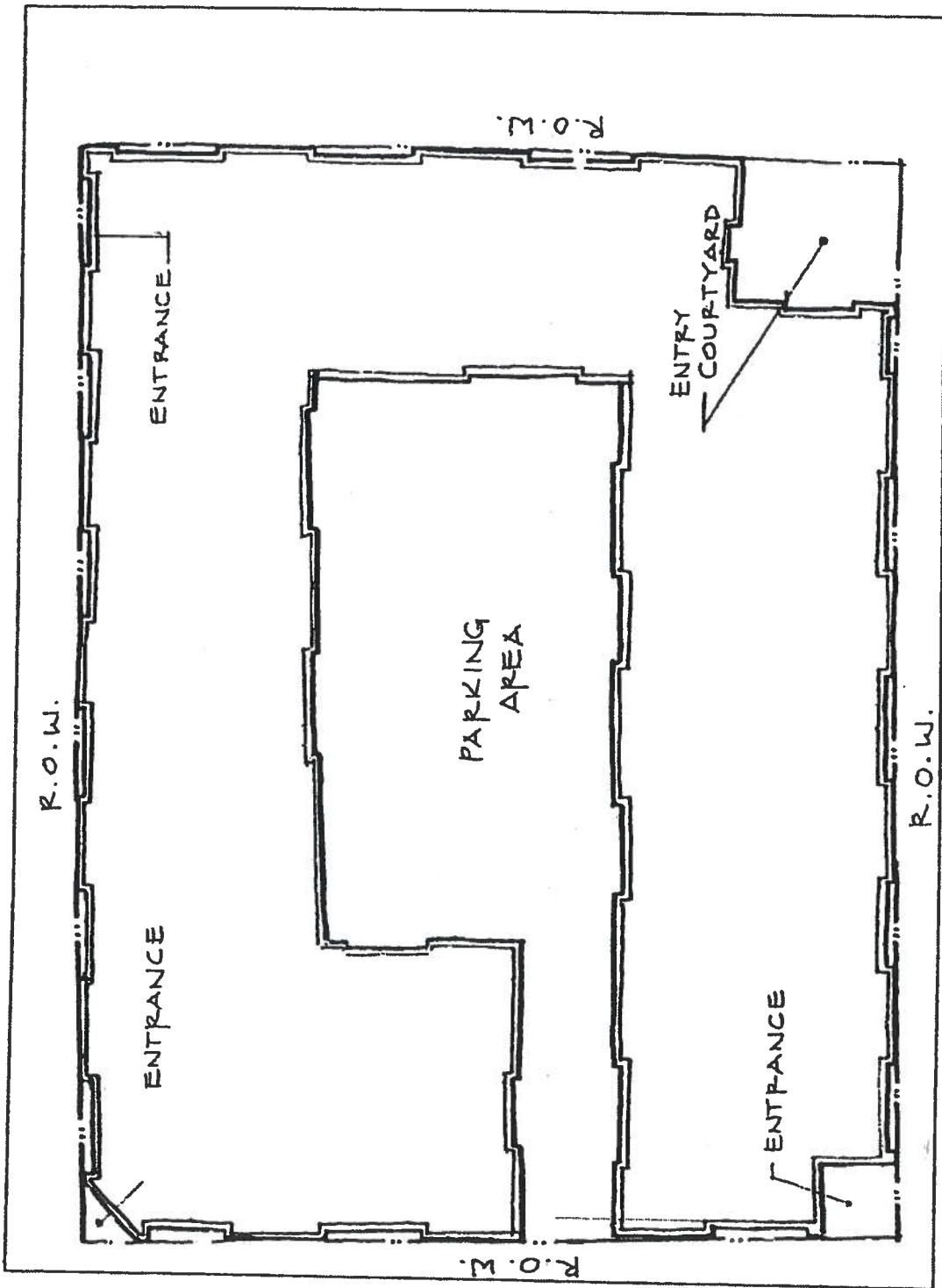


Figure 4: Entrances

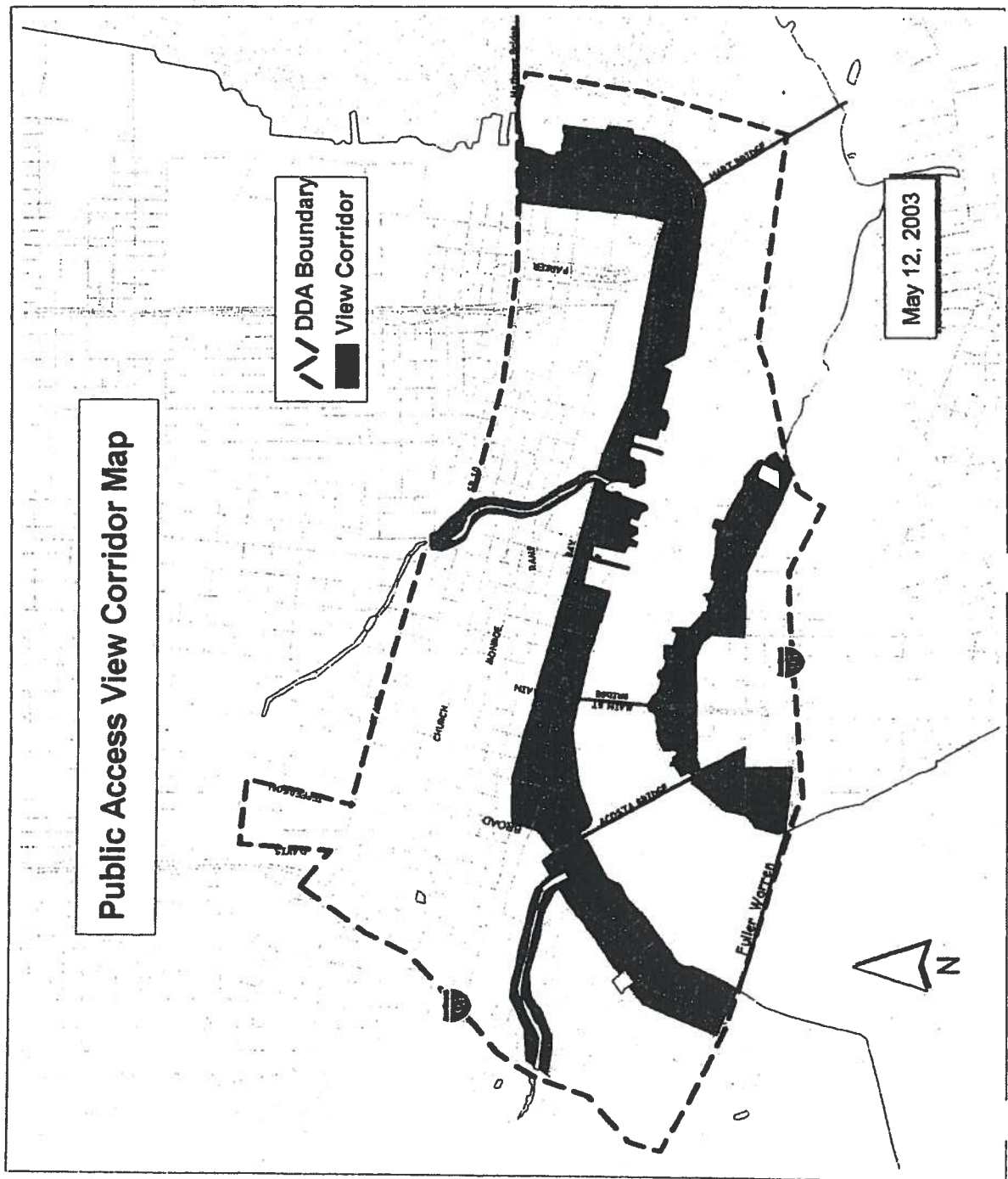


Figure 5: Public Access View Corridor Map

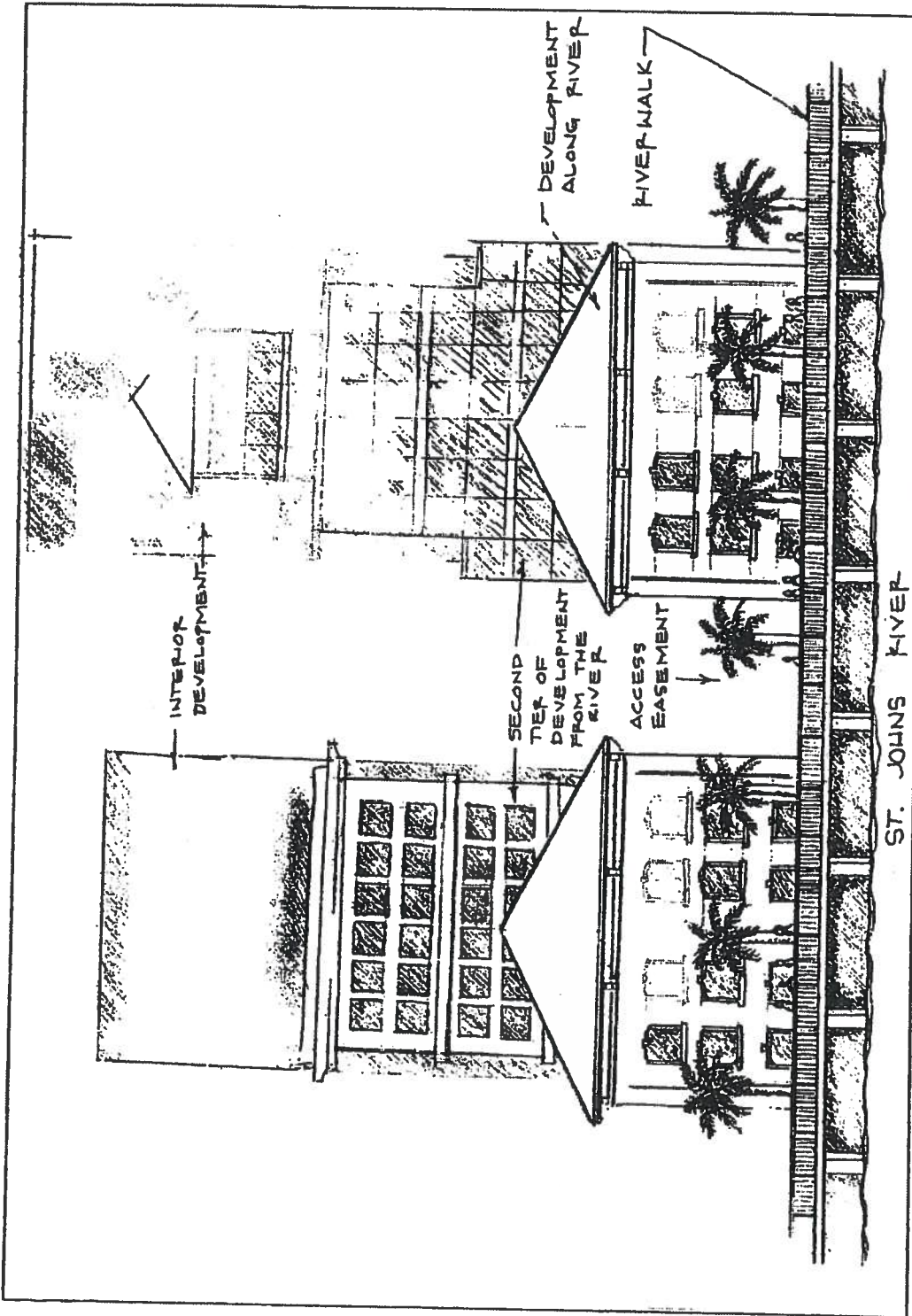


Figure 5.1: River Views and Height of Buildings

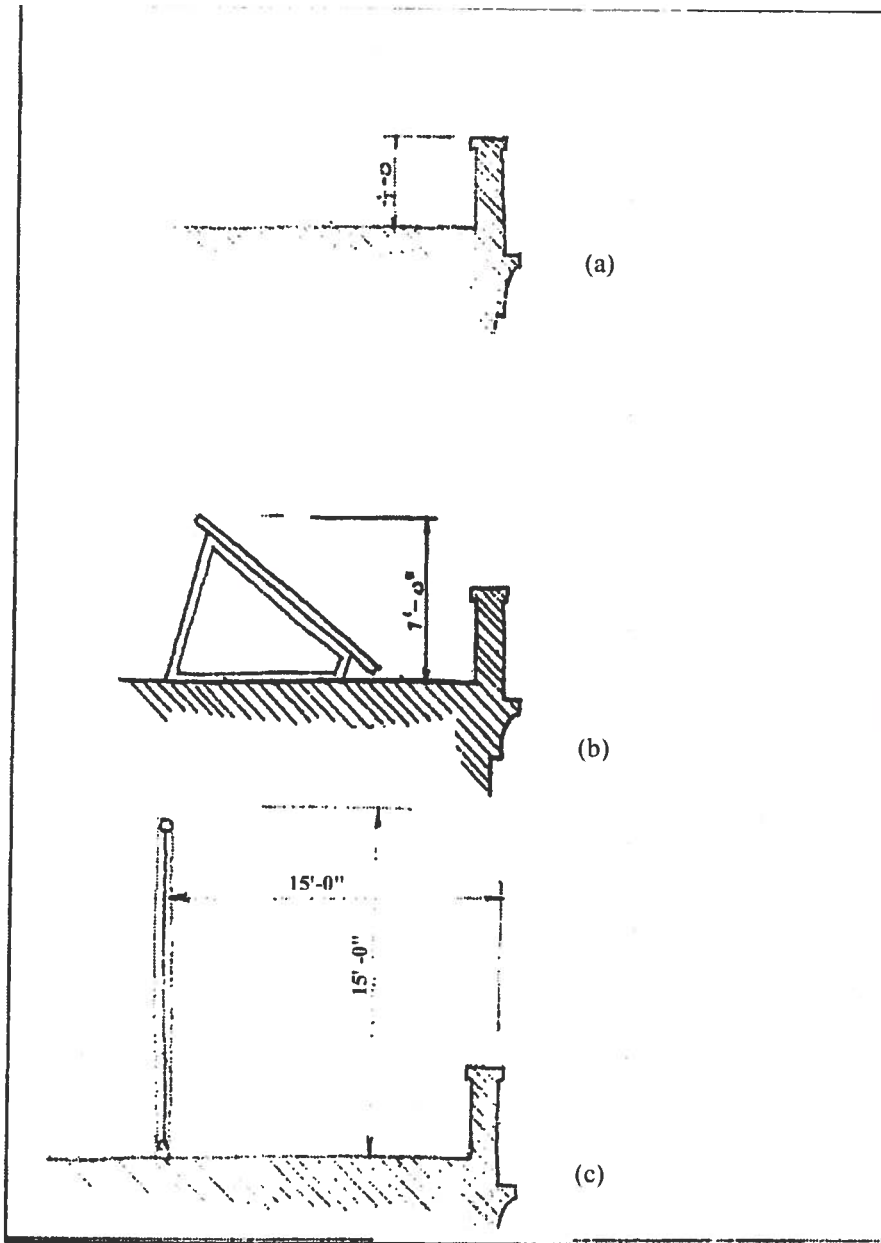


Figure 6: Rooftop Design

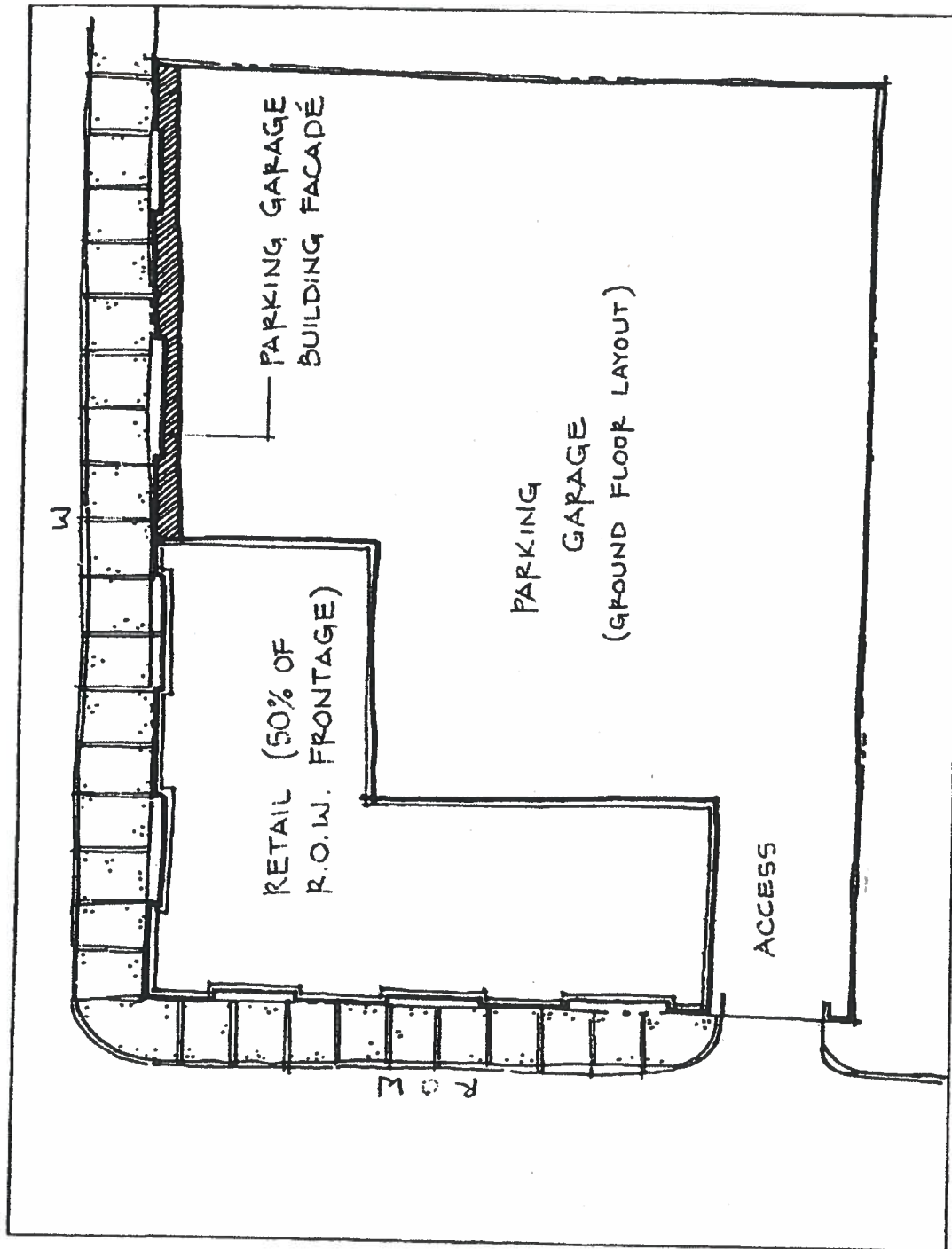


Figure 7: Ground Floor Uses on Garages

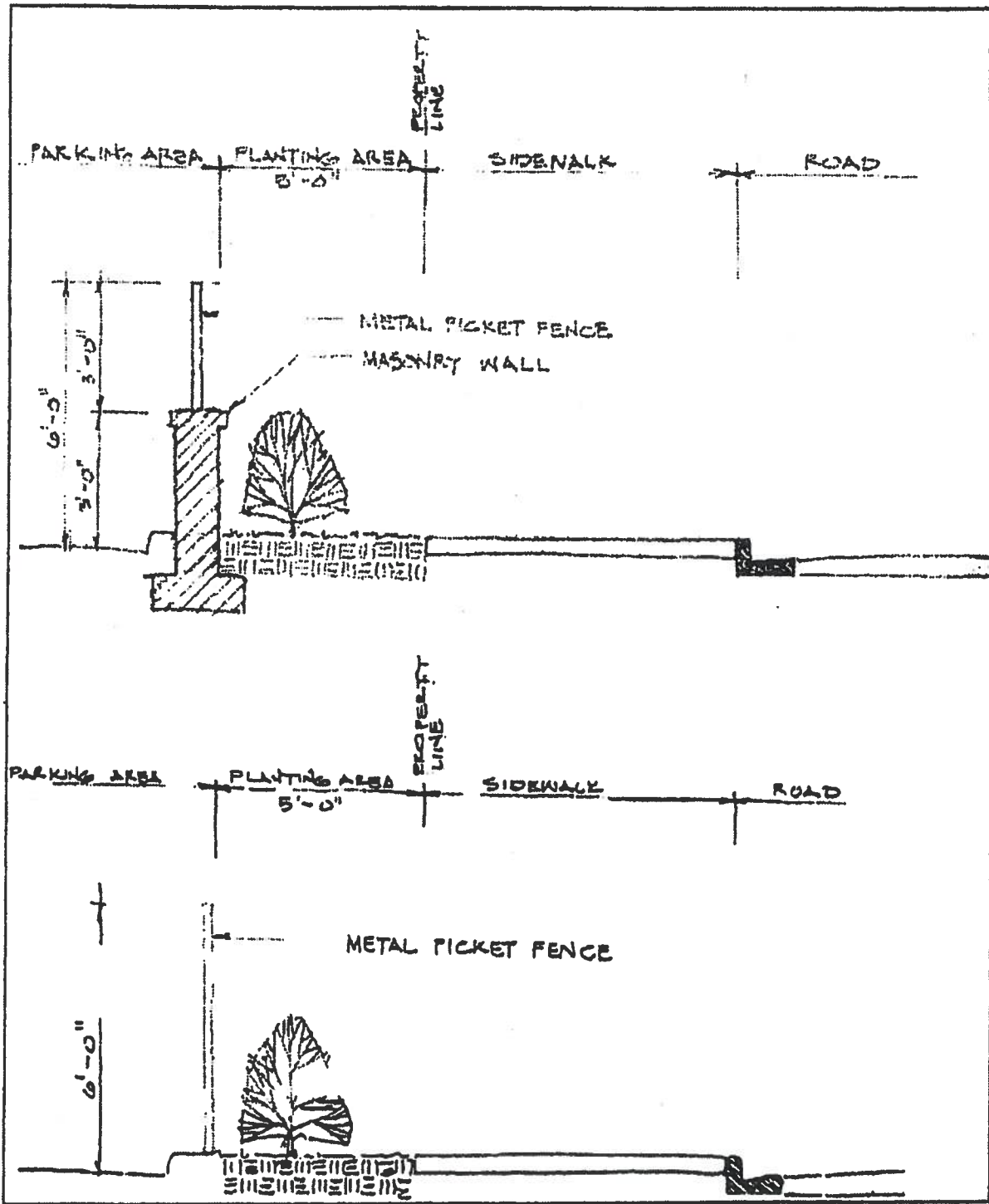


Figure 8: Screening

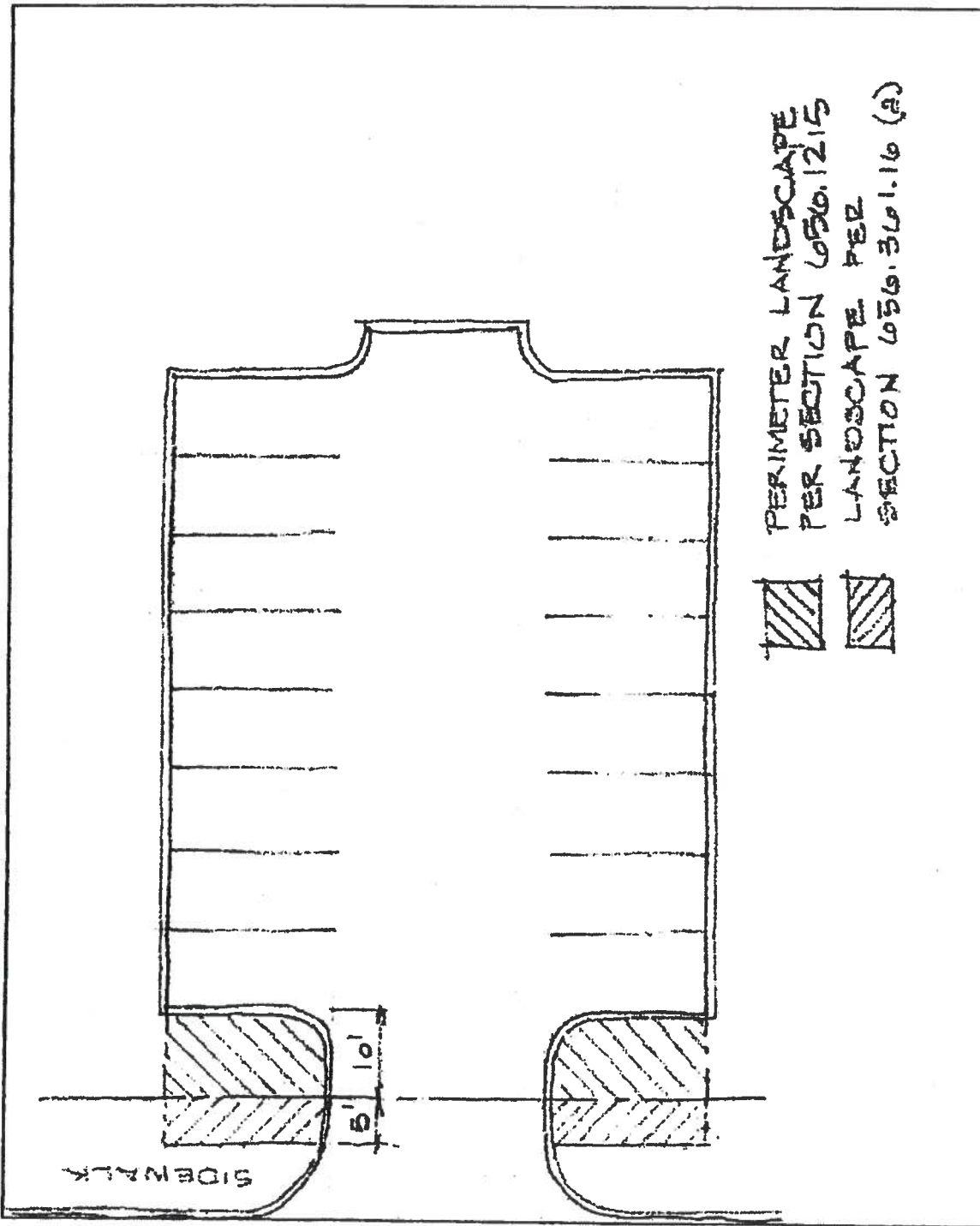


Figure 9: Surface Lot Landscaping

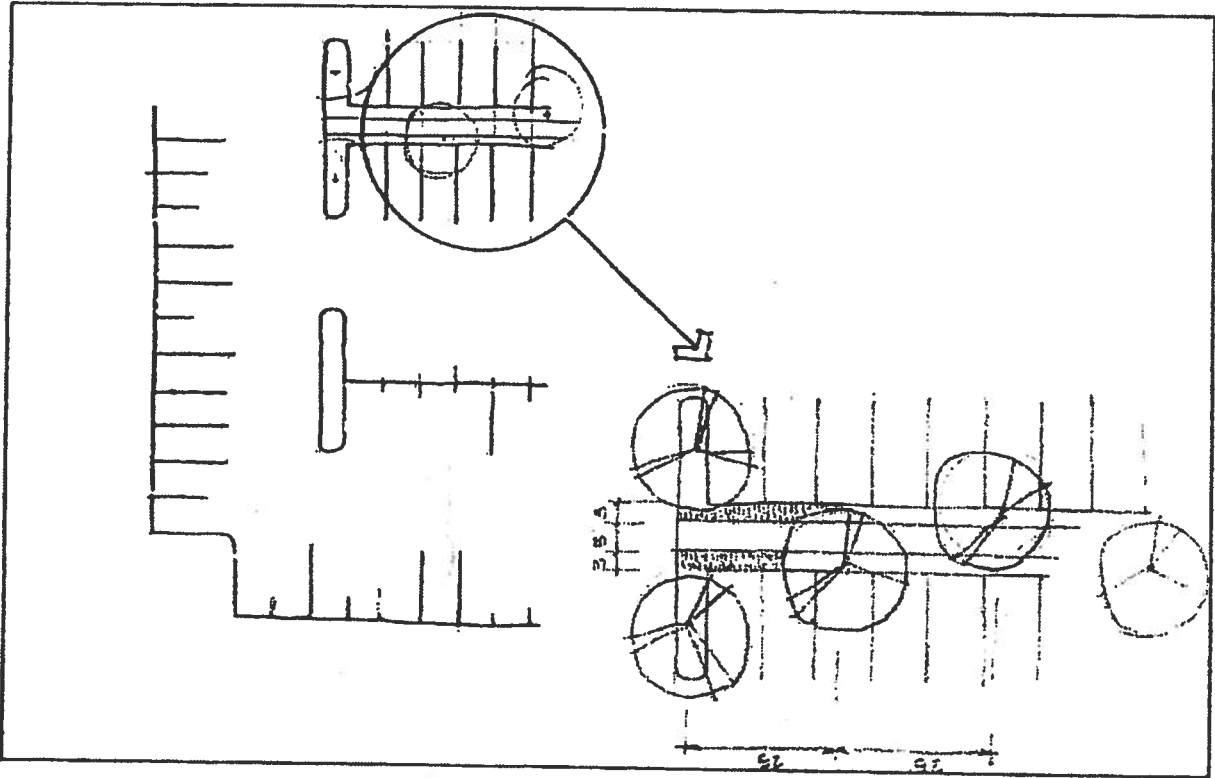


Figure 10: 300 or More Spaces Landscaping

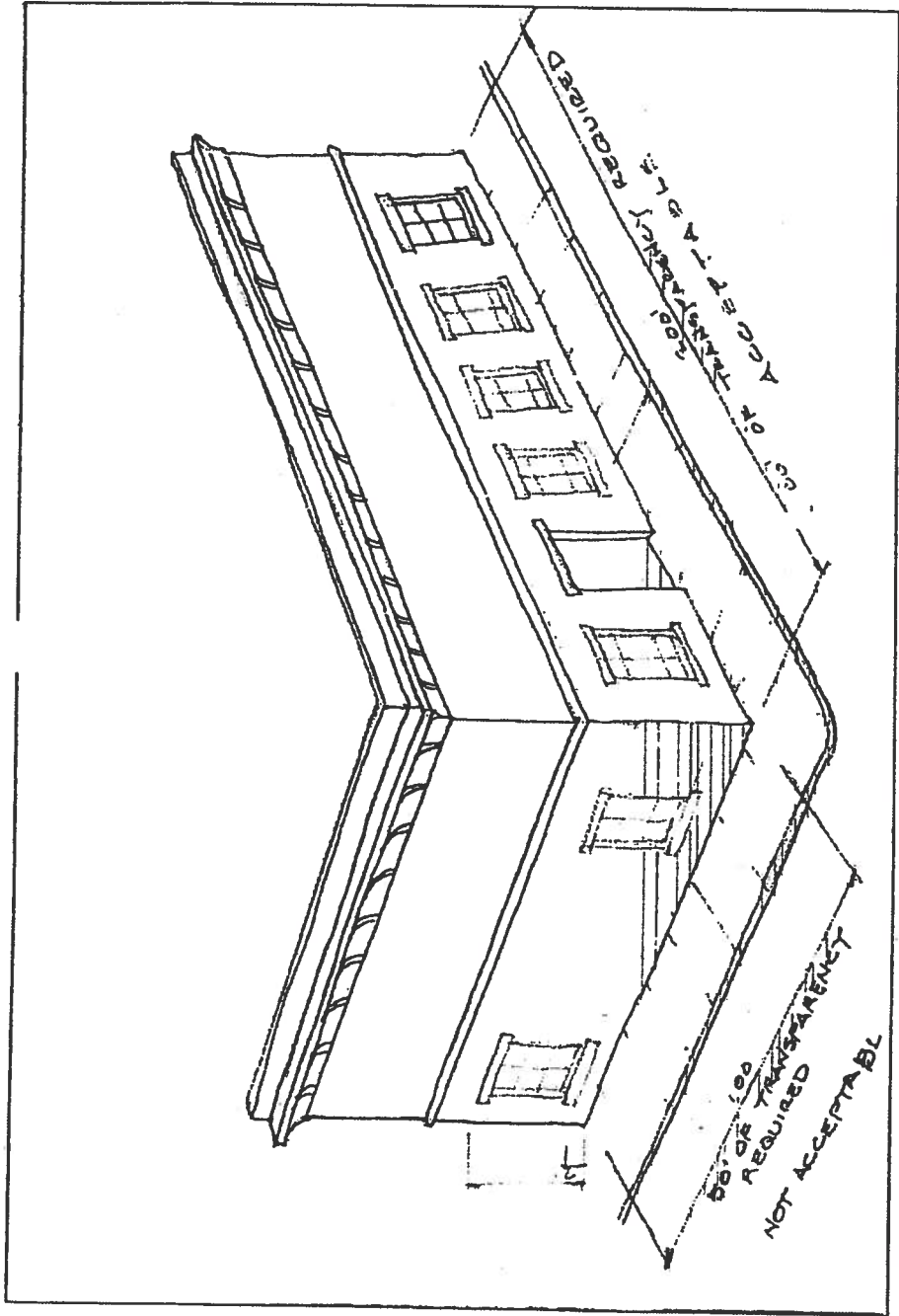


Figure 11: Transparency

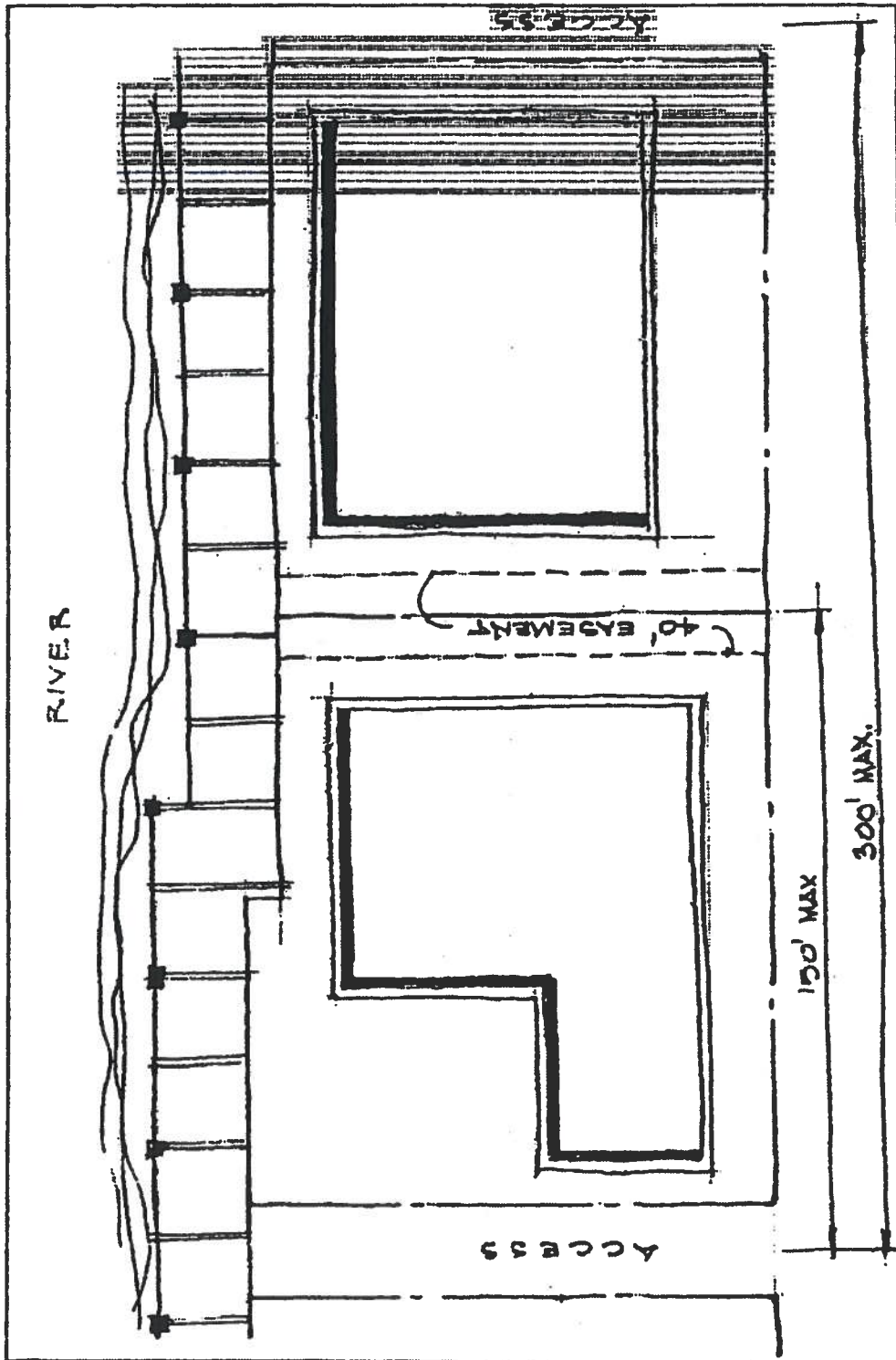


Figure 12: Waterfront Design Regulations