

SUBPART S. - RENEW ARLINGTON ZONING OVERLAY

Sec. 656.399.54. - Legislative findings.

The Council hereby finds and determines as follows:

- A. In August 2015, pursuant to Resolution 2015-476-A, the City Council found that portions of University Boulevard, Merrill Road, and Arlington Road were "blighted" as that term is defined in Chapter 163, Part III, Florida Statutes, and in November 2015, pursuant to Ordinance 2015-738-E, the City Council established a new Community Redevelopment Agency, known as the Renew Arlington Community Redevelopment Agency ("RA/CRA") and approved a Community Redevelopment Plan (the "Plan") for the Community Redevelopment Area which was previously declared blighted.
- B. The Plan identified the need for a Zoning Overlay encompassing the Community Redevelopment Area as an objective of the Plan.
- C. The decline of commercial development along the RA/CRA Community Redevelopment Area corridors have contributed to blighted conditions within the RA/CRA Community Redevelopment Area (the "Redevelopment Area").
- D. Small lot sizes within the Redevelopment Area present challenges for modern commercial development, which often require lot acreage greater than one or two acres.
- E. Due to various challenges and limitations, commercial vacancies are common within the Redevelopment Area leading to a lack of investment along University Boulevard, Merrill Road, and Arlington Road.
- F. Legal non-conforming uses, such as single family residential uses on commercially-zoned properties, create an inconsistent land use pattern and a dangerous environment for pedestrians.
- G. Ensuring vehicular, pedestrian, and bicycle safety is a challenge due in part to a lack of landscaping, signage, and streetscape improvements.
- H. The performance standards and regulations contained in this Subpart S were developed with the participation and assistance of neighborhood residents, property owners and City staff.
- I. The Planning Commission and the Land Use and Zoning Committee considered these regulations, held public hearings and made their recommendations to the Council.
- J. Based on the foregoing findings, the Council hereby establishes the Renew Arlington Zoning Overlay (the "Zoning Overlay") regulations contained in this Subpart S, of Part 3, of the Zoning Code for the purpose of encouraging commercial development, discouraging high intensity uses, and providing performance standards, design guidelines and special regulations for uses to enhance the character and aesthetics of the Overlay area.

(Ord. [2019-239-E](#), § 1)

Sec. 656.399.55. - Intent.

- A. The intent of the Zoning Overlay requirements is to protect and enhance the Redevelopment Area's unique aesthetic and physical appearance; improve property values; promote an environment that is visually appealing and safe for vehicular, bicycle and pedestrian traffic; and promote appropriate redevelopment of blighted areas. Any deviations from these standards shall remain consistent with the purpose and intent of this Zoning Overlay.
- B. The standards set forth in this Subpart were designed to encourage infill and redevelopment within the Redevelopment Area that protects, preserves and enhances the unique character of the communities within the Zoning Overlay area. The design principles that guide these standards were

developed for this Zoning Overlay through an extensive community participation process and include the following:

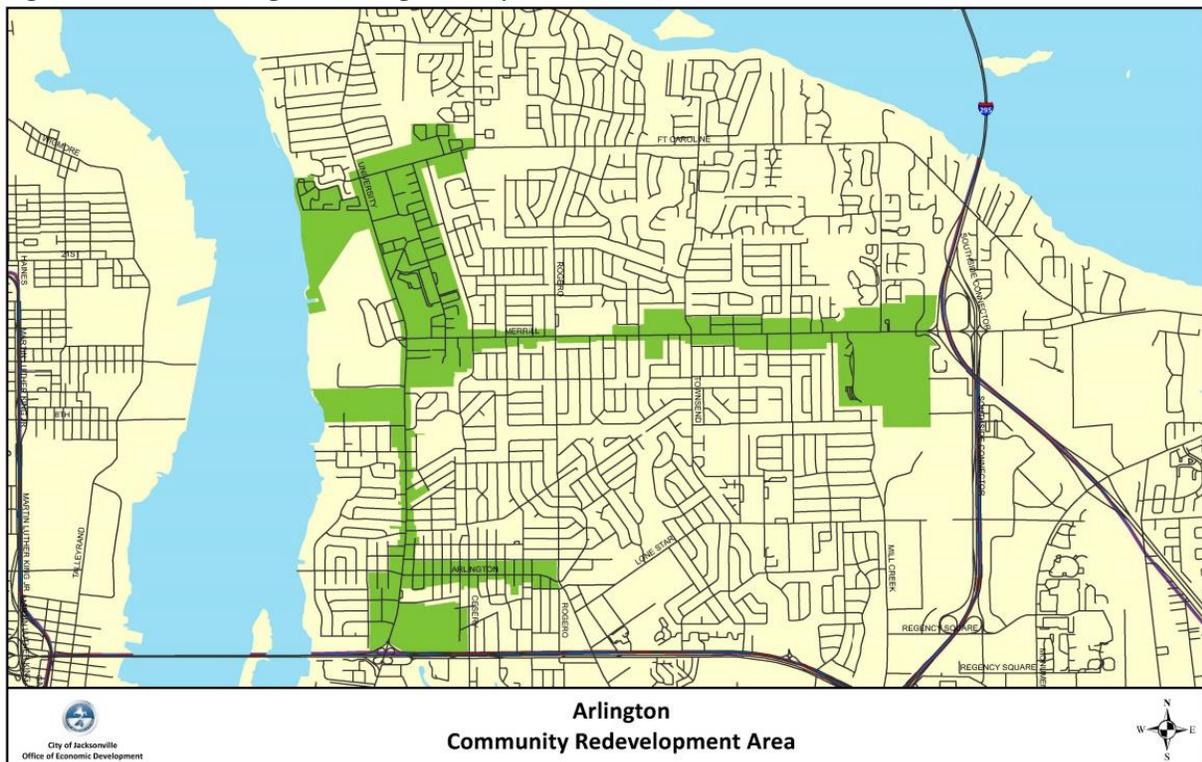
1. Protect and enhance existing residential neighborhoods.
 2. Establish a Complete Streets program throughout the Redevelopment Area with the intent of providing safe passage for all.
 3. Create sustainable commercial/mixed-use corridors that act as local destinations.
 4. Ensure appropriate scale, height and density of new development and redevelopment.
 5. Calm traffic to ensure safety and encourage economic development along the corridors.
 6. Improve key intersections for pedestrians and as gateways to the Arlington neighborhood.
 7. Encourage development of walkable streets and blocks.
- C. Where landscaping and buffering requirements are in conflict with parking requirements, it is the intent of this Subpart that the landscaping and buffering requirements are met and relief from the parking regulations are requested by the property owner as necessary.

(Ord. [2019-239-E](#), § 1)

Sec. 656.399.56. - Boundaries of Zoning Overlay Area.

- A. Within the City of Jacksonville, the Renew Arlington Zoning Overlay Area shall be defined as the lands contained within the Renew Arlington Community Redevelopment Agency's boundary shown below as Figure 1, and hereby adopted as the Renew Arlington Zoning Overlay Area (the "Overlay Area") by the City Council.

Figure 1: Renew Arlington Zoning Overlay Area



The Renew Arlington "Redevelopment Area" is coextensive with the "Overlay Area."

(Ord. [2019-239-E](#), § 1; Ord. [2019-879-E](#), § 1)

Sec. 656.399.57. - Applicability.

- A. Unless otherwise stated in this Subpart, when the regulations of this Zoning Overlay impose a different restriction upon the use of buildings or land, or upon the height of buildings, or require other conditions than are imposed or required by other ordinances, other than those ordinances approving Planned Unit Development (PUD) adopted prior to this Subpart, the provisions of this Subpart shall control. Additionally, the parking requirements of this Zoning Overlay shall supersede any conflicting parking requirements set forth in Part 6 of the Zoning Code. It is intended that this Subpart shall be applied to support the RA/CRA designation and characteristics of the Redevelopment/Zoning Overlay Area and to guide development and redevelopment to support the goals and objectives contained in the Comprehensive Plan and the RA/CRA Redevelopment Plan.
- B. When a parcel extends beyond the boundaries of the Overlay Area as described, the entire parcel will be subject to the regulations of this Subpart. If a property within the Overlay Area is aggregated with a property outside the boundaries of the Overlay Area, the entire aggregated parcel will be subject to the regulations set forth in this Subpart. The term "aggregation" means the zoning doctrine of merging separate and adjoining lots for purposes of determining and applying zoning requirements and/or building parameters.
- C. Rezoning amendments to PUD zoning districts are permitted so long as the PUD zoning district does not circumvent the regulations contained within this Subpart.
- D. Regulations of this Zoning Overlay are not applicable to RLD zoning districts or RMD-A zoning districts.
- E. Single family residential uses not located in any RLD or RMD-A zoning district which are legally non-conforming on July 1, 2019 may be continued; provided, however, that:
 1. The structure of the non-conforming use shall not be enlarged, extended, reconstructed, moved or structurally altered except to change the use of the structure to a use permitted in the district. It shall not be divided nor shall a structure be added on the premises except for purposes and in a manner conforming to the regulations for the district in which these structures and premises are located and in compliance with this Subpart.
 2. Where a non-conforming use is superseded by a permitted use, a structure or structures and premises in combination shall thereafter conform to the regulations for the district in which the structure is located and for this Subpart. The non-conforming residential use shall not thereafter be resumed and no other non-conforming use shall be permitted.
 3. Except where governmental action impedes or denies access or governmental action requires upgrading of the premises, if the non-conforming residential use ceases for any reason for a period of 12 consecutive months, a subsequent use shall conform to the regulations of the district in which the use is located and this Subpart.
- F. Unless otherwise specified in this Subpart, non-conforming High Intensity Uses, as described in subsection 656.399.60, that are located within any Character Area shall bring their existing non-conforming development characteristics such as, but not necessarily limited to, site layout; building form and finish materials; building location; parking; lighting; walkways; and screening for non-residential and multi-family uses into compliance upon either:
 1. Reoccupation of the structure when such use ceases for more than six months; or
 2. A Major Renovation, as that term is defined in this Subpart.
- G. Unless otherwise specified in this Subpart, all non-conforming uses other than High Intensity Uses that are located in any Character Area, shall bring their existing non-conforming development

characteristics such as, but not necessarily limited to, parking; lighting; walkways; and screening for non-residential and multi-family uses, into compliance upon either:

1. Reoccupation of the structure when such use ceases for more than six months; or
2. A Major Renovation, as that term is defined in this Subpart.

H. *Mandatory Compliance elements and deadline.* Three elements of site improvements (Fencing, Landscaping/Landscape Buffers, and Signage) make up the "Mandatory Compliance elements." These elements are required to conform to this Zoning Overlay by April 28, 2025. This Mandatory Compliance is required regardless of whether the thresholds listed in subsection F or G above have been met, and is required for all Character Areas.

(Ord. [2019-239-E](#), § 1; Ord. [2019-879-E](#), § 1)

Sec. 656.399.58. - Severability.

A. If any subsection or other portion of this Subpart or any application thereof to any person or circumstances is declared to be void, unconstitutional or invalid for any reason, such subsection or other portion, or the proscribed application thereof, shall be severable and the remaining provisions of this Subpart and all applications thereof not having been declared void, unconstitutional or invalid shall remain in full force and effect. The Council declares that no invalid or proscribed provision or application was an inducement to the enactment of this Subpart and that it would have enacted this Subpart regardless of the invalid or proscribed provision or application.

(Ord. [2019-239-E](#), § 1)

Sec. 656.399.59. - Definitions.

The definitions contained in Part 16 of the Zoning Code shall apply unless otherwise defined in this Subpart.

Brewpub means a microbrewery operating in conjunction with a restaurant.

Building Scale means the relationship between the mass of a building and its surroundings, including the width of the street, open space, and mass of surrounding buildings.

Major Renovation means a total cumulative expansion, repair, or renovation of existing development, not including improvements made in order to comply with this Subpart, that is greater than or equal to 50 percent of the assessed value of the lot improvements at the start of any three-year period, according to the Property Appraiser within any three-year period, or the total square footage of a structure is expanded by 50 percent or greater, as well as any cumulative square footage expansions totaling 50 percent.

Mandatory Compliance deadline means April 28, 2025.

Mandatory Compliance elements means the three design standard elements of Fences, Landscaping/Landscape Buffers and Signage, as regulated in all Character areas, that property owners are required to bring into compliance with the Zoning Overlay by the Mandatory Compliance deadline.

Mass means the three-dimensional bulk of a structure determined by the height, width, and depth.

Microbrewery means an establishment or facility in which beer is produced for on-premises consumption (taproom) where production does not exceed 10,000 barrels per year and where off-site sales to a state licensed wholesaler do not exceed 75 percent of production. Microbreweries may sell their product to the public via a wholesaler or retailer or directly to the consumer through carry-outs or taproom.

Pedestrian Scale means the relationship between a person and their surroundings, including the width of the street and the height, mass, and design of surrounding buildings.

Public Space means public squares, greens, plazas and neighborhood parks, pocket parks, riverwalks, and pedestrian spaces.

RA/CRA Designer means a landscape architect, architect, engineer, or other designer whose services OED will provide, at no cost to the property owner, to assist the property owner with design services to formulate a schematic site plan ("site plan") in order to redesign the site to obtain conformance with the Zoning Overlay, to the extent practicable. The property owner may choose to utilize the RA/CRA Designer or may use their own appropriate design professional. However, in order to utilize the consolidated review process of the Renew Arlington Design Review team, the site plan must be reviewed and approved by the RA/CRA Designer prior to submittal to the RADR team.

RA/CRA Mandatory Compliance Grant means a grant, administered by the Office of Economic Development ("OED"), available to property owners with sites that were not in conformance as of July 1, 2019 with any of the three Mandatory Compliance elements. The grant is designed to aid those property owners in complying with the requirements of the Zoning Overlay. The Grant guidelines and application forms are available on the OED website.

Renew Arlington Design Review team ("RADR") means the Planning and Development Department staff charged with providing a consolidated review of site plans addressing the Mandatory Compliance elements for the permitting process pursuant to Sec. 656.399.63, and for recommendations regarding Administrative Deviations pursuant to Sec. 656.399.64.

(Ord. [2019-239-E](#), § 1; Ord. [2019-879-E](#), § 1)

Sec. 656.399.60. - Special design standards for all character areas.

- A. High Intensity Uses are defined as those that are likely to create objectionable or excessive noise, lights, vibrations, fumes, odors, dust or physical activities, when taking into account the existing uses or zoning in the vicinity.
- B. Below are additional design standards for the specified High Intensity Uses. Where standards for these uses already existing within the Zoning Code, the more stringent requirement shall apply:
 1. Any location for the retail sale of new or used automobiles; trucks; tractors; mobile homes; boats; campers; RV's; heavy machinery and equipment; motorcycles; and/or other large motorized vehicles; shall have a minimum lot area of one acre. This standard shall become effective for existing uses and structures under paragraph (F) of the Applicability section of this Subpart.
 2. Any location used in part or full as an auto storage yard; off-street commercial parking lot; car and/or truck rental; dancing entertainment establishment; and/or auto service facility that stores more than ten cars on site; shall have a minimum lot area of one acre. This standard shall become effective for existing uses and structures under paragraph (F) of the Applicability section of this Subpart.
 - (a) Any storage areas associated with these uses shall not be located between the street and the primary structure and must be screened by a six-foot wood, or composite wood fence, masonry wall, or pre-cast concrete panel wall that is at least 95 percent opaque.
 3. Service garages for major or minor auto repair; service stations that provide oil, grease or lubricant changes, the exchange of batteries, and changing tires; truck stops; tire sales or service; and/or collision centers; shall have a minimum lot area of one acre, and shall have a six-foot wood or composite wood fence or masonry or pre-cast concrete panel wall that is at least 95 percent opaque and placed between the street and any outside storage area. This standard shall become effective for existing uses and structures under paragraph (F) of the Applicability section of this Subpart.
 - (a) The required fence shall be placed between the outside storage of vehicles and any required landscape buffer for that particular Character Area.

(b) Metal panel, chain link, fabric screen or other similar fence types shall be prohibited.

C. Design requirements for non-residential uses:

1. All structures shall be prohibited from using any flashing, pulsing, running, strobing or other forms of non-sign related lighting designed to draw attention to the facility. This includes lights inside window frames, along roof or wall edges, around sign faces or along gas station canopies. This standard shall become effective on July 1, 2019.
2. Accessory structures shall be designed to replicate primary structures. Materials such as corrugated metal, unpainted concrete block, or prefabricated car port structures shall not be permitted. Shipping containers shall be prohibited. This standard shall become effective for existing uses and structures under paragraph (F) of the Applicability section of this Subpart.
3. Window signage shall allow a clear and unobstructed view from outside of the building into the building, and from inside the building to the outside, in a normal line of sight to deter criminal activity. This standard shall become effective for existing uses and structures on July 1, 2019.

(Ord. [2019-239-E](#), § 1)

Sec. 656.399.61. - Reserved.

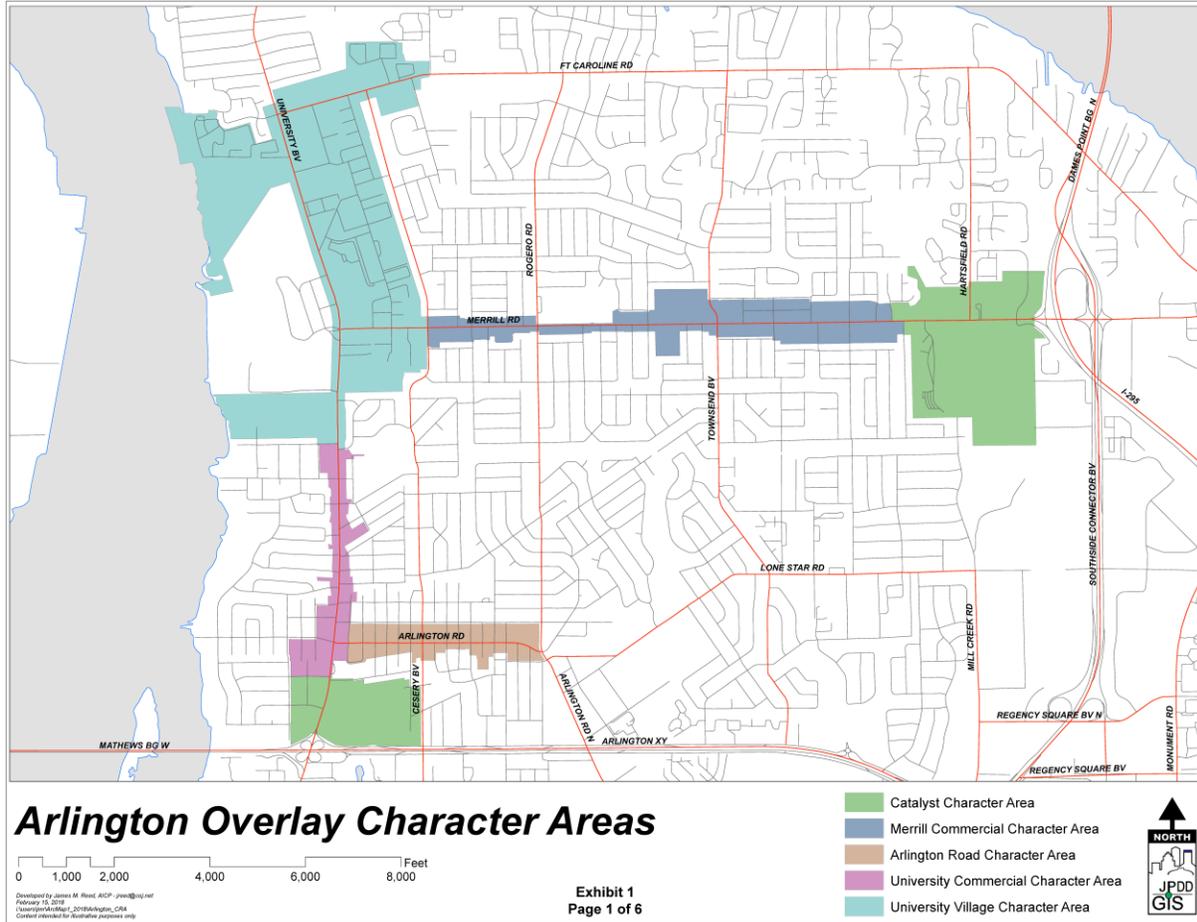
Editor's note— Ord. [2019-879-E](#), § 1, amended the Code by repealing former § 656.399.61, which pertained to administrative deviations, and derived from Ord. [2019-239-E](#), § 1.

Sec. 656.399.62. - Character areas.

Given the differing aesthetics within the Redevelopment Area, the Zoning Overlay consists of five Character Areas. Each has distinct design guidelines and performance standards. These areas are as follows:

- A. University Village Character Area
- B. University Commercial Character Area
- C. Merrill Commercial Character Area
- D. Arlington Road Character Area
- E. Catalyst Character Areas

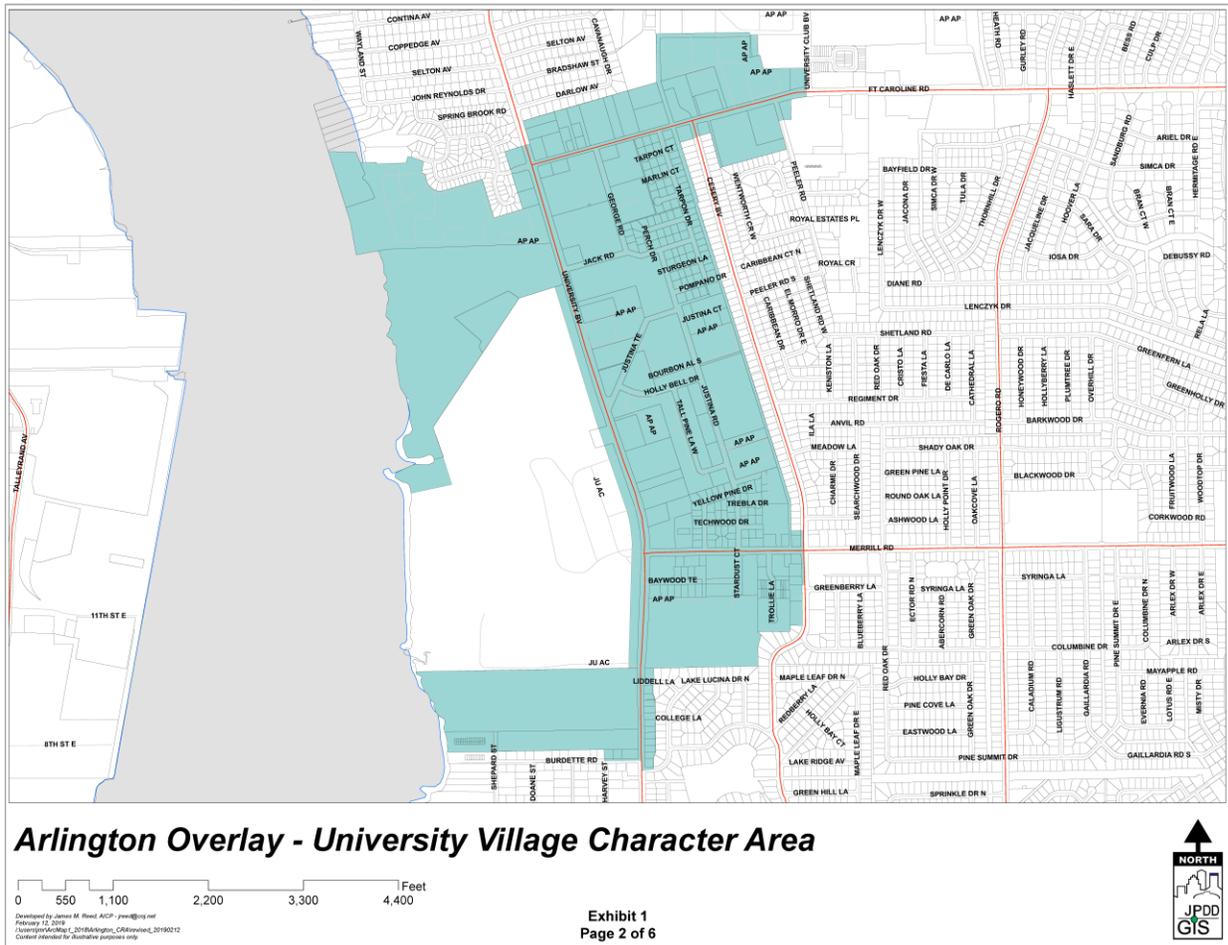
Figure 2: Renew Arlington Zoning Overlay-Character Areas Map



A. University Village Character Area Standards.

1. **Boundaries:** The University Village Character Area (the "UVCA") generally encompasses the area around, but not including, Jacksonville University (JU). Per the Overlay Character Area Map shown in Figure 2, and the enlarged UVCA Map shown in Figure 3, the UVCA is bounded to the north by Fort Caroline Road, including the parcels on the north side of the roadway, between the St. Johns River and University Club Boulevard. The western boundary is the St. Johns River, but not including the Jacksonville University Campus, from the Fort Caroline apartments just north of JU to Burdette Road. The southern boundary is Burdette Road from the St. Johns River to the east side of University Boulevard and then just north of Liddell Lane from University Boulevard to Cesery Boulevard. The eastern boundary is essentially Cesery Boulevard. The Character Areas Map in Figure 2 shall be consulted for parcels located at the periphery of the Character Areas because the specific boundaries are established by property lines, not roadways.

Figure 3 - University Village Character Area



2. **Intent:** This area encompasses the neighborhood around Jacksonville University, with University Boulevard being the primary commercial corridor. This area is noted for its existing compact and dense multifamily and commercial uses. The area is inherently walkable, and the standards for this section are intended to enhance walkability and offer a balanced mix of uses within the same parcel or integrated vertically or horizontally into a single structure. Generally, the standards will focus on pedestrian and bicycle access, cross connections between and among parcels, parking area reductions, green space enhancements, and an aggregation of shared Public Space.
3. **Design Guidelines:**
 - (a) **Site layout.**
 - (1) Retention/detention ponds or drainage conveyance should be incorporated as an amenity into the site design wherever possible. Additionally, proposed site development or building additions should determine if stormwater storage credits are available from RA/CRA area-wide drainage improvements prior to initiating site design.
 - (2) Aggregated water features should be incorporated into Public Spaces when possible.
 - (3) Multiple parcel development should seek to create plazas or squares for enhancement of the public environment, rather than fractured small strips of green space.

- (4) The fencing of ponds or conveyances should be avoided. Ponds should not be located in the front of the property unless the pond has been designed in conjunction with the natural features of the site and is developed and will be maintained as a significant site amenity. Rectangular or linear shaped ponds should be avoided where visible from the street. Ponds should be planted and maintained with native vegetation, as defined in Section 656.1203 of the Zoning Code. The proximity of the pond to pedestrian circulation should be considered in the design of the pond slopes. Designated and maintained walkways around ponds are encouraged.
- (b) Building form and finish materials.
- (1) The exterior finish of new buildings, and any exterior finish alterations and/or additions to the front side, street side or any side visible from adjacent residential uses of existing buildings, shall be of brick, wood, concrete, stucco, exterior insulation and finish systems (EIFS), architectural or split-face block, or other finish materials with similar appearance and texture. Metal clad, corrugated metal, plywood, Oriented Strand Board (OSB), and exposed plain concrete block shall not be permitted as exterior finish materials on the front of or any street side of a building.
 - (2) Open bay doors and other similar large doors providing access to work areas and storage areas shall not open towards or directly face University Boulevard.
 - (3) Exterior window security bars shall be prohibited.
 - (4) All new multi-story buildings shall reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. Multi-story buildings that face a public street, neighborhood or other internal commercial area that can be viewed by the public shall have architectural fenestration and/or façade articulations designed at Pedestrian Scale.
 - (5) New buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 feet to 16 feet above Base Flood Elevation or grade, whichever applies to the proposed development.
 - (6) Massing for new buildings shall be designed to address Pedestrian Scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes.
 - (7) New commercial and mixed-use buildings shall have large display windows on the ground floor. All street-facing, park-facing and plaza-facing structures shall have windows covering a minimum of 40 percent and a maximum of 80 percent of the ground floor of each tenant's or occupants' linear frontage and shall not exceed 30 linear feet without fenestration. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement. Windows may begin at ground level, or atop a knee wall, but shall have their bottom sill no higher than three feet from the finished floor height, when facing the street.

Figure 4 - Pedestrian-Scale facade with fenestration covering a minimum of 40 percent and maximum of 80 percent of occupants' linear frontage



- (c) Building location and street presence.
 - (1) New structures shall be located no more than ten feet from the front property line facing a public right-of-way.
 - (2) New structures shall have a maximum side yard of no more than ten feet, not including driveway aisle.
 - (3) New structures shall have a minimum rear yard of 15 feet.
- (d) Height.
 - (1) Single use structures shall be limited to 35 feet in height.
 - (2) Multiuse or mixed use structures may have a maximum height of 45 feet.
- (e) Fences.
 - (1) The use of barbed, razor, or concertina wire or similar fencing shall be prohibited where visible from any public right-of-way or sidewalk.
 - (2) Woven metal fences are prohibited.
 - (3) Chain link fencing along the right-of-way shall be prohibited. Chain link fence may be used on the side (if not on a corner lot) and rear property lines, and shall be vinyl coated in black or green color.
 - (4) Fencing along the right-of-way shall be composed of wood, stone, brick, masonry, pre-cast concrete, cast stone, vinyl or metal (in a wrought iron style).
 - (5) Lawfully constructed fencing existing on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (f) Landscaping/Landscaped Buffers. Landscaping and tree protection shall be provided in accordance with Part 12 of the Zoning Code with the following additional and superseding provisions:
 - (1) Uncomplimentary adjacent use Vehicular Use Area Buffer.

- (i) For a business existing as of July 1, 2019, where the Vehicular Use Area (VUA) of a non-residential property abuts a residential use, a minimum 85 percent opaque, six-foot high masonry wall, pre-cast panel, wood or vinyl fence, or similar, shall be provided on the side of the non-residential use.
 - (ii) For businesses existing on July 1, 2019, where a building is adjacent to a residential use, a minimum 85 percent opaque, six-foot high wood, stone, brick, vinyl, masonry, pre-cast panel, or similar fence or wall shall be provided on the side of the non-residential use.
- (2) Right-of-way Vehicular Use Area Buffer.
- (i) A minimum five-foot landscape buffer shall be provided along the boundary of all non-residential VUAs abutting public right-of-way. No more than 25 percent of the landscaped area may be grass or mulch; the balance shall be landscaped with trees, shrubs or ground covers.
- (3) Lawfully existing landscaping as of July 1, 2019 shall meet the requirements herein April 28, 2025.
- (g) Signage. Signage shall generally be consistent with Part 13 of the Zoning Code, with the following additional and superseding provisions below. Where sign regulations differ from those provided in this Subpart, the more stringent regulation shall apply.
- (1) One identity freestanding sign per lot per street frontage, provided they are located no closer than 200 feet apart (as measured in the Zoning Code); size determined as follows:

Parcel Size	Max Area per Side (sq ft)	Max Height (ft)
Less than 1 acre	36	12
1 acre to 3 acres	50	12
Greater than 3 acres to 5 acres	75	18
Greater than 5 acres	200	35

One additional identity sign shall be permitted if the parcel's road frontage equals or exceeds 500 linear feet, provided signs are located no closer than 200 feet apart (as measured in the Zoning Code).

- (2) Pole mounted signs are prohibited.
- (3) Billboards and/or off-site signs, as defined in Section 656.1302, Ordinance Code, are prohibited unless otherwise allowed by existing agreements with the City of Jacksonville.
- (4) Animated signs; automatic changing message devices; mobile signs; beacons, tracker lights or similar lighting components; mirror-like or reflective materials; pennants; ribbons; streamers; inflatables; wind-activated signs; and similar are prohibited.

- (5) Remnant portions of former sign structures no longer conforming to this Subpart shall be removed on or before December 31, 2024.
- (6) Lawfully existing signage on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (h) Parking. Unless otherwise superseded by state or federal statutes or regulations, parking shall be designed and provided in accordance with Part 6 of the Zoning Code with the following additional and superseding provisions:
 - (1) Parking Location and Access.
 - (i) Parking lots shall connect with adjoining CRA parcel development or provide for future connection if access is not currently available. A rear lane with cross parcel access easement may serve to connect multiple parcels with cross access where driveways may be limited due to safety and traffic operations.
 - (ii) For developments providing more than four parking spaces, the majority of parking on the site shall be located to the rear and side of the principal building.
 - (iii) If all of the required parking is provided to the rear and side and at least 25 percent of the total parking lot area is a pervious parking surface, as defined in Section 656.1601, Ordinance Code, with only the minimum required ADA requirements fulfilled for paved parking spaces and the driveway apron is adjacent to the street frontage, the following requirements may be reduced:
 - a. Driveway width requirement shall be reduced from 24 feet to 16 feet wide for access to rear yard parking with apron of no more than a one foot additional flair at the end of pavement for a total width of 18 feet at the right-of-way.
 - b. The rear buffer may be reduced from ten feet to five feet when an eight-foot masonry wall, pre-cast panel, or similar is provided.
 - c. While still required in any required buffer area, landscaping shall not be required in the internal landscape islands of the VUA where the minimum required parking is 25 spaces or less.
 - (iv) Unless shared driveways are constructed, each lot shall have only one driveway. Lots located at the corner of roads classified as collectors or higher may have one driveway per road frontage. Additional access points above the one permitted may be granted provided the continuous roadway frontage of the property is 500-feet or greater.
 - (v) Existing non-residential and multi-family developments in place on July 1, 2019 that are not consistent with this Section shall be deemed non-conforming and shall be brought into compliance with this driveway requirement under the following conditions:
 - a. When a new driveway connection permit is required for the existing development;
 - b. When a Major Renovation is undertaken, as defined in this Subpart;
 - c. When a 25 percent or greater increase in trip generation attributable to the existing development is documented; or
 - d. If the principal activity on the property with any non-conforming access driveway is discontinued for a consecutive period of 365 days.
 - (2) Parking Requirements.

- (i) Single-use residential developments, restaurants, and/or establishments that include the sale and service of beer, wine, or liquor for on-premises consumption, shall provide 100 percent of required parking.
 - (ii) Uses not listed in (2)(i), above, are eligible for a reduction in the parking requirement up to 30 percent for a redevelopment project where on-street parking or area off-street parking is available within a 400-foot radius. Availability for shared parking credit towards on-site parking requirements may be established by mixed-use operating hours, staggered peak demand or agreement between properties to share parking facilities; or
 - a. Developer may provide 80 percent of required parking; or
 - b. Parking requirements may be reduced to 60 percent of the required parking for facilities that create shared driveways with neighboring properties. These reductions may be applied to each parcel that participates in the combination and total reduction of the number of driveways. A further five percent reduction may be granted for a reduction of two or more driveways.
 - (iii) For parking lots with more than four spaces, additional required parking spaces may be reduced by up to five spaces, when additional bicycle parking is provided at a 2 for 1 ratio. A minimum of four spaces is required; parking reduction only applicable to spaces exceeding the minimum required four spaces. For example, where nine vehicular parking spaces are required and two bicycle parking spaces are provided above the requirement, then one vehicular parking space may be credited, allowing for a total of eight vehicular parking spaces instead of nine.
- (i) Walkways and Pedestrian Connections. Parking lots shall be designed to allow pedestrians to move safely from their vehicle to the building.
- (1) All parking lots with more than 40 spaces located more than 90 feet from a building entrance, measured perpendicular from the parking space to the structure entrance or from each entrance when multiple entrances front on the parking lot, shall have at least one sidewalk or other suitable pedestrian connection, not less than five feet wide between the parking lot and the building entrance, as well as between the public right-of-way and the building entrance. The pedestrian connection(s) shall be centralized and minimize pedestrian and vehicle conflicts. This pedestrian connection shall be provided for every three parking aisles, where parking exceeds 90 linear feet from the building entrance.
 - (2) Pedestrian connections shall be clearly defined by at least one of the following:
 - (i) Six inch vertical curb, or
 - (ii) A paving material that differs from that of the vehicular area, including across vehicular lanes, or
 - (iii) A continuous landscape area at a minimum of two feet wide on at least one side of the walkway.
 - (3) For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five feet wide and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to the City's Land Development Regulations.
- (j) Screening.

- (1) Any exterior garbage receptacles, dumpsters, open storage areas or mechanical equipment must be screened from view from public rights-of-way and adjacent residential uses with 95 percent opaque material that is visually similar to materials used on the nearest façade of the principal structure, such as wood or vinyl. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be a minimum 25 feet from any residential uses and shall be incorporated into the main structure as a part of new construction or Major Renovation, as defined in this Subpart.
- (k) Lighting. Provide lighting systems that minimize glare, shadow, light pollution, and light trespass.
- (1) All sag lenses, drop lenses and convex lenses shall be prohibited.
 - (2) At least 2.0 foot-candle (f.c.) minimum maintained lighting level is recommended, while 3.0—5.0 f.c. minimum maintained level is preferred. These levels shall generally apply to all parking and pedestrian areas. However, illumination levels at all property lines shall not exceed 0.5 f.c. when the building or parking areas are located adjacent to residential uses, and shall not exceed 1.0 f.c. when abutting other non-residential properties. Lighting levels can be reduced after business hours/closing to 0.5 f.c. minimum maintained for burglary and vandalism resistance, if the property does not have an existing problem with criminal incidents, and the owner deems it appropriate.
 - (3) The use of cut-off fixtures with diffusers to focus the lighting where needed to minimize or eliminate light trespass is required.
 - (4) All lighting lamp sources within parking and pedestrian areas shall be metal halide, compact fluorescent or LED; LED is preferred.
 - (5) The maximum light pole height in all parking areas shall not exceed 30 feet, and the maximum light pole height in all pedestrian areas shall not exceed 15 feet.
 - (6) Shrubs and trees shall not interfere with security lighting or common natural surveillance observation from public streets or any buildings, including public rights-of-way.
 - (7) Illumination of exterior doors - All types of exterior doors shall be illuminated with outdoor lighting during the hours of darkness to allow ready-observation of persons entering or exiting.
 - (8) Illumination address numbers - All street address or apartment/unit numbers (when existing) that are already required by existing codes shall also be illuminated during the hours of darkness.
 - (9) Illumination of recessed areas - Alcoves and other recessed areas of buildings or fences that are capable of human concealment shall be illuminated during the hours of darkness.

4. *Additional Performance Standards.*

(a) Alcohol Distance Limitations.

- (1) Unless otherwise superseded by state or federal statutes or regulations, for permitted and permissible uses, any and all distance limitations and prohibitions found in Part 8 of the Zoning Code are waived and do not apply with regard to the distance between any and all location(s) selling and/or serving all alcoholic beverages for on-premises consumption in conjunction with a restaurant, microbrewery or brewpub, as defined in this Subpart, and the location of any and all established faith institutions or schools (inclusive of Jacksonville University). Uses subject to this standard shall not serve alcoholic beverages past midnight.

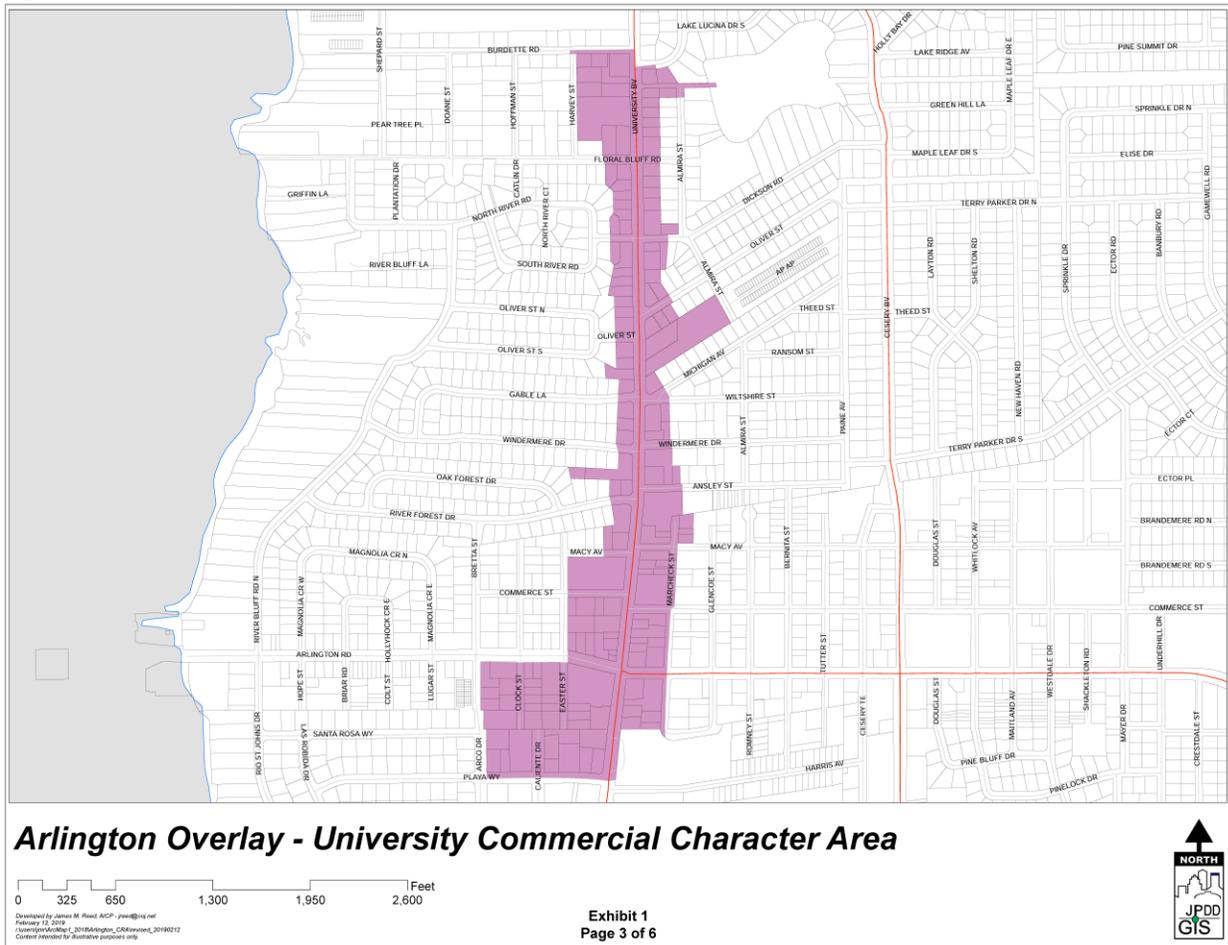
For those uses that intend to serve alcoholic beverages past midnight, Part 8 of the Zoning Code shall apply.

- (2) Sale and service of all alcohol for off-premises consumption must meet the distance requirements otherwise required in the City's Zoning Code. Retail sale and service of all alcoholic beverages (license type 3PS) for off-premises consumption shall be discouraged.
 - (3) All permitted and permissible alcohol related uses shall have a minimum separation between any residential use and any portion of the property used for the sale and service of alcohol, including outside sales and service locations of 100 feet, as measured from the nearest property line of the residential use to the nearest portion of the property defined for alcohol sales, unless otherwise incorporated into a mixed use project where uses are blended on the same parcel of land.
- (b) Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive-through window services and queuing lanes shall be located no closer than 50 feet to residential uses. Speaker systems shall not be aimed towards residential uses.
 - (c) Off-street parking lots. Where permitted, off-street parking lots shall be subject to the following conditions:
 - (1) There shall be no storage, sales, or service activity of any kind on these lots except where seasonal sales are permitted within the City's Zoning Code, Section 656.401(gg).
 - (2) Vehicular parking on the lot shall be limited to vehicles for employee and customer parking.
 - (d) Outdoor display of merchandise is prohibited.

B. University Commercial Character Area Standards.

1. *Boundaries:* The University Commercial Character Area (the "UCCA") generally encompasses the properties on the east side and west side of University Boulevard from Playa Way to Burdette Road. Per the Overlay Character Area Map shown in Figure 2, and the enlarged UCCA Map shown in Figure 5, the UCCA is bounded to the north by Burdette Road and Lake Lucina Drive between Harvey Street and the properties immediately east of University Boulevard. The western and eastern boundaries are defined by the commercial properties immediately to the west and east of University Boulevard, generally about 1 - 2 parcels on either side of the corridor from Burdette Road to Windermere Drive, and extending to about 3 - 4 parcels deep on either side to the west and east of University Boulevard from Windermere Drive to Arlington Road. The blocks between Arlington Road and Playa Way and Bretta Street and University Boulevard are also included in this Character Area. The southern boundary is Playa Way to the west of University Boulevard and the parcels just north of Arlington Elementary School on the east side of University Boulevard. The Character Areas Map in Figure 2 shall be consulted for parcels located at the periphery of the Character Areas because the specific boundaries are established by property lines, not roadways.

Figure 5 - University Commercial Character Area



2. *Intent.* This area contains neighborhood support services and daily commercial needs serving the Arlington area. This area contains lots of various sizes and uses with varying commercial (primarily) intensities. Noted for its existing compact and dense multifamily and commercial uses, this section of University Boulevard is inherently walkable, and the standards contained within this section are intended to enhance walkability and offer a balanced mix of uses within the same parcel or integrated vertically or horizontally into a single structure. Generally, the standards herein focus on pedestrian and bicycle access, cross connections between and among parcels, parking area reductions, green space enhancements, and an aggregation of shared Public Space.
3. *Design Guidelines.*
 - (a) Site layout.
 - (1) Retention/detention ponds or drainage conveyance should be incorporated as an amenity into the site design wherever possible, however proposed site development or building additions should determine if stormwater storage credits are available from CRA area-wide drainage improvements prior to initiating site design.
 - (2) The fencing of ponds or conveyances should be avoided. Ponds should not be located in the front of the property unless the pond has been designed in conjunction with the natural features of the site and is developed and will be maintained as a significant site amenity. Rectangular or linear shaped ponds

should be avoided where visible from the street. Ponds should be planted and maintained with native vegetation as defined in Section 656.1203 of the Zoning Code. The proximity of the pond to pedestrian circulation should be considered in the design of the pond slopes.

(b) Building form and finish materials.

- (1) The exterior finish of new buildings, and any exterior finish alterations and/or additions to the front side, street side or any side visible from adjacent residential uses of existing buildings, shall be of brick, wood, concrete, stucco, exterior insulation and finish systems (EIFS), architectural or split-face block, or other finish materials with similar appearance and texture. Metal clad, corrugated metal, plywood, Oriented Strand Board (OSB), and exposed plain concrete block shall not be permitted as exterior finish materials on the front of or any street side of a building.
- (2) Open bay doors and other similar large doors providing access to work areas and storage areas shall not open towards or directly face University Boulevard.
- (3) Exterior window security bars shall be prohibited.
- (4) All new multi-story buildings shall reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. Multi-story buildings that face a public street, neighborhood or other internal commercial area that can be viewed by the public shall have architectural fenestration and/or façade articulations designed at Pedestrian Scale.
- (5) New buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 feet to 16 feet above Base Flood Elevation or grade, whichever applies to the proposed development.
- (6) Massing for new buildings shall be designed to address Pedestrian Scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes.
- (7) New commercial and mixed-use buildings shall have large display windows on the ground floor. All street-facing, park-facing, and plaza-facing structures shall have windows covering a minimum of 40 percent and a maximum of 80 percent of the ground floor of each tenant's or occupants' linear frontage. and shall not exceed 30 linear feet without fenestration. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement. Windows may begin at ground level, or atop a knee wall, but shall have their bottom sill no higher than three feet from the finished floor height, when facing the street.

(c) Height.

- (1) Single use structures shall be limited to 35 feet in height.
- (2) Multiuse mixed use structures may have a maximum height of 45 feet.

(d) Fences.

- (1) The use of barbed, razor or concertina wire or similar fencing shall be prohibited where visible from any public right-of-way or sidewalk.
- (2) Woven metal fences are prohibited.
- (3) Chain link fencing along the right-of-way shall be prohibited. Chain link fence may be used on the side (if not on a corner lot) and rear property lines, and shall be vinyl coated in black or green color.

- (4) Fencing along the right-of-way shall be composed of wood, stone, brick, pre-cast concrete, masonry, cast stone, vinyl or metal (in a wrought iron style).
- (5) Lawfully constructed fencing existing on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (e) Landscaping/Landscaped Buffers. Landscaping and tree protection shall be provided in accordance with Part 12 of the Zoning Code with the following additional and superseding provisions:
 - (1) Uncomplimentary adjacent use Vehicular Use Area Buffer.
 - (i) For a business existing as of July 1, 2019 where the Vehicular Use Area (VUA) of a non-residential property abuts a residential use, a minimum 85 percent opaque six-foot high masonry wall, pre-cast panel, wood or vinyl fence, or similar, shall be provided on the side of the non-residential use.
 - (ii) For businesses existing on July 1, 2019, where a building is adjacent to a residential use, a minimum 85 percent opaque, six-foot high wood, stone, brick, vinyl, masonry, pre-cast panel, or similar fence or wall shall be provided on the side of the non-residential use.
 - (2) Right-of-way Vehicular Use Area Buffer.
 - (i) Lots fronting any public right-of-way may replace the standard landscape buffer requirement with a minimum four foot landscape buffer along the boundary of all non-residential vehicular use areas abutting public right-of-way. No more than 25 percent of the landscaped area may be grass or mulch, the balance shall be landscaped with trees, shrubs or ground covers.
 - (3) Lawfully existing landscaping as of July 1, 2019 shall meet the requirements herein April 28, 2025.
- (f) Signage. Signage shall generally be consistent with Part 13 of the Zoning Code, with the following additional and superseding provisions below. Where sign regulations differ from those provided in this Subpart, the more stringent regulation shall apply.
 - (1) One identity freestanding sign per lot per street frontage, provided they are located no closer than 200 feet apart (as measured in the Zoning Code); size determined as follows:

Parcel Size	Max Area per Side (sq ft)	Max Height (ft)
Less than 1 acre	36	12
1 acre to 3 acres	50	12
Greater than 3 acres to 5 acres	75	18
Greater than 5 acres	200	35

One additional identity sign shall be permitted if the parcel's road frontage equals or exceeds 500 linear feet, provided signs are located no closer than 200 feet apart (as measured in the Zoning Code).

- (2) Pole mounted signs are prohibited.
 - (3) Billboards and/or off-site signs, as defined in Section 656.1302, Ordinance Code, are prohibited unless otherwise allowed by existing agreements with the City of Jacksonville.
 - (4) Animated signs; automatic changing message devices; mobile signs; beacons, tracker lights or similar lighting components; mirror-like or reflective materials; pennants; ribbons; streamers; inflatables; wind-activated signs; and similar are prohibited.
 - (5) Remnant portions of former sign structures no longer conforming to this Subpart shall be removed on or before December 31, 2024.
 - (6) Lawfully existing signage on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (g) Parking. Unless otherwise superseded by state or federal statutes or regulations, parking shall be designed and provided in accordance with Part 6 of the Zoning Code with the following additional and superseding provisions:
- (1) Parking Location and Access.
 - (i) Parking lots shall connect with adjoining CRA parcel development or provide for future connection if access is not currently available. A rear lane with cross parcel access easement may serve to connect multiple parcels with cross access where driveways may be limited due to safety and traffic operations.
 - (ii) For developments providing more than four parking spaces, the majority of parking on the site shall be located to the rear and side of the principal building.
 - (iii) If all of the required parking is provided to the rear and side and at least 25 percent of the total parking lot area is a stable pervious surface with only the minimum required ADA requirements fulfilled for paved parking spaces and the driveway apron is adjacent to the street frontage, the following requirements may be reduced:
 - a. Driveway width requirement shall be reduced from 24 feet to 16 feet wide for access to rear yard parking with apron of no more than a one foot additional flair at the end of pavement for a total width of 18 feet at the right-of-way.
 - b. The rear buffer may be reduced from ten feet to five feet when an eight-foot masonry wall, pre-cast panel, or similar is provided.
 - c. While still required in any required buffer area, landscaping shall not be required in the internal landscape islands of the VUA where the minimum required parking is 25 spaces or less.
 - (iv) Unless shared driveways are constructed, each lot shall have only one driveway. Lots located at the corner of roads classified as collectors or higher may have one driveway per road frontage. Additional access points above the one permitted may be granted provided the continuous roadway frontage of the property is 500-feet or greater.
 - (v) Existing non-residential and multi-family developments in place on July 1, 2019 that are not consistent with this Section shall be deemed non-conforming and shall be brought into compliance with this driveway requirement under the following conditions:

- a. When a new driveway connection permit is required for the existing development;
- b. When a Major Renovation is undertaken, as defined in this Subpart;
- c. When a 25 percent or greater increase in trip generation attributable to the existing development is documented; or
- d. If the principal activity on the property with any non-conforming access driveway is discontinued for a consecutive period of 365 days.

Figure 6 - Conceptual image of parking and building street frontage - generally applies to most Character Areas.



(2) Parking Requirements.

- (i) Single-use residential developments, restaurants, and/or establishments that include the sale and service of beer, wine, or liquor for on-premises consumption, shall provide 100 percent of required parking.
- (ii) Uses not listed in (1) are eligible for a reduction in the parking requirement up to 30 percent for a redevelopment project where proof of on-street parking or area off-street parking is available within a 400-foot radius. Availability for shared parking credit towards on-site parking requirements may be established by mixed-use operating hours, staggered peak demand or agreement between properties to share parking facilities; or
 - a. Developer may provide 80 percent of required parking; or
 - b. Parking requirements may be reduced to 60 percent of the required parking for facilities that create shared driveways with neighboring properties. These reductions may be applied to each parcel that participates in the combination and total reduction of the number of

driveways. A further five percent reduction may be granted for a reduction of two or more driveways.

- (iii) For parking lots with more than four spaces, additional required parking spaces may be reduced by up to five spaces, when additional bicycle parking is provided at a 2 for 1 ratio. A minimum of four spaces is required; parking reduction only applicable to spaces exceeding the minimum required four spaces. For example, where nine vehicular parking spaces are required and two bicycle parking spaces are provided above the requirement, then one vehicular parking space may be credited, allowing for a total of eight vehicular parking spaces instead of nine.
- (h) Walkways and Pedestrian Connections. Parking lots shall be designed to allow pedestrians to move safely from their vehicle to the building.
- (1) All parking lots with more than 40 spaces located more than 90 feet from a building entrance, measured perpendicular from the parking space to the structure entrance or from each entrance when multiple entrances from on the parking lot, shall have at least one sidewalk or other suitable pedestrian connection, not less than five feet wide between the parking lot and the building entrance, as well as between the public right-of-way and the building entrance. The pedestrian connection(s) shall be centralized and minimize pedestrian and vehicle conflicts. This pedestrian connection shall be provided for every three parking aisles, where parking exceeds 90 linear feet from the building entrance.
 - (2) Pedestrian Connections shall be clearly defined by at least one of the following:
 - (i) Six-inch vertical curb, or
 - (ii) A paving material that differs from that of the vehicular area, including across vehicular lanes, or
 - (iii) A continuous landscape area at a minimum of two feet wide on at least one side of the walkway.
 - (3) For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five feet wide and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to the City's Land Development Regulations.
- (i) Screening.
- (1) Any exterior garbage receptacles, dumpsters, open storage areas or mechanical equipment must be screened from view from public rights-of-way and adjacent residential uses with 95 percent opaque material that is visually similar to materials used on the nearest façade of the principal structure, such as wood or vinyl. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be a minimum 25 feet from adjacent residential uses and shall be incorporated into the main structure as a part of new construction or Major Renovation, as defined in this Subpart.
- (j) Lighting. Provide lighting systems that minimize glare, shadow, light pollution, and light trespass.
- (1) All sag lenses, drop lenses and convex lenses shall be prohibited.
 - (2) At least 2.0 foot-candle (f.c.) minimum maintained lighting level is recommended, while 3.0—5.0 f.c. minimum maintained level is preferred. These levels shall generally apply to all parking and pedestrian areas. However,

illumination levels at all property lines shall not exceed 0.5 f.c. when the building or parking areas are located adjacent to residential uses, and shall not exceed 1.0 f.c. when abutting other non-residential properties. Lighting levels can be reduced after business hours/closing to 0.5 f.c. minimum maintained for burglary and vandalism resistance, if the property does not have an existing problem with criminal incidents, and the owner deems it appropriate.

- (3) The use of cut-off fixtures with diffusers to focus the lighting where needed to minimize or eliminate light trespass is required.
- (4) All lighting lamp sources within parking and pedestrian areas shall be metal halide, compact fluorescent or LED; LED is preferred.
- (5) The maximum light pole height in all parking areas shall not exceed 30 feet, and the maximum light pole height in all pedestrian areas shall not exceed 15 feet.
- (6) Shrubs and trees shall not interfere with security lighting or common natural surveillance observation from public streets or any buildings, including public rights-of-way.
- (7) Illumination of exterior doors - All types of exterior doors shall be illuminated with outdoor lighting during the hours of darkness to allow ready-observation of persons entering or exiting.
- (8) Illumination of address numbers - All street address or apartment/unit numbers (when existing) that are already required by existing codes shall also be illuminated during the hours of darkness.
- (9) Illumination of recessed areas - Alcoves and other recessed areas of buildings or fences that are capable of human concealment shall be illuminated during the hours of darkness.

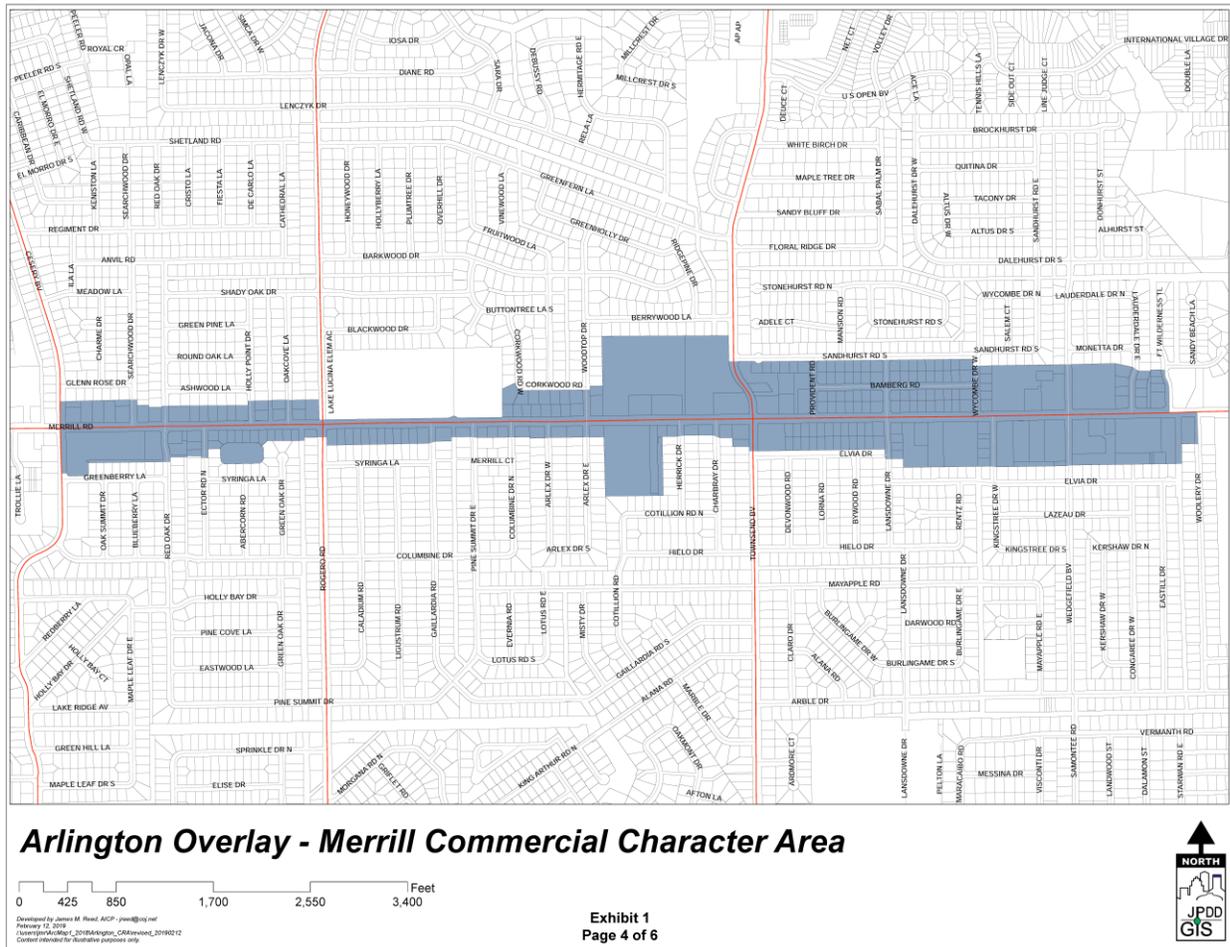
4. *Additional Performance Standards.*

- (a) Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive-through window services and queuing lanes shall be located no closer than 50 feet to residential uses. Speaker systems shall not be aimed towards residential uses.
- (b) Off-street parking lots. Where permitted, off-street parking lots shall be subject to the following conditions:
 - (1) There shall be no storage, sales, or service activity of any kind on these lots.
 - (2) Vehicular parking on the lot shall be limited to vehicles for employee and customer parking.
- (c) Outdoor display of merchandise is prohibited.

C. *Merrill Commercial Character Area.*

1. *Boundaries.* The Merrill Commercial Character Area (the "MCCA") generally encompasses the properties on the north side and south side of Merrill Road from Cesery Boulevard to Fort Wilderness Trail and Woolery Drive. Per the Overlay Character Area Map shown in Figure 2, and the enlarged MCCA Map shown in Figure 7, the MCCA is bounded to the north and south by the commercial properties along Merrill Road. The commercial area along this corridor typically extends approximately 1 - 2 parcels on either side of the roadway. The western boundary is Cesery Boulevard between Greenberry Lane and Glenn Rose Drive, and the eastern boundary is Fort Wilderness Trail between Merrill Road and Rocky Fort Trail and Woolery Drive from Merrill Road to one parcel south of Merrill Road. The Character Areas Map in Figure 2 shall be consulted for parcels located at the periphery of the Character Areas because the specific boundaries are established by property lines, not roadways.

Figure 7 - Merrill Commercial Character Area



2. *Intent.* This area primarily encompasses commercial and institutional uses that serve the surrounding area. While the area contains lots of various sizes, the lots within this area tend to be somewhat larger than those along the other corridors within the CRA. This section of Merrill Road is more auto-oriented, and as a result the standards contained within this section are intended to focus on the safe and efficient movement of pedestrians, bicyclists, and automobiles, while offering a balanced mix of uses. Generally, the standards herein focus on safe and effective automobile access, green space enhancements, and design that is both aesthetic and functional.
3. *Design Guidelines.*
 - (a) *Site layout.*
 - (1) Retention/detention ponds or drainage conveyance should be incorporated as an amenity into the site design wherever possible, however proposed site development or building additions should determine if stormwater storage credits are available from CRA area-wide drainage improvements prior to initiating site design.
 - (2) The fencing of ponds or conveyances should be avoided. Ponds should not be located in the front of the property unless the pond has been designed in conjunction with the natural features of the site and is developed and will be maintained as a significant site amenity. Rectangular or linear shaped ponds should be avoided where visible from the street. Ponds should be planted and

maintained with native vegetation as defined in Section 656.1203 of the Zoning Code. The proximity of the pond to pedestrian circulation should be considered in the design of the pond slopes.

(b) *Building form and finish materials.*

- (1) The exterior finish of new buildings, and any exterior finish alterations and/or additions to the front side, street side or any side visible from adjacent residential uses of existing buildings, shall be of brick, wood, concrete, stucco, exterior insulation and finish systems (EIFS), architectural or split-face block, or other finish materials with similar appearance and texture. Metal clad, corrugated metal, plywood, Oriented Strand Board (OSB), and exposed plain concrete block shall not be permitted as exterior finish materials on the front of or any street side of a building.
- (2) Open bay doors and other similar large doors providing access to work areas and storage areas shall not open towards or directly face Merrill Road.
- (3) Exterior window security bars shall be prohibited.
- (4) All new multi-story buildings shall reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. Multi-story buildings that face a public street, neighborhood or other internal commercial area that can be viewed by the public shall have architectural fenestration and/or façade articulations designed at Pedestrian Scale.
- (5) New buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 feet to 16 feet above Base Flood Elevation or grade, whichever applies to the proposed development.
- (6) Massing for new buildings shall be designed to address Pedestrian Scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes.
- (7) New commercial and mixed-use buildings shall have large display windows on the ground floor. All street-facing, park-facing and plaza-facing structures shall have windows covering a minimum of 40 percent and a maximum of 80 percent of the ground floor of each tenant's or occupants' linear frontage and shall not exceed 30 linear feet of fenestration. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement. Windows may begin at ground level, or atop a knee wall, but shall have their bottom sill no higher than three feet from the finished floor height, when facing the street.

(c) *Height.*

- (1) Structures shall be limited to 35 feet in height.

(d) *Fences.*

- (1) The use of barbed, razor or concertina wire or similar fencing shall be prohibited where visible from any public right-of-way or sidewalk.
- (2) Woven metal fences are prohibited.
- (3) Chain link fencing along the right-of-way shall be prohibited. Chain link fence may be used on the side (if not on a corner lot) and rear property lines, and shall be vinyl coated in black or green color.
- (4) Fencing along the right-of-way shall be composed of wood, stone, brick, pre-cast concrete, masonry, cast stone, vinyl or metal (in a wrought iron style).

- (5) Lawfully constructed fencing existing on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (e) Landscaping/Landscaped Buffers. Landscaping and tree protection shall be provided in accordance with Part 12 of the Zoning Code with the following additional and superseding provisions:
 - (1) Uncomplimentary Adjacent Use Vehicular Use Area Buffer.
 - (i) For a business existing as of July 1, 2019, where the Vehicular Use Area (VUA) of a non-residential property abuts a residential use, a minimum 85 percent opaque, six-foot high masonry wall, pre-cast panel, wood or vinyl fence, or similar, shall be provided on the side of the non-residential use.
 - (ii) For businesses existing on July 1, 2019, where a building is adjacent to a residential use, a minimum 85 percent opaque, six-foot high wood, stone, brick, vinyl, masonry, pre-cast panel, or similar fence or wall shall be provided on the side of the non-residential use.
 - (2) Right-of-way Vehicular Use Area Buffer.
 - (i) Lots fronting Merrill Road may replace the standard landscape buffer requirement with a minimum four foot landscape buffer along the boundary of all non-residential VUAs abutting public right-of-way. No more than 25 percent of the landscaped area may be grass or mulch, the balance shall be landscaped with trees, shrubs or ground covers.
 - (3) Lawfully existing landscaping as of July 1, 2019 shall meet the requirements herein April 28, 2025.
- (f) Signage. Signage shall generally be consistent with Part 13 of the Zoning Code, with the following additional and superseding provisions below. Where sign regulations differ from those provided in this Subpart, the more stringent regulation shall apply.
 - (1) One identity freestanding sign per lot per street frontage, provided they are located no closer than 200 feet apart (as measured in the Zoning Code); size determined as follows:

Parcel Size	Max Area per Side (sq ft)	Max Height (ft)
Less than 1 acre	36	12
1 acre to 3 acres	50	12
3 acres to 5 acres	75	18
Greater than 5 acres	200	35

;adv=6;One additional identity sign shall be permitted if the parcel's road frontage equals or exceeds 500 linear feet, provided signs are located no closer than 200 feet apart (as measured in the Zoning Code).

- (2) Pole mounted signs are prohibited.

- (3) Billboards and/or off-site signs, as defined in Section 656.1302, Ordinance Code, are prohibited unless otherwise allowed by existing agreements with the City of Jacksonville.
 - (4) Animated signs; automatic changing message devices; mobile signs; beacons, tracker lights or similar lighting components; mirror-like or reflective materials; pennants; ribbons; streamers; inflatables; wind-activated signs; and similar are prohibited.
 - (5) Remnant portions of former sign structures no longer conforming to this Subpart shall be removed on or before December 31, 2024.
 - (6) Lawfully existing signage on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (g) Parking. Unless otherwise superseded by state or federal statutes or regulations, parking shall be designed and provided in accordance with Part 6 of the Zoning Code with the following additional and superseding provisions:
- (1) Parking Location and Access.
 - (i) Parking lots shall connect with adjoining CRA parcel development or provide for future connection if access is not currently available, all in accordance with Section 654.115, Ordinance Code. A rear lane with cross parcel access easement may serve to connect multiple parcels with cross access where driveways may be limited due to safety and traffic operations.
 - (ii) For developments providing more than four parking spaces, the majority of parking on the site shall be located to the rear and side of the principal building or the canopy of a gas station fueling pumps.
 - (iii) If all of the required parking is provided to the rear and side and at least 25 percent of the total parking lot areas are pervious parking surfaces, as defined in Section 656.1601, Ordinance Code, with only the minimum required ADA requirements fulfilled for paved parking spaces and the driveway apron is adjacent to the street frontage, the following requirements may be reduced:
 - a. Driveway width requirement shall be reduced from 24 feet to 16 feet wide for access to rear yard parking with apron of no more than a one foot additional flair at the end of pavement for a total width of 18 feet at the right-of-way.
 - b. The rear buffer may be reduced from ten feet to five feet when an eight-foot maximum masonry wall, pre-cast panel, or similar is provided.
 - c. While still required in any required buffer area, landscaping shall not be required in the internal landscape islands of the VUA where the minimum required parking is 25 spaces or less.
 - (iv) Unless shared driveways are constructed, each lot shall have only one driveway. Lots located as the corner of roads classified as collectors or higher may have one driveway per road frontage. Additional access points above the one permitted may be granted provided the continuous roadway frontage of the property is 500-feet or greater, or as otherwise authorized by the Traffic Engineering Division and the Planning and Development Department, who shall consider the overall goals of the Overlay, particularly regarding pedestrian and vehicular safety.
 - (v) Existing non-residential and multi-family developments in place on July 1, 2019 that are not consistent with this Section shall be deemed non-

conforming and shall be brought into compliance with this driveway requirement under the following conditions:

- a. When a new driveway connection permit is required for the existing development;
- b. When a Major Renovation is undertaken, as defined in this Subpart;
- c. When a 25 percent or greater increase in trip generation attributable to the existing development is documented; or
- d. If the principal activity on the property with any non-conforming access driveway is discontinued for a consecutive period of 365 days.

Figure 8 - Conceptual before and after along Merrill Road.



(2) Parking Requirements.

- (i) Single-use residential developments, restaurants, and/or establishments that include the sale and service of beer, wine, or liquor for on-premises consumption, shall provide 100 percent of required parking.
- (ii) Uses not in (i) are eligible for a reduction in the parking requirement up to 30 percent for a redevelopment project where proof of on-street parking or area off-street parking is available within a 400-foot radius. Availability for shared parking credit towards on-site parking requirements may be established by mixed-use operating hours, staggered peak demand or agreement between properties to share parking facilities; or
- (iii) Developer may provide 80 percent of required parking; or
- (iv) Parking requirements may be reduced to 60 percent of the required parking for facilities that create shared driveways with neighboring properties. These reductions may be applied to each parcel that participates in the combination and total reduction of the number of driveways. A further five percent reduction may be granted for a reduction of two or more driveways; or

- (v) For parking lots with more than four spaces, additional required parking spaces may be reduced by up to five spaces, when additional bicycle parking is provided at a 2 for 1 ratio. A minimum of four spaces is required; parking reduction only applicable to spaces exceeding the minimum required four spaces. For example, where nine vehicular parking spaces are required and two bicycle parking spaces are provided above the requirement, then one vehicular parking space may be credited, allowing for a total of eight vehicular parking spaces instead of nine.
- (h) Walkways and Pedestrian Connections. Parking lots shall be designed to allow pedestrians to move safely from their vehicle to the building.
 - (1) All parking lots with more than 40 spaces located more than 90 feet from a building entrance, measured perpendicular from the parking space to the structure entrance or from each entrance when multiple entrances front on the parking lot, shall have at least one sidewalk or other suitable pedestrian connection, not less than five feet wide between the parking lot and the building entrance, as well as between the public right-of-way and the building entrance. The pedestrian connection(s) shall be centralized and minimize pedestrian and vehicle conflicts. This pedestrian connection shall be provided for every three parking aisles, where parking exceeds 90 linear feet from the building entrance.
 - (2) Pedestrian connections from designated parking spaces to business entrances shall be clearly defined by at least one of the following:
 - (i) Six-inch vertical curb, or
 - (ii) A paving material that differs from that of the vehicular area, including across vehicular lanes, or
 - (iii) A continuous landscape area at a minimum of two feet wide on at least one side of the walkway.
 - (3) For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five feet wide and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to the City's Land Development Regulations.
- (i) Screening.
 - (1) Any exterior garbage receptacles, dumpsters, open storage areas or mechanical equipment must be screened from view from public rights-of-way and adjacent residential uses with 95 percent opaque material that is visually similar to materials used on the nearest façade of the principal structure, such as wood or vinyl. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be a minimum 25 feet from adjacent residential uses and shall be incorporated into the main structure as a part of new construction or Major Renovation, as defined in this Subpart.
- (j) Lighting. Provide lighting systems that minimize glare, shadow, light pollution, and light trespass.
 - (1) All sag lenses, drop lenses and convex lenses shall be prohibited.
 - (2) At least 2.0 foot-candle (f.c.) minimum maintained lighting level is recommended, while 3.0—5.0 f.c. minimum maintained level is preferred. These levels shall generally apply to all parking and pedestrian areas. However, illumination levels at all property lines shall not exceed 0.5 f.c. when the building or parking areas are located adjacent to residential uses, and shall not exceed

1.0 f.c. when abutting other non-residential properties. Lighting levels can be reduced after business hours/closing to 0.5 f.c. minimum maintained for burglary and vandalism resistance, if the property does not have an existing problem with criminal incidents, and the owner deems it appropriate.

- (3) The use of cut-off fixtures with diffusers to focus the lighting where needed to minimize or eliminate light trespass is required.
- (4) All lighting lamp sources within parking and pedestrian areas shall be metal halide, compact fluorescent or LED; LED is preferred.
- (5) The maximum light pole height in all parking areas shall not exceed 30 feet, and the maximum light pole height in all pedestrian areas shall not exceed 15 feet.
- (6) Shrubs and trees shall not interfere with security lighting or common natural surveillance observation from public streets or any buildings, including public rights-of-way.
- (7) Illumination of exterior doors - All types of exterior doors shall be illuminated with outdoor lighting during the hours of darkness to allow ready-observation of persons entering or exiting.
- (8) Illumination of address numbers - All street address or apartment/unit numbers (when existing) that are already required by existing codes shall also be illuminated during the hours of darkness.
- (9) Illumination of recessed areas - Alcoves and other recessed areas of buildings or fences that are capable of human concealment shall be illuminated during the hours of darkness.

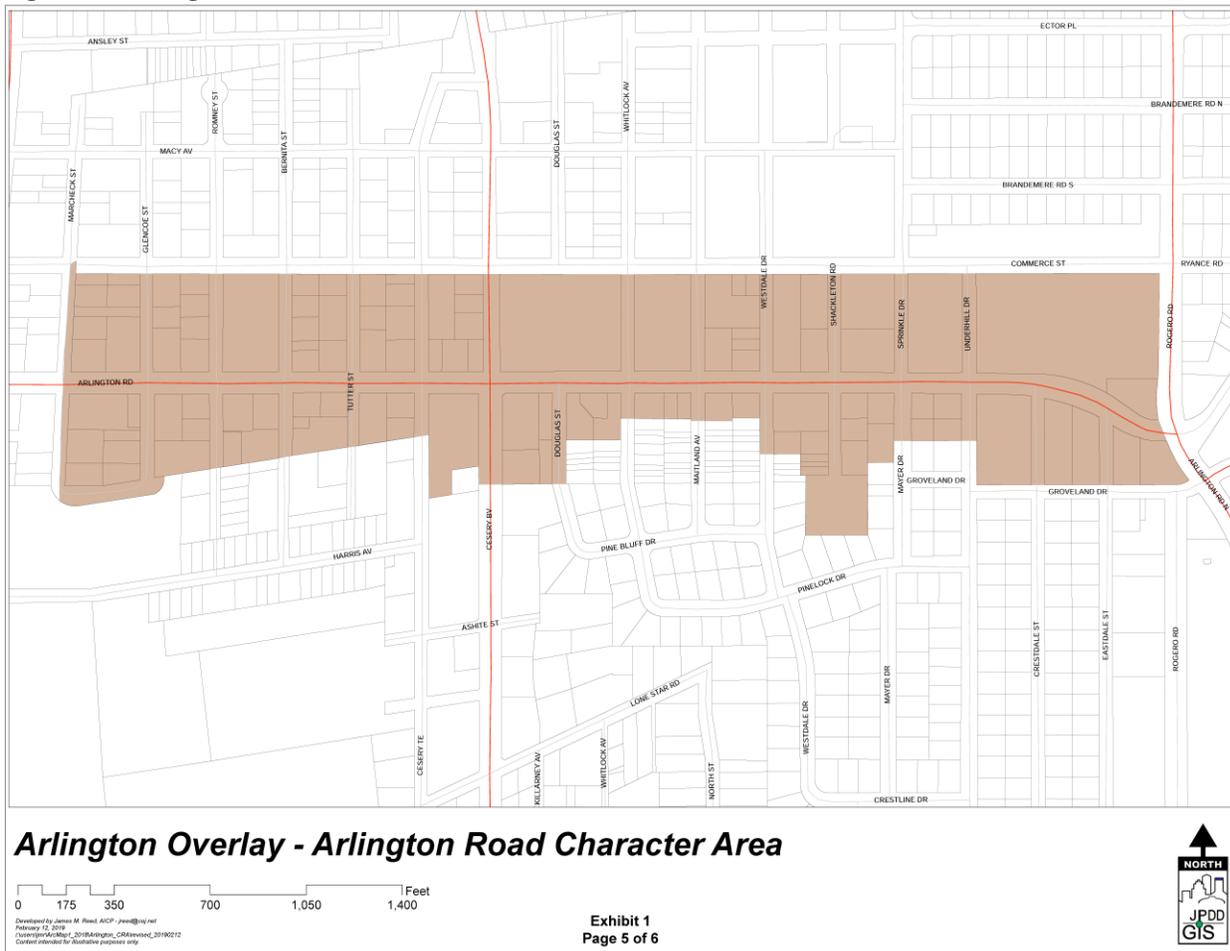
4. *Additional Performance Standards.*

- (a) Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive-through window services and queuing lanes shall be located no closer than 50 feet to residential uses. Speaker systems shall not be aimed towards residential uses.
- (b) Off-street parking lots. Where permitted, off-street parking lots shall be subject to the following conditions:
 - (1) There shall be no storage, sales, or service activity of any kind on these lots.
 - (2) Vehicular parking on the lot shall be limited to vehicles for employee and customer parking.
- (c) Outdoor display of merchandise is prohibited.

D. *Arlington Road Character Area.*

1. *Boundaries.* The Arlington Road Character Area (the "ARCA") generally encompasses the properties on the north side and south side of Arlington Road from Marcheck Street to Rogero Road. Per the Overlay Character Area Map shown in Figure 2, and the enlarged ARCA Map shown in Figure 9, the ARCA is bounded to the north by Commerce Street; to the west by Marcheck Street; and to the east by Rogero Road. The southern boundary is defined by the commercial properties to the south of Arlington Road and extends approximately two to three properties deep between Marcheck Street and Rogero Road. The Character Areas Map in Figure 2 shall be consulted for parcels located at the periphery of the Character Areas because the specific boundaries are established by property lines, not roadways.

Figure 9 - Arlington Road Character Area



2. *Intent.* This area encompasses historical and cultural/civic heritage sites providing the area with an anchor to its past. The area contains lots of various sizes and uses with varying commercial (primarily) intensities. Noted for its existing compact and dense multifamily and commercial uses, this corridor is inherently walkable, and the standards contained within this section are intended to enhance walkability. Generally, the standards herein focus on pedestrian and bicycle access, cross connections between and among parcels, parking area reductions, green space enhancements, and an aggregation of shared Public Space.
3. *Design Guidelines.*
 - (a) *Site layout.*
 - (1) Retention/detention ponds or drainage conveyance should be incorporated as an amenity into the site design wherever possible, however proposed site development or building additions should determine if stormwater storage credits are available from CRA area-wide drainage improvements prior to initiating site design.
 - (2) The fencing of ponds or conveyances should be avoided. Ponds should not be located in the front of the property unless the pond has been designed in conjunction with the natural features of the site and is developed and will be maintained as a significant site amenity. Rectangular or linear shaped ponds should be avoided where visible from the street. Ponds should be planted and maintained with native vegetation as defined in Section 656.1203 of the Zoning

Code. The proximity of the pond to pedestrian circulation should be considered in the design of the pond slopes.

(b) Building form and finish materials.

- (1) The exterior finish of new buildings, and any exterior finish alterations and/or additions to the front side, street side or any side visible from adjacent residential uses of existing buildings, shall be of brick, wood, concrete, stucco, exterior insulation and finish systems (EIFS), architectural or split-face block, or other finish materials with similar appearance and texture. Metal clad, corrugated metal, plywood, Oriented Strand Board (OSB), and exposed plain concrete block shall not be permitted as exterior finish materials on the front of or any street side of a building.
- (2) Open bay doors and other similar large doors providing access to work areas and storage areas shall not open towards or directly face Arlington Road.
- (3) Exterior window security bars shall be prohibited.
- (4) All new multi-story buildings shall reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. Multi-story buildings that face a public street, neighborhood or other internal commercial area that can be viewed by the public shall have architectural fenestration and/or façade articulations designed at Pedestrian Scale.
- (5) New buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 feet to 16 feet above Base Flood Elevation or grade, whichever applies to the proposed development.
- (6) Massing for new buildings shall be designed to address Pedestrian Scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes.
- (7) New commercial and mixed-use buildings shall have large display windows on the ground floor. All street-facing, park-facing and plaza-facing structures shall have windows covering a minimum of 40 percent and a maximum of 80 percent of the ground floor of each tenant's or occupants' linear frontage and shall not exceed 30 linear feet without fenestration. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet the requirement. Windows may begin at ground level, or atop a knee wall, but shall have their bottom sill no higher than three feet from the finished floor height, when facing the street.

(c) Height.

- (1) Structures shall be limited to 35 feet in height.

(d) Fences.

- (1) The use of barbed, razor or concertina wire or similar fencing shall be prohibited where visible from any public right-of-way or sidewalk.
- (2) Woven metal fences are prohibited.
- (3) Chain fencing along the right-of-way shall be prohibited. Chain link fence may be used on the side (if not on a corner lot) and rear property lines, and shall be vinyl coated in black or green color.
- (4) Fencing along the right-of-way shall be composed of wood, stone, brick, pre-cast concrete, masonry, cast stone, vinyl or metal (in a wrought iron style).

- (5) Lawfully constructed fencing existing on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (e) Landscaping/Landscaped Buffers. Landscaping and tree protection shall be provided in accordance with Part 12 of the Zoning Code with the following additional and superseding provisions:
 - (1) Uncomplimentary Adjacent Use Vehicular Use Area Buffer.
 - (i) For a business existing as of July 1, 2019, where the Vehicular Use Area (VUA) of a non-residential property abuts a residential use, a minimum 85 percent opaque, six-foot high masonry wall, pre-cast panel, wood or vinyl fence, or similar, shall be provided on the side of the non-residential use.
 - (ii) For businesses existing on July 1, 2019, where a building is adjacent to a residential use, a minimum 85 percent opaque, six-foot high wood, stone, brick, vinyl, masonry, pre-cast panel, or similar fence or wall shall be provided on the side of the non-residential use.
 - (2) Right-of-way Vehicular Use Area Buffer.
 - (i) Lots fronting Arlington Road may replace the standard landscape buffer requirement with a minimum four foot landscape buffer along the boundary of all non-residential VUAs abutting public right-of-way. No more than 25 percent of the landscaped area may be grass or mulch, the balance shall be landscaped with trees, shrubs or ground covers.
 - (3) Lawfully existing landscaping as of July 1, 2019, shall meet the requirements herein April 28, 2025.
- (f) Signage. Signage shall generally be consistent with Part 13 of the Zoning Code, with the following additional and superseding provisions below. Where sign regulations differ from those provided in this Subpart, the more stringent regulation shall apply.
 - (1) One identity freestanding sign per lot per street frontage, provided they are located no closer than 200 feet apart (as measured in the Zoning Code); size determined as follows:

Parcel Size	Max Area per Side (sq ft)	Max Height (ft)
Less than 1 acre	36	12
1 acre to 3 acres	50	12
3 acres to 5 acres	75	18
Greater than 5 acres	100	35

One additional identity sign shall be permitted if the parcel's road frontage equals or exceeds 500 linear feet, provided signs are located no closer than 200 feet apart (as measured in the Zoning Code).

- (2) Pole mounted signs are prohibited.

- (3) Billboards and/or off-site signs, as defined in Section 656.1302, Ordinance Code, are prohibited unless otherwise allowed by existing agreements with the City of Jacksonville.
 - (4) Animated signs; automatic changing message devices; mobile signs; beacons, tracker lights or similar lighting components; mirror-like or reflective materials; pennants; ribbons; streamers; inflatables; wind-activated signs; and similar are prohibited.
 - (5) Remnant portions of former sign structures no longer conforming to this Subpart shall be removed on or before December 31, 2024.
 - (6) Lawfully existing signage on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (g) Parking. Unless otherwise superseded by state or federal statutes or regulations, parking shall be designed and provided in accordance with Part 6 of the Zoning Code with the following additional and superseding provisions:
- (1) Parking Location and Access.
 - (i) Parking Lots shall connect with adjoining CRA parcel development or provide for future connection if access is not currently available. A rear lane with cross parcel access easement may serve to connect multiple parcels with cross access where driveways may be limited due to safety and traffic operations.
 - (ii) For developments providing more than four parking spaces, the majority of parking on the site shall be located to the rear and side of the principal building.
 - (iii) If all of the required parking is provided to the rear and side and at least 25 percent of the total parking lot areas are pervious parking surfaces, as defined in Section 656.1601, Ordinance Code, with only the minimum required ADA requirements fulfilled for paved parking spaces and the driveway apron is adjacent to the street frontage, the following requirements may be reduced:
 - a. Driveway width requirement shall be reduced from 24 feet to 16 feet wide for access to rear yard parking.
 - b. The rear may be reduced from ten feet to five feet when an eight-foot high maximum masonry wall, pre-cast panel, or similar is provided.
 - c. While still required in any required buffer area, landscaping shall not be required in the internal landscape islands of the VUA where the minimum required parking is 25 spaces or less.
 - (iv) Unless shared driveways are constructed, each lot shall have only one driveway. Lots located at the corner of roads classified as collectors or higher may have one driveway per road frontage. Additional access points above the one permitted may be granted provided the continuous roadway frontage of the property is 600-feet or greater.
 - (v) Existing non-residential and multi-family developments in place on July 1, 2019 that are not consistent with this Section shall be deemed non-conforming and shall be brought into compliance with this driveway requirement under the following conditions:
 - a. When a new driveway connection permit is required for the existing development;
 - b. When a Major Renovation is undertaken, as defined in this Subpart;

- c. When a 25 percent or greater increase in trip generation attributable to the existing development is documented; or
 - d. If the principal activity on the property with any non-conforming access driveway is discontinued for a consecutive period of 365 days.
- (2) Parking requirements.
 - (i) Single-use residential developments, restaurants, and/or establishments that include the sale and service of beer, wine, or liquor for on-premises consumption, shall provide 100 percent of required parking.
 - (ii) Uses not listed in (i) are eligible for a reduction in the parking requirement up to 30 percent for a redevelopment project where proof of on-street parking or area off-street parking is available within a 400-foot radius. Availability for shared parking credit towards on-site parking requirements may be established by mixed-use operating hours, staggered peak demand or agreement between properties to share parking facilities; or
 - a. Developer may provide 80 percent of required parking; or
 - b. Parking requirements may be reduced to 60 percent of the required parking for facilities that create shared driveways with neighboring properties. These reductions may be applied to each parcel that participates in the combination and total reduction of the number of driveways. A further five percent reduction may be granted for a reduction of two or more driveways.
 - (iii) For parking lots with more than four spaces, additional required parking spaces may be reduced by up to five spaces, when additional bicycle parking is provided at a 2 for 1 ratio. A minimum of four spaces is required; parking reduction only applicable to spaces exceeding the minimum required four spaces. For example, where nine vehicular parking spaces are required and two bicycle parking spaces are provided above the requirement, then one vehicular parking space may be credited, allowing for a total of eight vehicular parking spaces instead of nine.
- (h) Walkways and Pedestrian Connections. Parking lots shall be designed to allow pedestrians to move safely from their vehicle to the building.
 - (1) All parking lots with more than 40 spaces located more than 90 feet from a building entrance, measured perpendicular from the parking space to the structure entrance or from each entrance when multiple entrances front on the parking lot, shall have at least one sidewalk or other suitable pedestrian connection, not less than five feet wide between the parking lot and the building entrance, as well as between the public right-of-way and the building entrance. The pedestrian connection(s) shall be centralized and minimize pedestrian and vehicle conflicts. This pedestrian connection shall be provided for every three parking aisles, where parking exceeds 90 linear feet from the building entrance.
 - (2) Pedestrian connections shall be clearly defined by at least two of the following:
 - (i) Six-inch vertical curb, or
 - (ii) A paving material that differs from that of the vehicular area, including across vehicular lanes, or
 - (iii) A continuous landscape area at a minimum of two feet wide on at least one side of the walkway.
 - (3) For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five feet wide

and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to the City's Land Development Regulations.

(i) Screening.

- (1) Any exterior garbage receptacles, dumpsters, open storage areas or mechanical equipment must be screened from view from public rights-of-way and adjacent residential uses with 95 percent opaque material that is visually similar to materials used on the nearest façade of the principal structure, such as wood or vinyl. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be a minimum 25 feet from adjacent residential uses and shall be incorporated into the main structure as a part of new construction or Major Renovation, as defined in this Subpart.

(j) Lighting. Provide lighting systems that minimize glare, shadow, light pollution, and light trespass.

- (1) All sag lenses, drop lenses and convex lenses shall be prohibited.
- (2) At least 2.0 foot-candle (f.c.) minimum maintained lighting level is recommended, while 3.0—5.0 f.c. minimum maintained level is preferred. These levels shall generally apply to all parking and pedestrian areas. However, illumination levels at all property lines shall not exceed 0.5 f.c. when the building or parking areas are located adjacent to residential uses, and shall not exceed 1.0 f.c. when abutting other non-residential properties. Lighting levels can be reduced after business hours/closing to 0.5 f.c. minimum maintained for burglary and vandalism resistance, if the property does not have an existing problem with criminal incidents, and the owner deems it appropriate.
- (3) The use of cut-off fixtures with diffusers to focus the lighting where needed to minimize or eliminate light trespass is required.
- (4) All lighting lamp sources within parking and pedestrian areas shall be metal halide, compact fluorescent or LED; LED is preferred.
- (5) The maximum light pole height in all parking areas shall not exceed 30 feet, and the maximum light pole height in all pedestrian areas shall not exceed 15 feet.
- (6) Shrubs and trees shall not interfere with security lighting or common natural surveillance observation from public streets or any buildings, including public rights-of-way.
- (7) Illumination of exterior doors - All types of exterior doors shall be illuminated with outdoor lighting during the hours of darkness to allow ready-observation of persons entering or exiting.
- (8) Illumination of address numbers - All street address or apartment/unit numbers (when existing) that are already required by existing codes shall also be illuminated during the hours of darkness.
- (9) Illumination of recessed areas - Alcoves and other recessed areas of buildings or fences that are capable of human concealment shall be illuminated during the hours of darkness.

4. *Additional Performance Standards.*

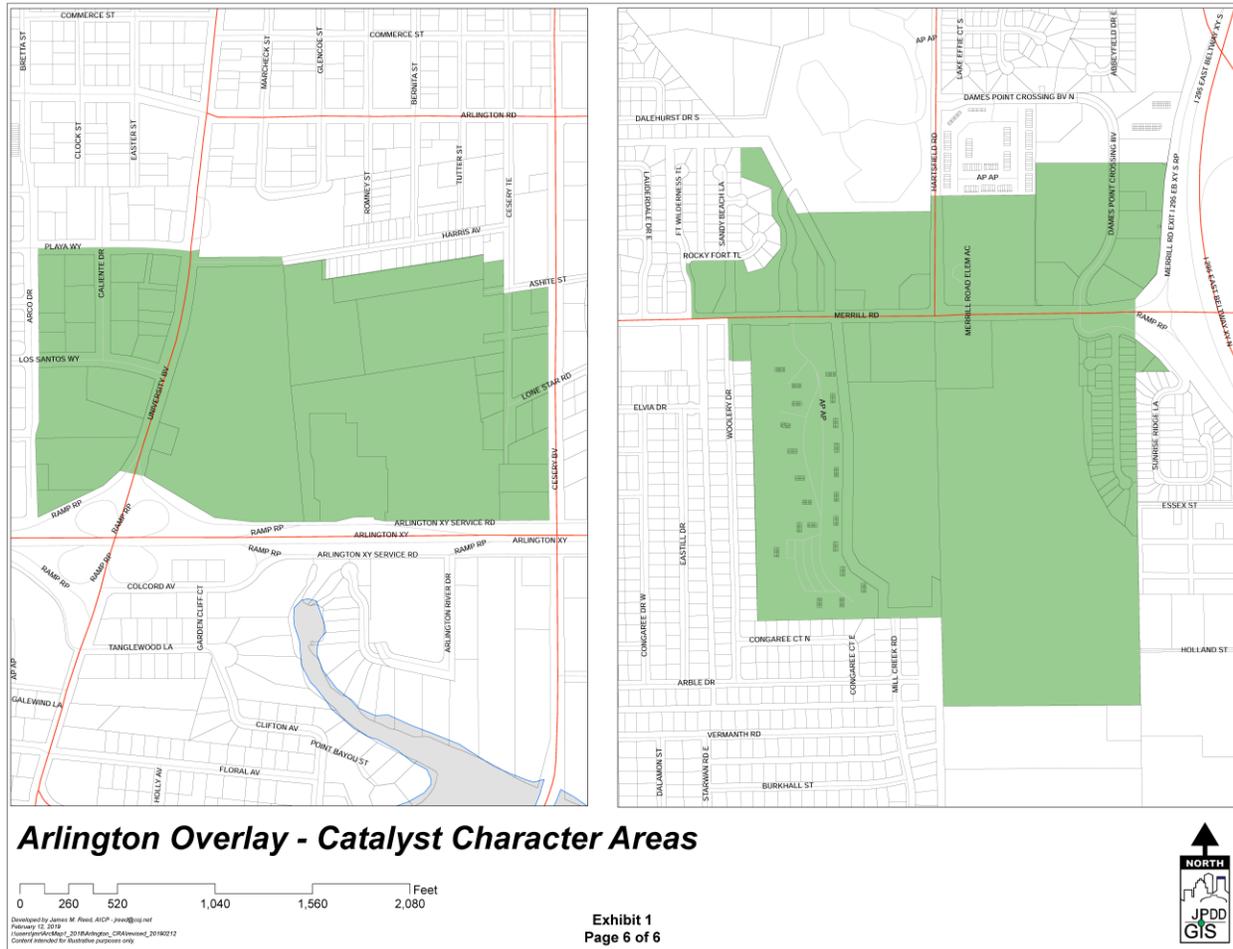
- (a) Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive-through window services and queuing lanes shall be located no closer than 50 feet to residential uses. Speaker systems shall not be aimed towards residential uses.

- (b) Off-street parking lots. Where permitted, off-street parking lots shall be subject to the following conditions:
 - (1) There shall be no storage, sales, or service activity of any kind on these lots.
 - (2) Vehicular parking on the lot shall be limited to vehicles for employee and customer parking.
- (c) Outdoor display of merchandise is prohibited.

E. *Catalyst Character Areas.*

1. *Boundaries.* These Catalyst Character Areas (CCAs) are found in two locations. Per the Overlay Character Area Map shown in Figure 2, and the enlarged CCAs Map shown in Figure 10, one CCA is located to the east and west of University Boulevard on the north side of the Arlington Expressway. This area is bounded to the north by Playa Way and Harris Avenue; to the west by Arco Drive; to the south by the Arlington Expressway; and to the east by Cesery Boulevard. The other CCA is located north and south of Merrill Road on the west side of I-295 and the Southside Connector. This area is bounded to the north by the commercial properties on the north side of Merrill Road between Fort Wilderness Trail and I-295; to the west by Fort Wilderness Trail and Woolery Drive; to the south by the apartments and commercial properties on the south side of Merrill Road between Woolery Drive and Salt Lake Drive; and to the west by Salt Lake Drive and I-295. The Character Areas Map in Figure 2 shall be consulted for parcels located at the periphery of the Character Areas because the specific boundaries are established by property lines, not roadways.

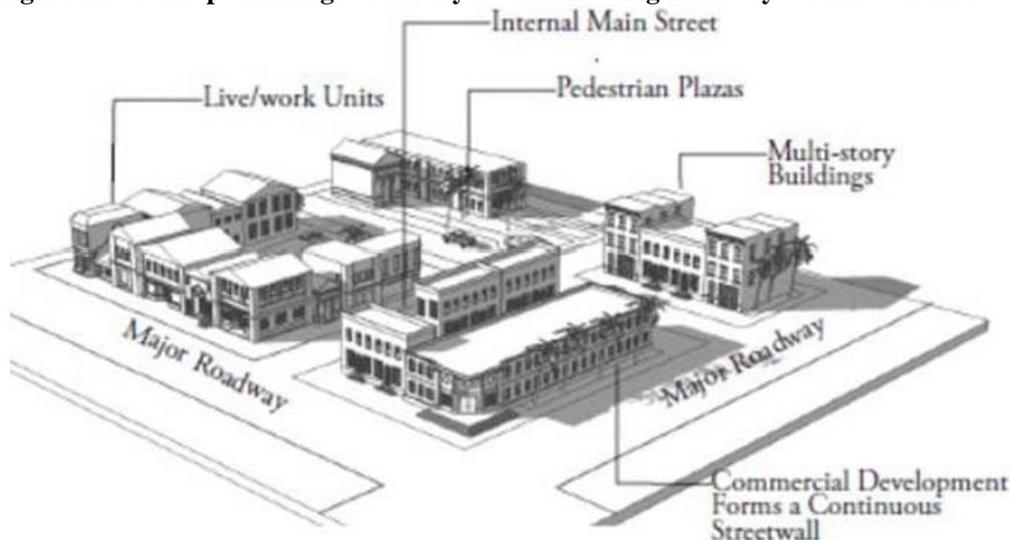
Figure 10 - Catalyst Character Areas



2. *Intent.* These areas are comprised of unique parcels that contain existing large commercial shopping centers, vacant lots, and medium density residential units. These areas are currently dominated by large parking lots that are not pedestrian friendly and not landscaped in compliance with the current code. These areas are prime locations for redevelopment, serving as an opportunity to promote the CRA's revitalization goals of creating walkable, mixed use areas (vertical and/or horizontal integration) to enhance the community. Generally, the standards herein focus on pedestrian and bicycle access, appropriate parking area orientation, green space enhancements, and an aggregation of shared Public Space.
3. *Design Guidelines.*
 - (a) Site layout and Massing.
 - (1) Retention/detention ponds or drainage conveyance should be incorporated as an amenity into the site design wherever possible. Additionally, proposed site development or building additions should determine if stormwater storage credits are available from CRA area-wide drainage improvements prior to initiating site design.
 - (2) Aggregated water features should be incorporated into Public Spaces when possible.

- (3) Multiple parcel development should seek to create plazas or squares for enhancement of the public environment, rather than fractured small strips of green space.
- (4) The fencing of ponds or conveyances should be avoided. Ponds should not be located in the front of the property unless the pond has been designed in conjunction with the natural features of the site and is developed and will be maintained as a significant site amenity. Rectangular or linear shaped ponds should be avoided where visible from the street. Ponds should be planted and maintained with native vegetation, as defined in Section 656.1203 of the Zoning Code. The proximity of the pond to pedestrian circulation should be considered in the design of the pond slopes. Designated and maintained walkways around ponds are encouraged.
- (5) Buildings shall be 'massed' against the primary arterial or collector roadways to create a "street wall" effect.
 - (i) Buildings shall form a consistent, distinct edge, spatially delineating the public street through maximum building setbacks that vary by no more than five feet from those of the adjacent building.
 - (ii) No more than 40 percent of parcel frontage shall be open to parking, stormwater or internal green space.
 - (iii) Building placement shall be designed to screen mass parking areas from primary the main corridor. The structure shall be set no more than 30 feet from the street, on parcels larger than 0.25 of an acre.
 - (iv) The creation of internal urban blocks, arranged to create a primary "Main Street," or internal street grid pattern shall be a focus of the urban site designs that exceed 90,000 square feet. Building placement and massing shall be designed to reinforce this development pattern.
 - (v) Internal circulation patterns shall be designed with the pedestrian in mind and shall feature elements such as bump outs, marked cross walks, parallel parking along internal circulation lanes and landscape buffers between sidewalks and internal circulation lanes of at least 5 feet in width, otherwise meeting the VUA area buffering requirements in Part 12 of the Zoning Code.

Figure 11 - Conceptual image of site layout and massing in Catalyst Character Area



(b) Building form and finish materials.

- (1) The exterior finish of new buildings, and any exterior finish alterations and/or additions to the front side, street side or any side visible from adjacent residential uses of existing buildings, shall be of brick, wood, concrete, stucco, exterior insulation and finish systems (EIFS), architectural or split-face block, or other finish materials with similar appearance and texture. Metal clad, corrugated metal, plywood, Oriented Strand Board (OSB), and exposed plain concrete block shall not be permitted as exterior finish materials on the front of or any street side of a building.
- (2) Open bay doors and other similar large doors providing access to work areas and storage areas shall not open towards or directly face the directly accessed roadway.
- (3) Exterior window security bars shall be prohibited.
- (4) All new multi-story buildings shall reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. Multi-story buildings that face a public street, neighborhood or other internal commercial area that can be viewed by the public shall have architectural fenestration and/or façade articulations designed at Pedestrian Scale.
- (5) New buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 feet to 16 feet above Base Flood Elevation or grade, whichever applies to the proposed development.
- (6) Massing for new buildings shall be designed to address Pedestrian Scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes.
- (7) New commercial and mixed-use buildings shall have large display windows on the ground floor. All street-facing, park-facing, and plaza-facing structures shall have windows covering a minimum of 40 percent and a maximum of 80 percent of the ground floor of each tenant's or occupants' linear frontage and shall not exceed 30 linear feet without fenestration. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement. Windows may begin at ground level, or atop a knee wall, but shall have their bottom sill no higher than three feet from the finished floor height, when facing the street.

(c) Building location and street presence.

- (1) New structures shall be located no more than ten feet from the front property line facing a public right-of-way.
- (2) New structures shall have a side setback of no more than ten feet.
- (3) New structures shall have a minimum rear setback of 15 feet, and required screening and landscaping may be located within the rear setback.

(d) Height.

- (1) Single use structures shall be limited to 35 feet in height.
- (2) Multiuse or mixed use structures may have a maximum height of 45 feet; provided, however, that height may be unlimited where all required yards are increased by one foot for each foot of building height or fraction thereof in excess of 45 feet.

(e) Fences.

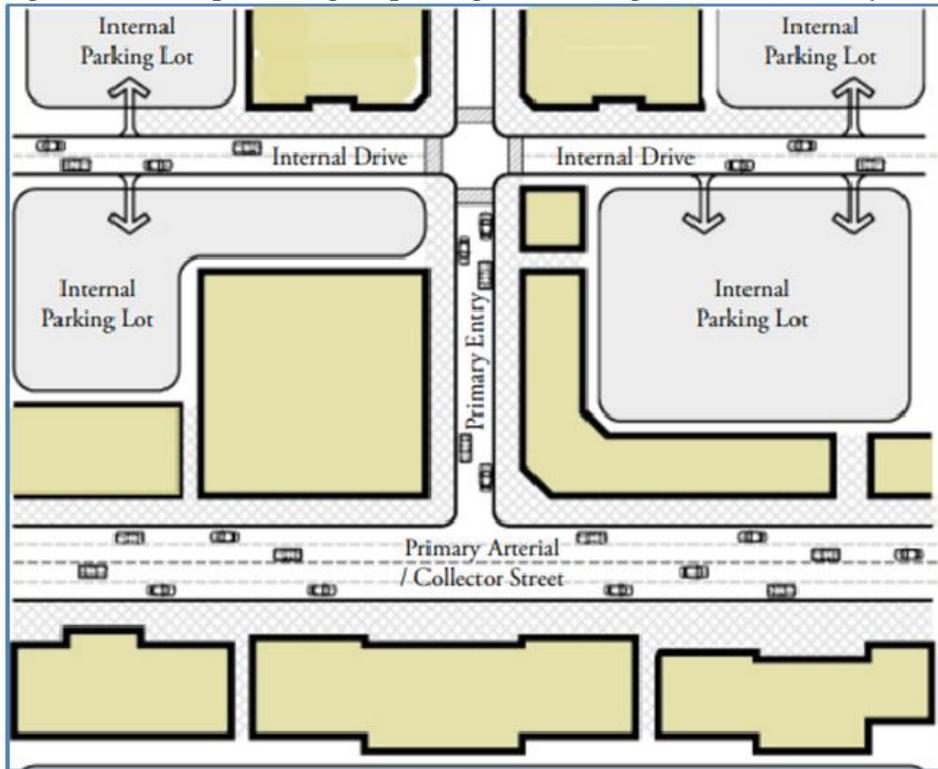
- (1) The use of barbed, razor or concertina wire or similar fencing shall be prohibited where visible from any public right-of-way or sidewalk.
 - (2) Woven metal fences are prohibited.
 - (3) Chain link fencing along the right-of-way shall be prohibited. Chain link fence may be used on the side (if not on a corner lot) and rear property lines, and shall be vinyl coated in black or green color.
 - (4) Fencing along the right-of-way shall be composed of wood, stone, brick, masonry, pre-cast concrete, cast stone, vinyl or metal (in a wrought iron style).
 - (5) Lawfully constructed fencing existing on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (f) Landscaping/Landscaped Buffers. Landscaping and tree protection shall be provided in accordance with Part 12 of the Zoning Code with the following additional and superseding provisions:
- (1) Uncomplimentary Adjacent Use Vehicular Use Area Buffer.
 - (i) For a business existing as of July 1, 2019, where the Vehicular Use Area (VUA) of a non-residential property abuts a residential use, a minimum 85 percent opaque, six-foot high masonry wall, pre-cast panel, wood or vinyl fence, or similar, shall be provided on the side of the non-residential use.
 - (ii) For businesses existing on July 1, 2019, where a building is adjacent to a residential use, a minimum 85 percent opaque, six-foot high wood, stone, brick, vinyl, masonry, pre-cast panel, or similar fence or wall shall be provided on the side of the non-residential use.
 - (2) Right-of-way Vehicular Use Area Buffer.
 - (i) A minimum five-foot landscape buffer shall be provided along the boundary of all non-residential VUAs abutting public right-of-way. No more than 25 percent of the landscaped area may be grass or mulch; the balance shall be landscaped with trees, shrubs or ground covers.
 - (3) Lawfully existing landscaping as of July 1, 2019 shall meet the requirements herein April 28, 2025.
- (g) Signage. Signage shall generally be consistent with Part 13 of the Zoning Code, with the following additional and superseding provisions below. Where sign regulations differ from those provided in this Subpart, the more stringent regulation shall apply.
- (1) One identity freestanding sign per lot per street frontage, provided they are located no closer than 200 feet apart (as measured in the Zoning Code); size determined as follows:

Parcel Size	Max Area per Side (sq ft)	Max Height (ft)
Less than 1 acre	36	12
1 acre to 3 acres	50	12
3 acres to 5 acres	75	18
Greater than 5 acres	200	35

One additional identity sign shall be permitted if the parcel's road frontage equals or exceeds 500 linear feet, provided signs are located no closer than 200 feet apart (as measured in the Zoning Code).

- (2) Pole mounted signs are prohibited.
 - (3) Billboards and/or off-site signs, as defined in Section 656.1302, Ordinance Code, are prohibited unless otherwise allowed by existing agreements with the City of Jacksonville.
 - (4) Animated signs; automatic changing message devices; mobile signs; beacons, tracker lights or similar lighting components; mirror-like or reflective materials; pennants; ribbons; streamers; inflatables; wind-activated signs; and similar are prohibited.
 - (5) Signs located in commercial and industrial zoning districts and located no more than 660 feet from the centerline of an interstate highway or expressway shall be limited to a height of 65 feet.
 - (6) Remnant portions of former sign structures no longer conforming to this Subpart shall be removed on or before December 31, 2024.
 - (7) Lawfully existing signage on July 1, 2019 shall meet the requirements herein April 28, 2025.
- (h) Parking. The primary parking design objective for an urban mixed-use development project shall be to design the site in such a way as to minimize the amount of visible parking while maintaining close proximity of "shared" parking for all uses.
- (1) The shared parking shall be internal to the project or parcel, but may include adjacent parcels if there is shared access and internal circulation. Shared parking can be used for up to 40 percent of the required parking spaces for commercial uses on site.
 - (2) On-street parking, where available, may be credited towards off street parking requirements. On-street parking will be credited only for those spaces in front of and adjacent to the site, on the same side of the street.
 - (3) No parking shall be placed between the street and the primary façade of any structure.
 - (i) Access lanes both one and two-way, up to 24 feet in width may be placed between the street and the primary structure, provided a raised pedestrian crosswalk is provided from the public sidewalk to the internal sidewalk system, five feet in width, at an interval of one for every 200 feet of internal roadway along the public right-of-way.
 - (4) Internal circulation patterns shall be designed with the pedestrian in mind and shall feature elements such as bump outs, marked cross walks, parallel parking along internal circulation lanes and landscape buffers between sidewalks and internal circulation lanes of at least 4 feet in width, otherwise meeting the VUA area buffering requirements in Part 12 of the Zoning Code.

Figure 12 - Conceptual image of parking and building locations for Catalyst Character Area



- (5) Reduction in required parking. Up to a 20 percent reduction in required parking for all commercial uses may be achieved provided a prorated amount of bicycle parking and amenities are provided. An internal circulation and infrastructure plan must be submitted to the City of Jacksonville Bicycle and Pedestrian Coordinator for review. This plan shall include:
 - (i) Parking for double the number of bicycles as vehicle parking spaces reduced.
 - (ii) Bicycle parking shall include covered or shaded bike racks and external water fountains.
 - (iii) Bicycle racks shall be located adjacent to primary structures and not in remote areas of the parking lots.
 - (iv) Designated improved travel paths or sidewalks between the main street and the provided on-site bicycle parking.
 - (v) Proper directional signage directing bicyclists to designated bike parking.
 - (vi) Appropriate internal vehicle signage denoting bicycle safety. Signage plan shall be provided as part of the bicycle infrastructure plan for review.
- (i) Walkways and Pedestrian Connections. All surface parking lots shall be located to the rear of primary structures. Pedestrian access between or through buildings shall be provided and designed in such a way as to reinforce the pedestrian sense of arrival to the primary streetscape.
 - (1) Parking lots shall be designed to allow pedestrians to move safely from their vehicle to the building. On lots with 40 parking spaces or less, this may be achieved by providing a three-foot sidewalk or path at the perimeter of the lot. On lots with greater than 40 spaces, corridors within the parking area shall channel

pedestrians from the car to the perimeter of the lot or to the building. Corridors are delineated by a paving material that differs from that of the vehicular area and are landscaped.

- (i) Parking lots containing more than 40 parking spaces shall have clearly defined pedestrian connections provided between a public right-of-way and building entrances, as well as parking lots and building entrances.
 - (ii) Pedestrian walkways shall be landscaped with additional shade or ornamental trees equal to an average of one shade tree per 50 linear feet of walkway, unless the walkway is adjacent to, or included within, an existing compliant buffer or frontage planting. Walkways shall not be less than five feet.
 - (iii) Pedestrian connections shall be clearly defined by at least one of the following:
 - a. Six-inch vertical curb, or
 - b. A continuous landscape area at a minimum of three feet wide on at least one side of the walkway.
- (2) For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five feet wide and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to the City's Land Development Regulations.
- (j) Screening.
- (1) Any exterior garbage receptacles, dumpsters, open storage areas or mechanical equipment must be screened from view from public rights-of-way and adjacent residential uses property with 95 percent opaque material that is visually similar to materials used on the nearest façade of the principal structure, such as wood or vinyl. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be a minimum 25 feet from adjacent residential uses and shall be incorporated into the main structure as a part of new construction or Major Renovation, as defined in this Subpart.
- (k) Lighting. Provide lighting systems that minimize glare, shadow, light pollution, and light trespass.
- (1) All sag lenses, drop lenses and convex lenses shall be prohibited.
 - (2) At least 2.0 foot-candle (f.c.) minimum maintained lighting level is recommended, while 3.0—4.0 f.c. minimum maintained level is preferred. These levels shall generally apply to all parking and pedestrian areas. However, illumination levels at all property lines shall not exceed 0.5 f.c. when the building or parking areas are located adjacent to residential uses, and shall not exceed 1.0 f.c. when abutting other non-residential properties. Lighting levels can be reduced after business hours/closing to 0.5 f.c. minimum maintained for burglary and vandalism resistance, if the property does not have an existing problem with criminal incidents, and the owner deems it appropriate.
 - (3) The use of cut-off fixtures with diffusers to focus the lighting where needed to minimize or eliminate light trespass is required.
 - (4) All lighting lamp sources within parking and pedestrian areas shall be metal halide, compact fluorescent or LED; LED is preferred.

- (5) The maximum light pole height in all parking areas shall not exceed 30 feet, and the maximum light pole height in all pedestrian areas shall not exceed 15 feet.
- (6) Shrubs and trees shall not interfere with security lighting or common natural surveillance observation from public streets or any buildings, including public rights-of-way.
- (7) Illumination of exterior doors - All types of exterior doors shall be illuminated with outdoor lighting during the hours of darkness to allow ready-observation of persons entering or exiting.
- (8) Illumination of address numbers - All street address or apartment/unit numbers (when existing) that are already required by existing codes shall also be illuminated during the hours of darkness.
- (9) Illumination of recessed areas - Alcoves and other recessed areas of buildings or fences that are capable of human concealment shall be illuminated during the hours of darkness.

4. *Additional Performance Standards.*

(a) Alcohol Distance Limitations.

- (1) Unless otherwise superseded by state or federal statutes or regulations, for permitted and permissible uses, any and all distance limitations and prohibitions found in Part 8 of the Zoning Code are waived and do not apply with regard to the distance between any and all location(s) selling and/or serving all alcoholic beverages for on-premises consumption in conjunction with a restaurant, microbrewery or brewpub, as defined in this Subpart, and the location of any and all established faith institutions or schools (inclusive of Jacksonville University). Uses subject to this standard shall not serve alcoholic beverages past midnight. For those uses that intend to serve alcoholic beverages past midnight, Part 8 of the Zoning Code shall apply.
 - (2) Sale and service of all alcohol for off premise consumption must meet the distance requirements otherwise required in the City's Zoning Code. Retail sale and service of all alcoholic beverages (license type 3PS) for off-premises consumption shall be discouraged.
 - (3) All permitted alcohol related uses shall have a minimum separation between any residential uses and any portion of the property used for the sale and service of alcohol, including outside sales and service locations of 100 feet, as measured from the nearest property line of the residential use to the nearest portion of the property defined for alcohol sales, unless otherwise incorporated into a mixed use project where uses are blended on the same parcel of land.
- (b) Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive-through window services and queuing lanes shall be located no closer than 50 feet to adjacent residential uses. Speaker systems shall not be aimed towards adjacent residential uses.
- (c) Off-street parking lots. Where permitted, off-street parking lots shall be subject to the following conditions:
- (1) There shall be no storage, sales, or service activity of any kind on these lots except where seasonal sales are permitted within the City's Zoning Code, Section 656.401(gg).
 - (2) Vehicular parking on the lot shall be limited to vehicles for employee and customer parking.
- (d) Outdoor display of merchandise. Where not a permitted use in the underlying Zoning District, outdoor display of merchandise shall be restricted to merchandise typically

used and stored outdoors and shall be permissible by a Zoning Exception. Such merchandise may include outdoor landscape structures (garden sheds, arbors, gazebos, etc.), plant materials, agricultural products, lawn maintenance equipment, and outdoor furniture.

- (1) Merchandise shall not be placed on the public sidewalk or within the right-of-way.

(Ord. [2019-239-E](#), § 1)

Sec. 656.399.63. - Renew Arlington Design Review ("RADR") Team.

- A. *Purpose.* Because the sites within the Renew Arlington Zoning Overlay boundaries are generally smaller in size and present a unique challenge to meet the Mandatory Compliance element requirements of the Zoning Overlay due to the history of road widening and in some instances a change of use in the area from single family residential to office, retail and service establishments, a select group of Planning and Development Department staff professionals have been chosen to review proposed site designs for property owners faced with meeting the standards of the Mandatory Compliance elements, without triggering the need for a complete civil plan ("10-set") review by the Department.

Property owners with sites that were not in conformance as of July 1, 2019 with any of the three Mandatory Compliance elements may apply for a RA/CRA Mandatory Compliance Grant and may avail themselves of the RA/CRA Designer. The property owner may choose to utilize the RA/CRA Designer or may use their own appropriate design professional. However, in order to utilize the RADR team process, the site plan must be reviewed and approved by the RA/CRA Designer prior to submittal to the RADR team. The RADR team will provide a consolidated review of the site design regarding the Mandatory Compliance elements within the context of the Zoning Overlay.

- B. *Members.* The Director of Planning and Development shall appoint the persons holding the following positions to the RADR team:
 1. City Landscape Architect;
 2. Planning Services Manager;
 3. Chief of Current Planning, or their designee;
 4. Senior Traffic Technician; and
 5. Others as appointed by the Director as deemed necessary.
- C. *Duties and Authority.* The RADR team may only be used by property owners that are faced with meeting the standards of the Mandatory Compliance elements within the Mandatory Compliance deadline. However, if requested, the RADR team, at their discretion, may review and comment on other elements of the Zoning Overlay standards as part of the review of the Mandatory Compliance elements of a parcel.
 1. *Site Plan approval.* Preliminary review of the schematic site plan by the RADR team is the first step. At this point, the RADR team will determine whether the design: (a) will require an Administrative Deviation; (b) will require conventional civil plan ("10-set") review by the Department due to the complexity of the design; or (c) may progress to construction drawings prepared by a professional for final review by the RADR team for a site development permit. The RADR team may approve site plans for permitting taking into consideration all requirements of the Zoning Overlay including the removal and/or relocation of impervious surfaces, a revision to traffic circulation and number of parking spaces, while still maintaining clear site triangles and general functionality of the site.
 2. *Administrative Deviation staff report.* If one or more Administrative Deviations are required for final site plan approval, the RADR team is responsible for providing a staff recommendation to

the Zoning Administrator considering each of the RA/CRA Zoning Overlay Deviation Criteria as listed in Sec. 656.399.64 as related to the Mandatory Compliance element(s) at issue. If Administrative Deviation(s) are required, those must be sought prior to a final approval of the site plan. At their discretion, if the design requires an Administrative Deviation for an element or elements in addition to the Mandatory Compliance elements, the RADR team may include that element or elements in their staff report to the Zoning Administrator.

3. *Further review.* If the design of the site is particularly complex, it may become necessary for the submittal to proceed through the conventional Development Services Division process.
- D. *Applicant Eligibility.* Only owners of properties which contain the Mandatory Compliance elements of a Fence, Landscaping/Landscape Buffer, or a Sign existing as of July 1, 2019 that is not in compliance with the Zoning Overlay, or which property lacks a compliant Fence, Landscaping/Landscape Buffer, or Sign on July 1, 2019, are entitled to utilize the RADR team. The site plan presented to the RADR team must have been prepared by or approved by the RA/CRA Designer prior to submittal to the RADR team.
- E. *Development Procedure and Process for permit to bring the Mandatory Compliance elements of Fencing, Landscaping/Landscape Buffer and Signage into compliance.* All applicants shall provide the following information to the RADR team:
 1. A City Development Number ("CDN") may be required in order to submit plans for preliminary review, but will be required for submittal of plans for final review. The City Development Number Request Form, available in the Concurrency and Mobility Management System Handbook, must indicate in the "Development/Project Name" field that this project is within the Renew Arlington Zoning Overlay. The Form should be submitted to the Development Services Division Concurrency and Mobility Management Systems Office.
 2. A vicinity plan and digital photographs showing the project in relation to the surrounding blocks and streets (include all properties within a minimum of 300 feet of project property boundary lines);
 3. A boundary survey of existing property showing all buildings, protected trees, and impervious areas on the subject site as well as the buildings, driveways and other impervious surfaces within 100 linear feet from all property lines, including the right-of-way line.
 4. If impervious areas are to be added, relocated, or rebuilt which would likely affect current drainage patterns, the applicant must also provide a topographical survey and site design drawings prepared by an appropriate registered professional which shall include, as a minimum, storm drainage systems consistent with the City's Land Development Procedures Manual, City of Jacksonville ordinances, and the St. Johns River Water Management District requirements. The RADR team has the discretion to request additional information relative to the design.
 5. The applicant shall provide a schematic site plan ("site plan") drawn to nominal scale such as 1"=10' or 1"=20' by a landscape architect, architect, engineer or other qualified person. The site plan must either be prepared by or reviewed by the RA/CRA Designer prior to submittal to the RADR team.
- F. *RADR preliminary review for Site Development permit.*
 1. The RADR team shall review site plans at least monthly, if any have been submitted.
 2. The RADR team shall determine if the site plan is in compliance with the Mandatory Compliance elements as they apply to that particular site and the Zoning Overlay.
 - a. If the site plan is in compliance with the Zoning Overlay, the property is eligible for a Site Development permit relative to those elements. At this point, the property owner could proceed with construction documents prepared by a licensed professional for final review by the RADR team and issuance of the Site Development permit.
 - b. If the site plan is not in compliance with the Zoning Overlay and an Administrative Deviation is required, the RADR team shall prepare and forward a staff report with a

recommendation regarding the Administrative Deviation to the Zoning Administrator regarding the Mandatory Compliance elements. At their option, the RADR team may also include elements additional to the Mandatory Compliance elements in the report for consideration by the Zoning Administrator.

- c. The staff report shall consider each of the RA/CRA Zoning Overlay Administrative Deviation Criteria for each Deviation sought.
 - d. The Zoning Administrator shall follow the procedures for public input pursuant to Part 1 of the Zoning Code (Chapter 656, Ordinance Code).
3. RADR final review for Site Development permit. If the Administrative Deviation(s) is approved, at this point the property owner could proceed with construction documents prepared by a licensed professional for final review by the RADR team and issuance of the site Development permit. If the Administrative Deviation is denied, the property owner may appeal pursuant to this Subpart, or significantly redesign the site plan for resubmittal.

(Ord. [2019-879-E](#), § 2)

Sec. 656.399.64. - RA/CRA Zoning Overlay Administrative Deviations.

- A. *Administrative Deviation requests heard by Zoning Administrator.* Pursuant to Sec. 656.101, Ordinance Code, an Administrative Deviation may be granted by the Zoning Administrator, after due notice and hearing, for a relaxation of certain Zoning Code requirements. Notwithstanding items for which deviations may be allowed in other areas of Jacksonville, within the Renew Arlington Zoning Overlay, the Zoning Administrator may allow deviations for the following:
1. Reduce minimum lot area, unless the property is a High Intensity Use as described in this Zoning Overlay;
 2. Reduce required yards;
 3. Reduce the minimum number of required off-street parking spaces, so long as the landscaping requirements of this Zoning Overlay are fully met;
 4. Reduce the minimum landscaping requirements;
 5. Increase the maximum lot coverage;
 6. Adjust required driveway aisle widths, parking stall dimensions, and allow tandem parking;
 7. Consider on-street parking to meet parking requirements;
 8. Increase the allowable maximum height of structures, including fences, but not signs;
 9. Increase the maximum number of off-street parking spaces so long as the landscaping is not also reduced, and either a professional study indicating that more spaces are warranted is performed and approved by the Department, or the request is consistent with the current edition of the ITE parking Generation Manual; and
 10. Decrease lot width so long as at least 80 percent of the existing context development pattern is similar.
- B. *Review.* In order to approve a Deviation, the Zoning Administrator must find in the affirmative for each of the RA/CRA Zoning Overlay Deviation Criteria below and report on the balance between the interest of the public, the property owner, and the community.
- C. *RA/CRA Zoning Overlay Deviation Criteria.*
1. There are extraordinary or special conditions affecting the land involved such that strict application of the provisions of this Zoning Overlay will have a material negative impact on the viability of the business, or unreasonably restrict the utilization of the property, both existing as of July 1, 2019;

2. There are unique site characteristics such as parcel shape, location, existing utility easements, etc. that prevent development consistent with the Zoning Overlay Regulations;
 3. Granting the deviation would not substantially conflict with the intent of this Zoning Overlay;
 4. The proposed deviation will not diminish property values in the area surrounding the site and will not interfere with or injure the rights of adjacent properties, but would accomplish an additional public benefit;
 5. The unique circumstances on the property, existing as of July 1, 2019, were not created by the owner of the property, and the need for the deviation is not based on a change of use or intensification of use.
 6. The requested relief is the minimum adjustment necessary.
 7. Granting the deviation will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering this Overlay.
- D. *Appeals of Zoning Administrator's Decision on Administrative Deviation.* Appeals from the decision of the Zoning Administrator on a property within the RA/CRA Zoning Overlay Area shall not be to the Planning Commission, but rather to the City Council.
1. *Standing.* The Applicant or any other adversely affected person may appeal a final written decision of the Zoning Administrator.
 2. *Notice.* Notice of Appeal shall be provided to the Legislative Services Division within 14 days of the effective date of the written decision, and shall be accompanied by a filing fee as found in www.coj.net/fees, together with a notification fee for each required notification. The Notice of Appeal shall be in a form created by the Planning and Development staff in consultation with the Office of General Counsel.
 3. *Standard of Review.* The Council's review of the appeal shall be a *de novo* review, without giving deference or weight to the decision of Zoning Administrator. The Council shall have the benefit of the record below and may include the same in its review as well as applicable law and additional testimony and evidence. The record shall include all evidence and testimony presented to the Zoning Administrator. The Council may affirm, reverse or modify each written decision or it may remand the matter back to the Zoning Administrator with specific instructions for further action, by adopting a written order.
 4. *Procedural Matters.* The Council shall have the authority to:
 - a. Accept briefs and other papers to be filed on behalf of any party, provided all papers are submitted at or prior to the Land Use and Zoning public hearing;
 - b. Hear oral argument on behalf of any party;
 - c. 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;
 - d. Dispose of procedural requests or similar matters including motions to amend and motions to consolidate;
 - e. Keep a record of all persons requesting notice of the decision in each case;
 - f. Grant withdrawal requests by the appellant; and
 - g. Enter into settlement agreements regarding the matter appealed, so long as there is no financial impact to the City.
 - h. Individually view the property which is the subject of the appeal.
 - i. Adopt appellate procedures similar to the procedures outlined in sections 656.141 and 656.142, Ordinance Code

5. *Decision.* The Council may affirm or reverse each written decision, or it may remand the matter back to the Zoning Administrator with specific instructions for further action. The Council's decision shall be reduced to writing and shall become effective upon filing the decision with Legislative Services.
- E. *Appeal of City Council decision to the Courts.* The decision of the City Council constitutes the final agency action of the City of Jacksonville relative to the request. These decisions may be challenged by any person with standing as authorized by state law.
- F. *Return of fees and notice cost.* If the Administrative Deviation is approved upon appeal to either the City Council or Court, the property owner is entitled to the return of the City filing fee and notice costs for the appeal from the agency or division collecting the fees.

(Ord. [2019-879-E](#), § 2)