



Downtown Investment Authority  
Hybrid Virtual In-Person Meeting  
Wednesday, February 21st, 2024  
2:00 PM

**MEMBERS:**

Jim Citrano, Board Chair  
Braxton Gillam, Esq.  
Carol Worsham  
Joe Hassan

Sondra Fetner, Esq.  
Patrick Krechowski, Esq.  
Micah Heavener  
Melinda Powers, Esq.

**I. CALL TO ORDER**

**II. PUBLIC COMMENTS**

**III. COMMUNITY REDEVELOPMENT AGENCY**

- A. Form 8B: Voting Conflict Disclosures
- B. January 17th, 2024, Community Redevelopment Agency Meeting Minutes Approval
- C. Resolution 2024-02-01 MOSH RDA Amendment
- D. Resolution 2024-02-02 Riverfront Plaza Restaurant
- E. Resolution 2024-02-03 Jones Bros New Construction
- F. Resolution 2024-02-04 Hyatt Parking
- G. Resolution 2024-02-08 Sally's Dark Ride

**IV. DOWNTOWN INVESTMENT AUTHORITY**

- A. January 17th, 2024, Downtown Investment Authority Board Meeting Minutes Approval
- B. Resolution 2024-02-05 CH 656 Ord Code Changes
- C. Resolution 2024-02-06 SB Affordable Housing Support Loan
- D. Resolution 2024-02-07 Parking Code Updates

**V. OLD BUSINESS**

**VI. NEW BUSINESS**

**VII. CEO INFORMATIONAL BRIEFING**

- A. CEO Monthly Update

**VIII. CHAIRMAN REPORT**

**IX. ADJOURN**

**PHYSICAL LOCATION**

Jacksonville Public Library-Main Library/Downtown  
303 North Laura Street  
Multipurpose Room (located in the Conference Center)  
Jacksonville, Florida 32202

**VIRTUAL LOCATION**

Interested persons desiring to attend this meeting virtually can do so via Zoom (including by computer or telephone) using the following meeting access information:

**Join Zoom Meeting**

<https://zoom.us/j/94074017448?pwd=WklzbHNRRCT6cFBqL0M4YkNrMkxrQT09>

**Meeting ID:** 940 7401 7448

**Passcode:** 642945

**One tap mobile**

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Find your local number: <https://us02web.zoom.us/j/k5EtIgMnZ>

**TAB III.B**

**JANUARY 17<sup>TH</sup>, 2024 COMMUNITY REDEVELOPMENT AGENCY MEETING  
MINUTES APPROVAL**



**Community Redevelopment Agency**  
**Downtown Investment Authority Hybrid Meeting**  
**Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.**

**Community Redevelopment Agency Hybrid Meeting**  
**MEETING MINUTES**

**DIA Board Members (BM):** Jim Citrano, Board Chair; Braxton Gillam, Esq.; Craig Gibbs, Esq.; Carol Worsham; Sondra Fetner, Esq.; Patrick Krechowski, Esq.; and Micah Heavener; Melinda Powers, Esq. (Unofficial Board Member)

**DIA Board Members Excused:** Joe Hasson

**Mayor's Office:** None.

**Council Members:** Councilperson Jimmy Peluso, District 7, City Council Liaison

**DIA Staff:** Lori Boyer, Chief Executive Officer; Steve Kelley, Director of Downtown Real Estate and Development; Guy Parola, Director of Operations; Wanda James Crowley, Financial Analyst; Ina Mezini, Strategic Initiatives Coordinator; Ava Hill, Administrative Assistant

**Office of General Counsel:** John Sawyer, Esq.

**I. CALL TO ORDER**

Board Chair Citrano called the CRA meeting to order at 2:00 pm. This was followed by the Pledge of Allegiance and introductions.

**II. PUBLIC COMMENTS**

Board Chair Citrano opened the floor to public comment.

*The following people made in-person public comments, made public comments virtually through Zoom, or provided comments that were read into the record by DIA Staff. Note: the subject matter of the comment(s) indicated to the right of each person:*

Carnell Oliver      Downtown Investment Authority Finances and Economic Development

**III. COMMUNITY REDEVELOPMENT AGENCY**

**A. FORM 8B: VOTING CONFLICT DISCLOSURES**

There were no voting conflict disclosures.

**B. DECEMBER 20<sup>TH</sup> 2023 COMMUNITY REDEVELOPMENT AGENCY  
MEETING MINUTES APPROVAL**



**Community Redevelopment Agency**  
**Downtown Investment Authority Hybrid Meeting**  
**Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.**

Before moving to approve the meeting minutes, CEO Boyer advised that the agenda packets included amended copies of the December CRA and DIA meeting minutes.

Board Chair Citrano called for a motion to approve the amended meeting minutes.

**Motion:** Member Gillam motioned to approve the amended December 20<sup>th</sup>, 2023, Community Redevelopment Agency Meeting Minutes.

**Second:** Member Worsham seconded the motion.

**Vote: Aye: 7      Nay: 0      Abstain: 0**

**MOTION PASSED UNANIMOUSLY      7-0-0**

**C. CONSENT AGENDA**

- Resolution 2024-01-01: JEA Property Disposition
- Resolution 2024-01-02: NB Urban Art
- Resolution 2024-01-03: SB Unallocated

Seeing all were passed unanimously with no amendments, Board Chair Citrano called for a motion.

**Motion:** Member Worsham motioned to approve the consent agenda.

**Second:** Member Gillam seconded the motion.

**Vote: Aye: 7      Nay: 0      Abstain: 0**

**MOTION PASSED UNANIMOUSLY      7-0-0**

**D. ADJOURNMENT**

Board Chair Citrano adjourned the CRA meeting at 2:07 PM.

*The written minutes for this meeting are only an overview of what was discussed. For verbatim comments of this meeting, a recording is available upon request. Please contact Ava Hill at [avah@coj.net](mailto:avah@coj.net) to acquire a recording of the meeting.*

**TAB III.C**

**RESOLUTION 2024-02-01 MOSH RDA AMENDMENT**

**RESOLUTION 2024-02-01**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY (THE “DIA”) RECOMMENDING AMENDMENTS TO THE REDEVELOPMENT AGREEMENT AMONG THE CITY, DIA, AND MUSEUM OF SCIENCE AND HISTORY, INC. (“MOSH”) DATED MAY 22, 2023, (“RDA) AND RELATED DOCUMENTS, INCLUDING BUT NOT LIMITED TO THE GROUND LEASE, IN ACCORDANCE WITH THE TERM SHEET ATTACHED HERETO AS EXHIBIT A, WITH ALL OTHER TERMS AND CONDITIONS OF THE RDA AND RELATED DOCUMENTS REMAINING UNCHANGED; AUTHORIZING THE CHIEF EXECUTIVE OFFICER OF THE DIA (THE “CEO”) TO FILE LEGISLATION TO ENACT THE MODIFICATIONS TO THE RDA AND RELATED DOCUMENTS; AUTHORIZE THE CEO TO EXECUTE ALL DOCUMENTS; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the DIA and City Council approved the RDA, and related documents via DIA Resolutions 2022-01-03 and 2022-09-03 and Ordinance 2023-184-E, respectively; and

**WHEREAS,** MOSH has been diligently pursuing fundraising as contemplated by the RDA and is making progress on the design of the surrounding City park as contemplated by the associated Cost Disbursement Agreement but has been delayed in the design of the museum building itself and commencement of construction necessitating this amendment; and

**NOW THEREFORE BE IT RESOLVED,** by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA recommends the amendment of the RDA and related documents to effectuate the modifications set forth in Exhibit A attached hereto.

**Section 3.** The DIA authorizes the CEO to initiate filing legislation with the City Council to enact the changes incorporated within this Resolution 2024-02-01.

**Section 4.** The Chief Executive Officer is hereby authorized to execute the contracts and documents and otherwise take all necessary action in connection therewith to effectuate the purposes of this Resolution.

**Section 5.** This Resolution, 2024-02-01, shall become effective on the date it is signed by the Chair of the DIA Board.

[SIGNATURES ON FOLLOWING PAGE]

WITNESS:

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_

\_\_\_\_\_  
Jim Citrano, Chair

\_\_\_\_\_  
Date

VOTE: In Favor: \_\_\_ Opposed: \_\_\_ Abstained:



Exhibit A to Resolution 2024-02-01

Term Sheet for Amended RDA

Developer:	Museum of Science and History (“MOSH”).
RDA	The current Redevelopment Agreement dated May 22, 2023, by and between the City, DIA, and the Museum of Science and History of Jacksonville, Inc. the terms of <b>which, except as provided herein, shall remain unchanged in the restated Redevelopment Agreement.</b>
Amended and Restated Redevelopment Agreement	<b>The Amended and Restated Redevelopment Agreement will establish the essential terms of the Lease of the Project on the Museum Parcel, the Joint Use Park Agreement with respect to use and maintenance of the Joint Use Park Parcel, the Developer’s rights and responsibilities with respect to design of the Park Project, the Developer’s and the City’s obligations with respect to construction of infrastructure improvements, site remediation, park improvements, etc., on the Property and other terms relevant to development of the Property. The Amended and Restated Redevelopment Agreement will become effective upon its execution following approval by the City Council. Its terms will govern the period prior to the Effective Date of the Lease as well as the rights and responsibilities of the parties for other portions of the Property throughout the term of the RDA.</b>
Lease Terms:	<p>The DIA on behalf of the City will enter into a Lease of the Project on the Museum Parcel with the Developer.</p> <p>The term of the Lease shall consist of a Construction Term not to exceed Three (3) years commencing on the Effective Date of the Lease (pre-conditions to the effective date of the Lease and commencement of the Construction Term include Completion of Construction Drawings, <b>approval thereof by the DIA, Public Works and Parks</b>, and issuance of Permits necessary to commence construction, and the Lease shall commence upon actual Commencement of Construction) and said Construction Term ending upon Substantial Completion of the Project. Upon Substantial Completion of the Project, the Occupancy Term of Forty (40) years shall commence, which lease will provide one (1) ten-year renewal option provided the Developer remains in compliance with the Redevelopment Agreement and Lease, including the use and maintenance obligations therein. At any time prior to the expiration of the Occupancy Term, whether or not extended by renewal, MOSH may seek an extension of the term, subject to review and approval by the City Council.</p> <p>Annual ground lease rent shall be \$1.00/year.</p> <p>MOSH may obtain, at its expense, leasehold title insurance but the City shall have no obligation to warrant title or remove any title defects.</p> <p>[...]</p>

	<p>MOSH shall have no right to sell or grant naming rights to any portion of the Project visible from public rights of way or pedestrian areas or from the Park Project without the express prior written approval of the City and no grant of naming rights visible from public rights of way or pedestrian areas or from the Park Project shall exceed the lesser of 20 years or the useful life of the improvements funded by the donation. Further, no grant of naming rights internal to the Project and not visible from public rights of way or pedestrian areas or from the Park Project shall exceed the useful life of the improvements funded by the donation or the term of the Lease, whichever is less.</p>
<p>Site Investigation:</p>	<p>The Due Diligence Period <b>has expired</b>.</p>
<p>Construction and Financing of Infrastructure:</p>	<p>[sections a-d remain unchanged]</p> <ul style="list-style-type: none"> <li>e. During the Construction Term and prior to commencement of the Occupancy Term of the Lease, the City shall use reasonable efforts, subject to the extent budget and schedules allow, to construct the Riverwalk contiguous to the Property boundary as is currently permitted within the approved CIP Project Scope</li> <li>f. The Developer will not construct the Park Project, however to the extent budget and schedules allow, the City will use reasonable efforts to construct the Park Project and science themed activity node, or portions thereof to during the Construction Term and prior to commencement of the Occupancy Term of the Lease.</li> <li>g. Any excess funds in the approved CIP project upon completion of the approval of budgets for the foregoing items (a) through (g), shall be used to further extend the Riverwalk beyond and in the vicinity of the Property as is currently permitted within the approved CIP Project Scope.</li> </ul>
<p>Fundraising Condition:</p>	<p>MOSH is responsible for securing funds (private donations, grants, etc. other than City contributions) for the construction of the museum facility and associated improvements on the Museum Parcel totaling at a minimum \$40,000,000, with a total projected capital investment of \$85,000,000. MOSH anticipates the principal sources for such funds to be twofold: (i) donations secured by pledge agreements with individuals, business entities, foundations, and the like; and (ii) a grant or grants from the State, Federal Government, or other grant organizations. To qualify as having been secured, a pledge must be binding, though it may be collected over a period of years. MOSH is not prohibited from procuring institutional financing for facility construction so long as neither the Museum Parcel, the Lease nor the museum facility and fixed improvements are pledged as security. Such financing may be secured by donation pledge agreements.</p>

	<p>The above required minimum fundraising threshold must be secured on or before June 30, 2024, and MOSH must satisfy the following intermediate milestones:</p> <p>MOSH shall document to the DIA in the form of actual donations, received and on deposit, binding grant award letters, evergreen letter(s) of credit and other legally binding financial commitments as approved by the CEO of the DIA (certified by an affidavit of the MOSH CPA), pursuant to the following performance schedule:</p> <p>(a) By February 29, 2024, MOSH shall document, pursuant to Section 1.1(b) of the Agreement, having secured funds of not less than \$30,000,000.</p> <p>(b) April 30, 2024, MOSH shall document, pursuant to Section 1.1(b) of the Agreement, having secured funds of not less than \$35,000,000 in total.</p> <p>(c) By June 30, 2024, MOSH shall document, pursuant to Section 1.1(b) of the Agreement, having secured funds of not less than \$40,000,000 in total.</p> <p>Failure to secure sufficient funding for the entire Project to allow MOSH to commence construction by December 21, 2025, and proceed without interruption to completion, subject to extensions as permitted in the RDA and by force majeure, will result in the termination of the RDA and MOSH will have no further rights to development of the Property.</p>
<p>Performance Schedule:</p>	<p>a. June 30, 2024- MOSH to have satisfied fundraising condition.</p> <p>b. June 30, 2024 – MOSH to have completed the bid process, including the award thereof, for the design of the Project in compliance with CCNA and other applicable state and local procurement laws and ordinances applicable to City-owned projects.</p> <p>c. June 30, 2024, MOSH to have commenced design of the Museum Project and the Project.</p> <p>d. October 31, 2024, MOSH to have completed the Schematic Design Phase and submitted plans to the City for approval.</p> <p>e. March 31, 2025, MOSH to have completed the Design Development Phase for the Project and Museum Project and submitted plans to the City for approval.</p> <p>f. September 30, 2025, MOSH to have completed 100% construction drawings, obtained City approval thereof, submitted applications for all necessary permits to commence construction and prepared construction bid documents.</p>

	<p>g. December 1, 2025, MOSH to have issued bid solicitation for construction for the Museum Project and the Project.</p> <p>h. Commencement of Construction or termination of RDA. Construction of the museum facility by MOSH must commence no later than December 21, 2025. The commencement of construction or installation of the infrastructure and site work performed by the City or its contractor shall not be deemed the commencement of construction of the museum facility.</p> <p>i. July 31, 2028 – Substantial Completion of construction of all improvements on the Property.</p> <p>j. The foregoing deadlines will be subject to extensions of up to a cumulative total of six (6) months granted by the DIA’s Executive Director and an additional up to six (6) months by the DIA Board without additional City approval upon reasonable cause shown by MOSH, and by force majeure. An extension of the Commencement Date shall also apply to the date of Substantial Completion, so that a single extension provided will apply to both simultaneously. All other extensions shall apply only to the performance milestone extended.</p> <p>k. The development of the Property and construction of the museum building will not be phased; however, this provision does not preclude future finishing out of the interior of buildings and other improvements after Substantial Completion. Any future exterior work in the Museum Parcel will be subject to DDRB review. exhibits interior to the building.</p> <p>l. Following entry into the Redevelopment Agreement MOSH will provide to the City, project updates every six months.</p>
<p>Cost Disbursement Agreement and Park Design Schedule</p>	<p>The Design of the park was bid and awarded consistent with CCNA and work on the design has begun. However, in the RDA, the timing of the completion of design was established to coincide with the timing of design of the Project and facilitate coordination of the two projects. Since the Performance schedule for the design of the Project is being substantially changed by this modification, the Performance Schedule for the Park design and Cost Disbursement agreement will be modified to provide for completion of various stages at or near the same dates as established herein for the Project, to allow better coordination of the designs of the projects.</p>

**TAB III.D**

**RESOLUTION 2024-02-02 RIVERFRONT PLAZA RESTAURANT**

## **RESOLUTION 2024-02-02**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY (“DIA”) APPROVING THE DEVELOPMENT OF A STANDALONE RESTAURANT ON THE HOGAN STREET RIVERFRONT DEVELOPMENT PARCEL ADJACENT TO RIVERFRONT PLAZA; AUTHORIZING THE DESIGN OF SUCH A RESTAURANT IN ACCORDANCE WITH CERTAIN DESIGN CRITERIA CONTAINED IN EXHIBIT 1; SPECIFYING THE OPERATIONS DIRECTION AND DAY PARTS ENVISIONED FOR THE RESTAURANT AS OUTLINED IN EXHIBIT 2; INSTRUCTING ITS CHIEF EXECUTIVE OFFICER (“CEO”) TO TAKE ALL NECESSARY ACTION TO EFFECTUATE THE PURPOSES OF THIS RESOLUTION; FINDING THAT THIS RESOLUTION FURTHERS THE BUSINESS INVESTMENT AND DEVELOPMENT (“BID”) PLAN, INCLUDING THE COMMUNITY REDEVELOPMENT AREA PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, DIA is the designated Community Redevelopment Agency for the Combined Northbank CRA, for which a BID Plan, inclusive of a Community Redevelopment Plan, was adopted by Ordinance 2014-560-E as updated by Ordinance 2022-372-E; and

**WHEREAS**, the City owns 3 parcels totaling approximately 8 acres of upland riverfront property, bound by Hogan Street, Independent Drive, the Main Street Bridge, and the Saint Johns River comprising of Duval County Tax Parcel Numbers 074445 0700, 074457 110, and 074464 0030, hereto referred to as the “Property”; and

**WHEREAS**, Pursuant to an approved CIP project that expressly contemplates the existence of two development parcels on the Property (“Development Parcels”) and a Design Competition to locate and determine the appropriate size and placement of the Development Parcels as well as the park design concept, Perkins and Will was selected as the park designer and has completed 100% design of the park that surrounds the two Development Parcels; and

**WHEREAS**, Phase 1 of the Riverfront Plaza park is now under construction and slated for completion in late 2025; and

**WHEREAS**, the Development Parcels are in CRA inventory for disposition or development; and

**WHEREAS**, the Development Parcel located closest to the Riverfront and Hogan Street has been envisioned to be a standalone restaurant, herein referred to as the “Restaurant Pad”: and

**WHEREAS**, pursuant to previous Board discussion it was determined that it would be in the best interest of the CRA to own and control design and operation of any facility located on the Restaurant Pad to ensure its quality and compatibility with the surrounding park rather than to issue an RFP for sale or ground lease of the Restaurant Pad; and

**WHEREAS**, at the direction of the Board, DIA procured the services of a professional market study and hospitality consultant to advise on the feasibility, timing, and type of restaurant that should be considered for the site; and

**WHEREAS**, the DIA has issued an RFP for Architectural Services to select an architect team to design a potential restaurant on the Restaurant Pad as well as other potential locations; and

**WHEREAS**, based on the extensive public input that went into the design competition process and public’s desire for food and beverage establishments on the riverfront, the recommendations of

Streetsense and the timing of Phase 1 park construction, DIA staff recommends that the Board proceed with design and development of a standalone restaurant on the Restaurant Pad; and

**WHEREAS**, the DIA finds that this resolution furthers the following Redevelopment Goal and Strategic Objectives found in the BID Plan:

**Redevelopment Goal 3:** Increase and diversify the number and type of retail, food and beverage, and entertainment establishments within Downtown; and

**Redevelopment Goal 4:** Increase the vibrancy of Downtown for residents and visitors through arts, culture, history, sports, theater, events, parks, and attractions; and

**Redevelopment Goal 5:** Improve the safety, accessibility and wellness of Downtown Jacksonville and cleanliness and maintenance of public spaces for residents, workers, and visitors; and

**Redevelopment Goal 7:** Capitalize on the aesthetic beauty of the St. John’s River, value its health and respect its natural force, and maximize interactive and recreational opportunities for residents and visitors to create waterfront experiences unique to Downtown Jacksonville,

**NOW THEREFORE, BE IT RESOLVED**, by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA approves the development of a standalone restaurant on the Restaurant Pad (Hogan Street riverfront Development Parcel) adjacent to Riverfront Plaza.

**Section 3.** The DIA authorizes the design of such a restaurant in accordance with certain Design Criteria contained in Exhibit 1;

**Section 4.** The DIA approves the Operations Direction attached hereto as Exhibit 2.

**Section 5.** The DIA instructs the Chief Executive Officer of the Downtown Investment Authority to take all necessary action necessary to effectuate the purposes of this Resolution.

**Section 6.** This Resolution shall become effective on the date it is signed by the Chair of the DIA Board.

WITNESS:

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_

\_\_\_\_\_  
James P Citrano, Esq., Chair

\_\_\_\_\_  
Date

VOTE: In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

# Exhibit 1 to Resolution 2024-02-02

## Design Criteria

1. Restaurant building limited to no more than one story in height, but may have an open air rooftop
2. Approx 5000 sq ft Conditioned space (no more than 6000)
3. Interior to include, at a minimum:
  - Kitchen
  - BOH space
  - Bar
  - Dining room
4. Approx 2500 sq ft of outdoor seating (2000 minimum)
  - Minimum 1000 square feet of covered patio seating
  - Uncovered outdoor seating
5. Building Design must complement the architecture of the Park, Park amenities and other Park structures.
6. Building design represents the look and feel of the Perkins & Will concept design.
  - Annular not angular
7. Design represents and incorporates aspects from Streetsense evaluation –
  - Open and light
  - Liberal use of windows to provide transparency.
  - An emphasis on spaciousness and natural light
  - Unobstructed views to the water
  - Flexible and variety in seating areas
  - Consider a private room if space permits.
8. Design must adhere to City of Jacksonville Resiliency standards including a minimum first floor elevation of 9 feet; elevation of all critical infrastructure above floor level to minimize flooding impacts.
9. Building to be located as close to Hogan Street side of parcel as practical in order to preserve views of the river from Laura Street entry.
10. Some outdoor seating should face flex lawn as well as riverfront outdoor seating.
11. Use of Green roof and shade trees in outdoor seating areas encouraged.
12. \_\_\_\_\_
13. \_\_\_\_\_



# Exhibit 2 to Resolution 2024-02-02

## Operations Direction

The restaurant at Riverfront Plaza should establish itself as an accessible culinary haven, providing a diverse selection of high-quality offerings, whether for a quick coffee or breakfast, a leisurely lunch, or a casual dinner. With service from breakfast to dinner, a diverse array of seating options, and a bright and airy interior, this restaurant will appeal to all users and become a frequent stop for many who expect a quality local offering and familiar service.

- On-Trend Operator
- Strong Branding and Identity
- Memorable Customer Service

### Intended Customer Base

- Multi-Generational Appeal
- Downtown workforce
- Neighbors
- Event attendees and Corporate Travelers
- Regional Residents
- Visitors

### Meal Periods

- Open morning to night
- Seven days a week
- Dependably open

### Type of food

- Regional/American, Seafood, Southern.
- Avoid anything flavor or culturally specific i.e. Sushi, Brazilian Steakhouse, BBQ, Vegetarian, etc.

### Family friendly

- Must offer a kid's menu

### Price Point

- Approachable/affordable

### Service Style

- May offer counter service for breakfast.
- Must offer full table service for lunch and dinner.
- Could also offer counter service at lunch and dinner

**SUPPLEMENTAL INFORMATION**

**RESOLUTION 2024-02-02 RIVERFRONT PLAZA RESTAURANT STAFF REPORT**

## Riverfront Plaza Food & Beverage Options

DIA Staff Report

February 15, 2024

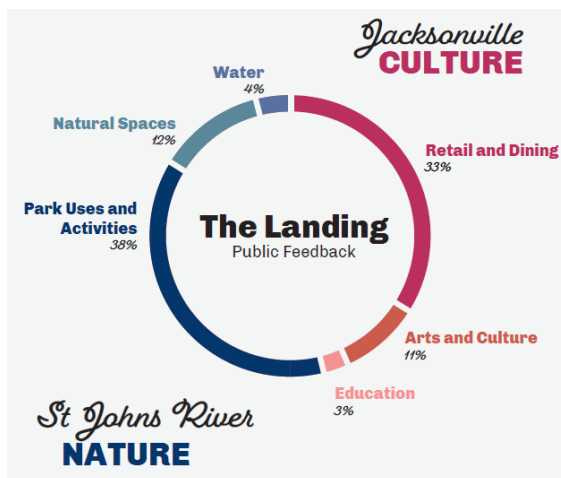
**Parcel Background** – The Riverfront Plaza site is the former home of the Jacksonville Landing, a festival marketplace completed in 1987 with retail shopping, an 18-vendor food court and multiple full-service restaurants, including L & N Seafood Grill, Hooters, Cuco’s Restaurant and Harry’s seafood market which later became Harry’s Seafood Bar and Grill. It was razed in 2019.

Prior to the demolition, concept plans for the site were presented by a Private Developer in 2014 followed by a DIA sponsored Public Meeting and subsequent study conducted by Urban Design Associates in 2015. After the demolition, additional concept plans were proposed by a private developer while the DIA engaged CBRE for a massing and concept study in 2020 followed by an eventual design competition initiated by the RFP issued in January 2021. See Exhibit A.

This RFP resulted in three finalists selected from over a dozen responses. Eventually, Perkins & Will’s design was selected and they were hired to compete design the park space and designate where the two development pads would be, as outlined in the CIP Project Scope.

Additionally, in 2021 the Jessie Ball duPont Fund convened a group of experts to explore what it will take to create a vibrant, active downtown riverfront for the benefit of all of Jacksonville’s residents and visitors. The project included extensive community conversations, stakeholder workshops, and public presentations.

The duPont consultation teams and finalists for the Riverfront Plaza Design Competition all did extensive public outreach yielded the following results –



duPont Study – the top three responses by over 3100 surveyed to the question “What do you dream of doing on the riverfront with family and friends were” – 1) Restaurants, 2) Picnic, and 3) Eating.

Perkins & Will – three of seven highlighted quotes involved “restaurants”, “food and drink”, and “drinks, ice cream, coffee, snacks” including “A park with restaurants and retail would be a destination for everyone across our great city.”

Agency – “A place for many new memories and lots of FOOD.” (survey left)

Olin – “Food and Beverage” was the distant leader in desires for the park followed by native plantings, shade, playgrounds and performance space.

**Existing Parcel Conditions:** The design of the park is 100% complete not including the two development pads, in the Northeast and Southwest quadrants. The pad in the Northeast quadrant of the parcel is planned for a privately developed mid or high rise that will include multifamily and/or a hotel use with retail and food and beverage, open to the public. The development pad on the Southwest portion of the parcel, a CRA project separate from the current CIP construction, is the focus of this report.

The parcel is contiguous to Phase 1 of park construction that will encompass the Western half of the site. Phase 1, which also includes the entire bulkhead and Riverwalk, is expected to be completed in 2025. Phase 2 is not totally funded but is anticipated to start in early 2025 with an anticipated completion time of early to mid-2027.



The approximately 8-acre master parcel has the following elements, most of which are 100% designed (does not include most interior build outs; *elements not designed are in italics*):

Northwest – an elevated, enclosed playground on top of a conditioned building that has:

- 527 sq ft of office for the park
- 1900 sq ft of Café space, no hood or grease trap
- Bathrooms for the Café, 2 fixtures each
- Bathrooms for the Park and Playground, 3 fixtures each
- Mech/Pump Room
- Storage, Electric and Communications Rooms

Northeast – made up primarily of the private development pad which may or may not consist of:

- *Multi family, Hotel, or combination*
- *Retail with Food & Beverage*

Southeast – designed to integrate into the Northeast development pad, the SE quad has several public amenities as well as mechanical and park related infrastructure:

- Riverside Fountain
- Civic Stairs
- Beer Garden w/ 4600 indoor sq ft for kitchen, bathrooms (2 fixtures each) and bar/seating; designed for a hood and grease trap
- Beer Garden outdoor space
- Park restrooms (5 fixtures each)
- Large Mech/Pump room
- Storage, Electric and Communications Rooms

Southwest – most of the Great Lawn is in this quadrant; also includes:

- Hogan Street Promenade

- Location for projection and speaker CRA project that was an addition beyond the CIP scope.
- *Proposed Restaurant Parcel – approx. 5000 sq ft indoor with ample outdoor seating*
  - *Not designed but design and construction will be funded through CRA.*

### Timing:

The DIA remains responsible for both Development Pads. The mid to high rise, private development pad is in negotiations at this time and is expected to commence construction in 2025 along with the Phase 2, or eastern side construction of the park.

The Board discussion regarding the development of a restaurant on the Hogan Street Parcel began in Summer of 2023. The staff was directed to engage an expert to conduct a market study to determine the demand and viability of a restaurant in this location, both currently and after all park amenities were complete.

In August 2023, DIA engaged Streetsense, a global creative collective that specializes in hospitality consulting. They were tasked with analyzing and performing market due diligence, including development of a Broker Opinion of Value as to highest and best F&B use for assigned properties located within the CRA under DIA's jurisdiction. The locations either analyzed or under current analysis are:

- Riverfront Plaza
- Shipyards West Creekside
- Shipyards West Bay Street Parcel
- St. Johns River Park

In analyzing Riverfront Plaza, they concluded:

*The Riverfront Plaza restaurant should be a casual, approachable space that is open from breakfast through dinner. Its design should allow for multiple functions to maximize user base, including a walk-up lunchtime cafe with quick-serve offerings, and a sit-down restaurant. Guests should just as easily be able to grab a coffee and sandwich as they could sit down and order a seasonal special for dinner. The restaurant should leverage the favorable local climate, waterfront adjacency, and thoughtful design to utilize outdoor space and maximize the restaurant's relationship and integration with the park's other components.*

Further, prioritizing the construction of the Riverfront Restaurant will minimize the disruption to the park and its visitors after completion. Additionally, the loss of truly “step on the Riverwalk from your dining table” restaurants in Downtown has caused a void that needs to be filled. One experienced, local broker termed this opportunity “a slam dunk” to lease.



*Perkins & Will conceptual*

## DESIGN ANALYSIS – RIVERFRONT PLAZA RESTAURANT

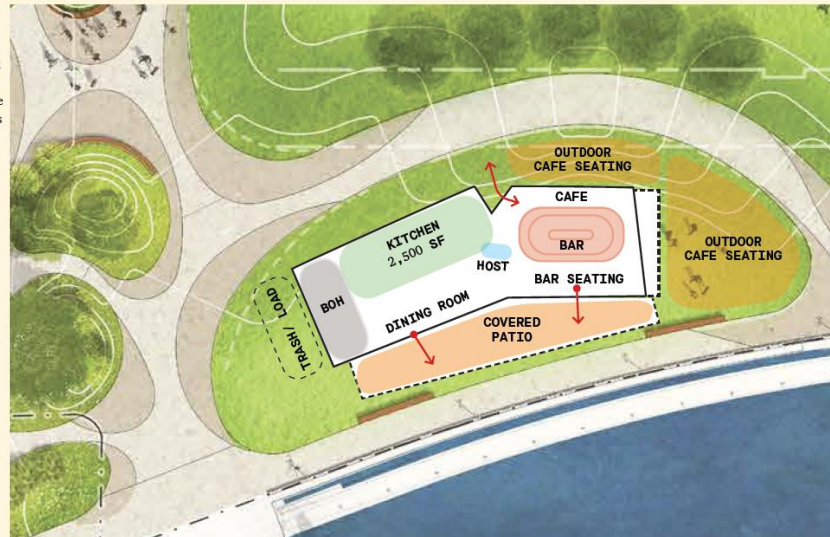
Given that Riverfront Plaza is already under construction, the opening of the restaurant use will occur sometime after, however, its tenancing, construction, and opening should be prioritized to occur as soon after park opening as possible. Doing so will ensure the most positive and memorable of impressions the park has on the Jacksonville region.

### SITE CONSIDERATIONS

- Loading/Receiving
- Refrigerated trash room
- Covered/enclosed trash or dumpster for loading

### SQUARE FOOTAGES

KITCHEN	2,500 sf
BOH	500 sf
CAFE	1,000 sf
BAR	1,000 sf   70 seats
DINING	1,000 sf   65 seats
<b>TOTAL</b>	<b>6,000 sf   135 seats</b>
<b>PATIO</b>	<b>2,000 sf   135 seats</b>



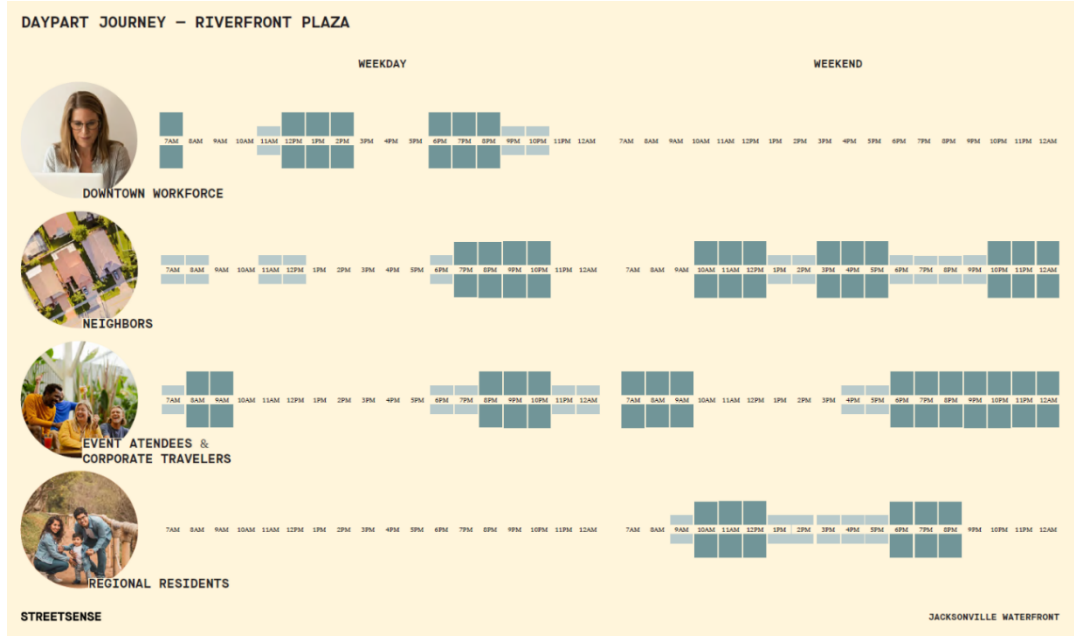
Streetsense Conceptual

## Planned and Potential F&B Locations at Riverfront Plaza and User Assessment

1. Café
  - a. Small – 1900 sq ft with some outdoor
  - b. Comfortable and leisurely, counter service or grab and go, light fare with maybe beer and wine
  - c. Likely an early coffee and light lunch location; may stay open until 7 or 8 pm
  - d. Comps - Brew, Starbucks, Foxtail
  - e. Anticipated opening – mid/late 2025
2. *Proposed* Riverfront Restaurant
  - a. Medium – 5000 sq ft with large outdoor
  - b. Contemporary casual, full service
  - c. Likely a later coffee/breakfast with full-service lunch and dinner
  - d. Comps - bb's, The Brick, Uptown Market
  - e. Anticipated opening – early/mid 2026
3. Beer Garden
  - a. Medium to Large – 4600 sq ft inside with a plaza outside
  - b. Casual, evenings and weekends, pub fare, counter or application service
  - c. Likely open afternoons and evenings during the week and lunch and dinner on weekends
  - d. Comps - Intuition, European Street, Hoptinger
  - e. Anticipated opening - mid 2027
4. Additional Facilities in Private Development Pad
  - a. Undetermined but may include a Rooftop
  - b. Likely upper scale
  - c. Possibly multiple venues
  - d. Comps - TBD
  - e. Anticipated opening 2027/28

**User Assessment:**

Most markets do not afford retail businesses the luxury of leaning solely on one user type for business. The most productive businesses understand the value in maximizing user type appeal, recognizing that each have their own

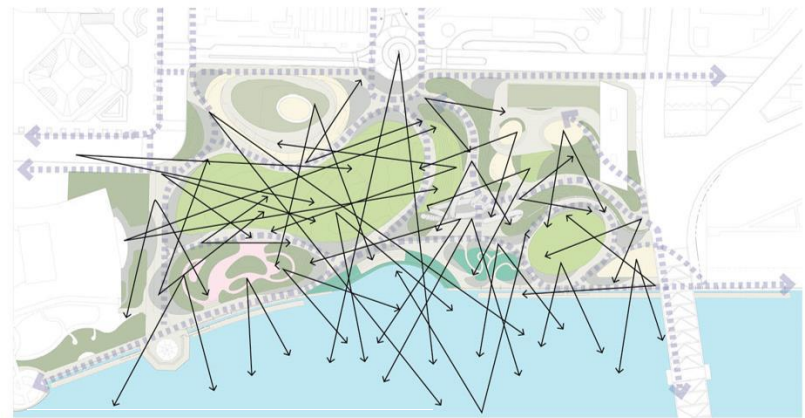


unique captive moments for retail patronage. A well-crafted retail strategy identifies the unique needs, wants, and availability of potential user types and develops a set of responsive experiences for each.

**Identified concerns:**

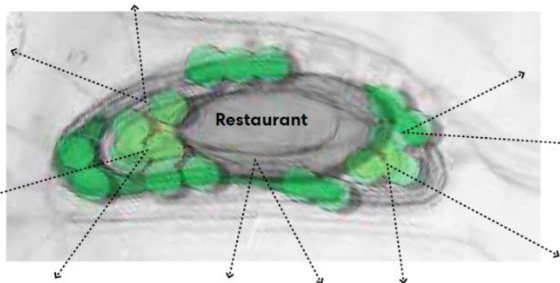
**1) View Corridor**

While the Riverfront Development pad was always intended to have a structure elevated use, originally two stories or 16 feet plus equipment, the views from other areas of the park are largely left intact and would be supported by an open and airy design as prescribed by Streetsense. Also see Exhibit B



**Choreographed Unfolding Views**

*The arrows indicate view corridors when Playground fill and equipment obstructed river view at corner of Hogan and the Riverwalk.*



*Perkins and Will illustration of views from Restaurant Pad; no adverse impact to overall site view corridors*



The restaurant parcel, depicted here with a two-story building is partially shaded by the planned tree line separating it from the Flex Lawn and the



**OPEN AND LIGHT** An emphasis on spaciousness and natural light should be promoted through the use of expansive windows, unobstructed views of the water, and an open kitchen, all complimented by memorable lighting. This will cultivate an inviting sense of openness and brightness that is unique to market.

## 2) Loading/trash - Streetsense:

- 1) Loading/Receiving - the closest ROW to the parcel is approximately 275 feet away.
  - Loading for catering or other off-site events can be accomplished with wheeled carts.
  - Receiving is part of the purchase. Multiple delivery drivers confirmed that 275 feet is not an arduous task. All use wheeled dollies.
- 2) Refrigerated Trash Room
  - Could be built within the restaurant structure to temporarily hold garbage.
- 3) Covered/enclosed trash or dumpster for loading.



- A small, 10'x15' enclosed and screened structure could house a grease receptacle and dumpster for the Westside of the park similar to Forsyth Park in Savannah and others.



### 3) **Too many F&B locations in one area:**

This is a benefit! For the reasons the DIA created the Targeted Food and Beverage Retail Enhancement Areas, having many restaurants in one area is beneficial for several reasons:

- It creates a diverse culinary landscape.
- Offers workers, residents, and visitors a wide array of dining options.
- Caters to different tastes, dietary preferences, and budgets.
- Makes the area more attractive to food enthusiasts.

The overall benefits include culinary diversity, economic stimulation, culinary innovation, and the creation of vibrant food destinations. Thus, a concentration of diverse food and beverage offerings can create a thriving and dynamic dining scene.

By comparison, the two block Shoppes of Avondale, which is 7.75 acres, has 3380 residential addresses within a 25-minute walk while Riverfront Plaza, which is 8 acres including the development parcels, has 4346 residential addresses within a 25-minute walk. The Shoppes of Avondale has 13 sit down restaurants in addition to ice cream, chocolate, and macron shops. *Source USPS and DVI*

Additionally, many of the more popular East Coast urban parks have 4 or more food and beverage locations including Bryant Park, The Yards in DC, Lake Eola Park in Orlando and the St. Pete Pier.



JACKSONVILLE LANDING  
CONCEPT PERSPECTIVE  
8 · 18 · 14



**Legend**

- |   |  |                                   |
|---|--|-----------------------------------|
| 1. Mixed-Use Development                              | 5. 2-Way Riverfront Road with One Side Parallel Parking                              | 9. Water Fountain / Focal Feature |
| 2. Amenities Deck with Pool                           | 6. Water Wall / Projection Screen for Movies and or Images / Artwork                 | 10. Spray Pad Plaza               |
| 3. Hotel  | 7. Open Lawn for Event Seating and Activities (Lawn Bowling, Frisbee and Picnicking) | 11. Shade Sails / Seating         |
| 4. Paver Street to Match Independent Drive Roundabout | 8. Potential Green Infrastructure / Raingardens                                      |                                   |

# JACKSONVILLE LANDING

## SITE PLAN

8-18-14



# JACKSONVILLE LANDING 2.0

## CONCEPT PERSPECTIVE

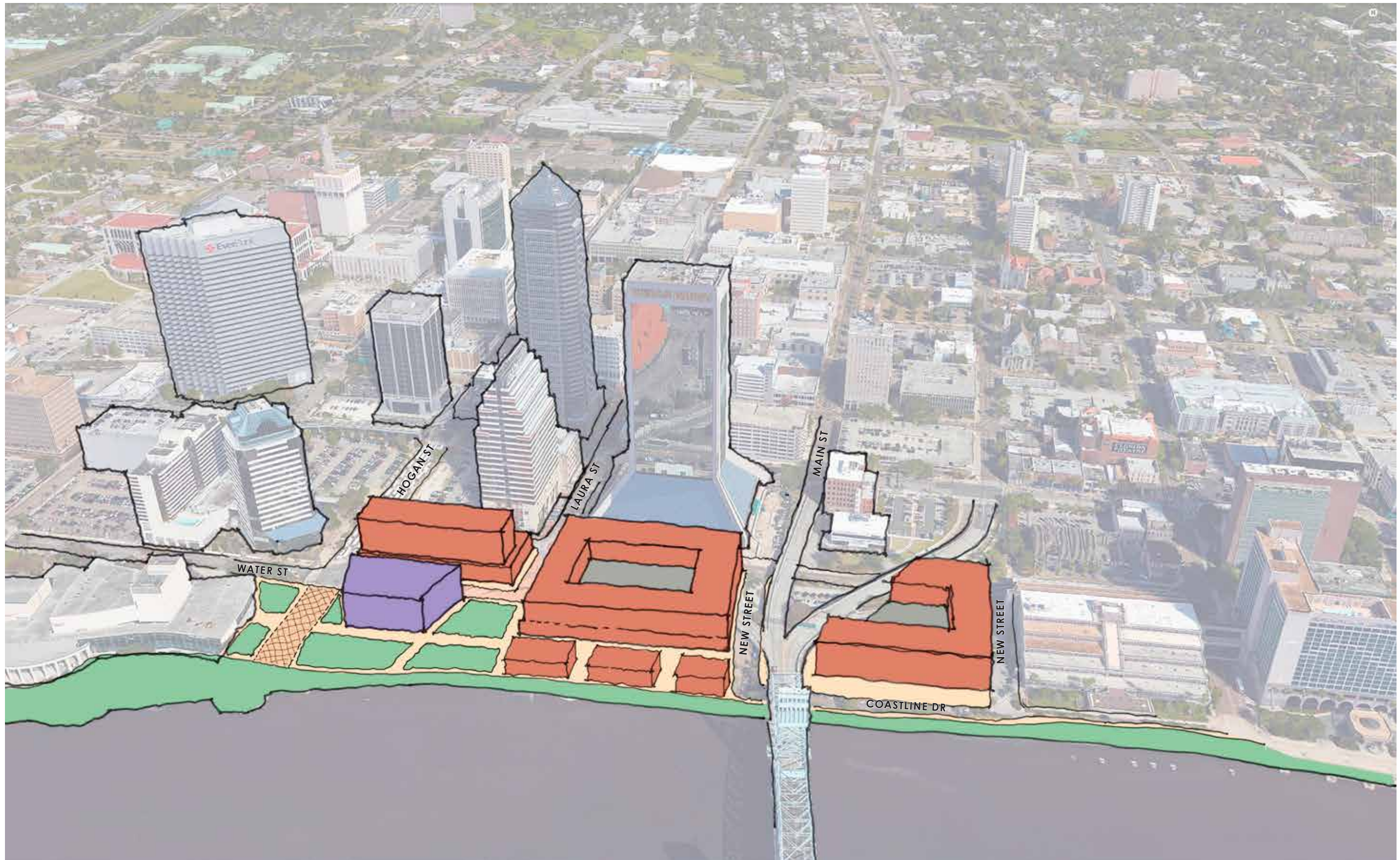
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## Proposed Blocks

JACKSONVILLE LANDING | JACKSONVILLE, FLORIDA

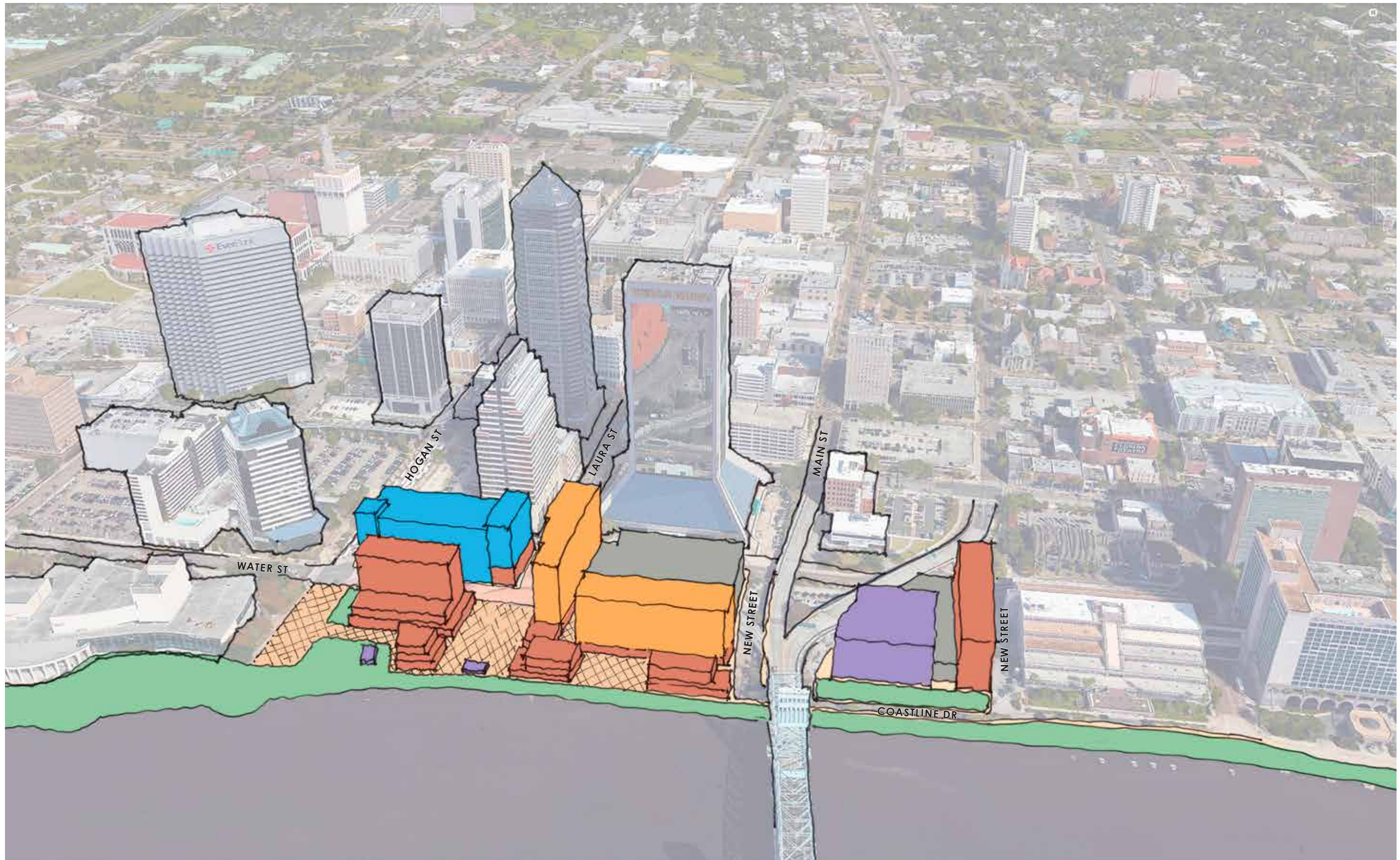
15 JULY 2015



# Design Scheme 1

JACKSONVILLE LANDING | JACKSONVILLE, FLORIDA

15 JULY 2015



## Design Scheme 2

JACKSONVILLE LANDING | JACKSONVILLE, FLORIDA

15 JULY 2015

**Food and Beverage**  
two story retail space for restaurants and bars - grand stair feature connects second floor space with plaza level

**Cultural**  
3 story cultural space for museum - this area developed in a later phase and in conjunction with road re-alignment

**Arrival Plaza**  
remove existing street extension and create a drop off/arrival plaza that serves the Times-Union center, cultural use, office and meeting facility

**Meeting Facility**  
Small meeting space on second level with lobby on arrival plaza

**West Park**  
wider area of river front park allow for open green spaces that can double as entertainment lawn - shade canopy tying into arrival plaza

**Loft Office**  
6 levels of loft office space above retail and meeting space with views to river - large signage opportunity

**Residential**  
12 story tower with rooftop amenity space for views to river

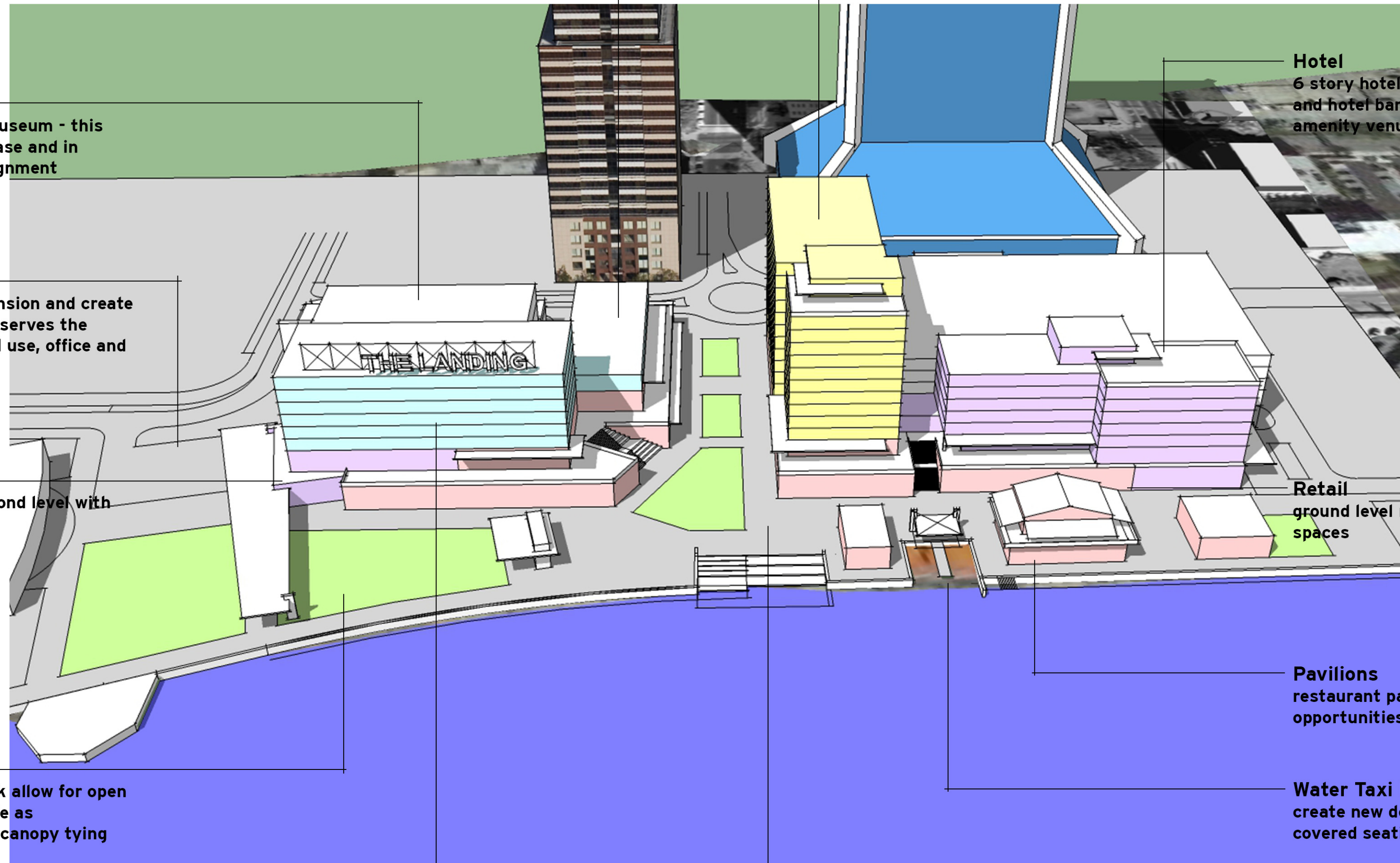
**Hotel**  
6 story hotel over retail with meeting space and hotel bar on second level - rooftop amenity venue

**Retail**  
ground level retail fronting park and plaza spaces

**Pavilions**  
restaurant pavilions within park creating opportunities for river edge patios

**Water Taxi Landing**  
create new docking area for water taxi with covered seating for waiting passengers

**Central Plaza**  
pedestrian only space along the view corridor from Laura Street with open paving and potential water feature - plaza steps down to water's edge to allow for true connection to the water



# Jacksonville Landing

# Massing Concept B



**Loft Office**  
6 levels of loft office space above retail and meeting space with views to river - large signage opportunity

**Entertainment Lawn**  
stage facility and open lawn for outdoor concerts - stage oriented away from residential

**Food and Beverage**  
2 story retail space for restaurants and bars - grand stair feature connects second floor space with plaza level

**Central Plaza**  
plaza space with open paving and potential water feature - plaza steps down to waters edge

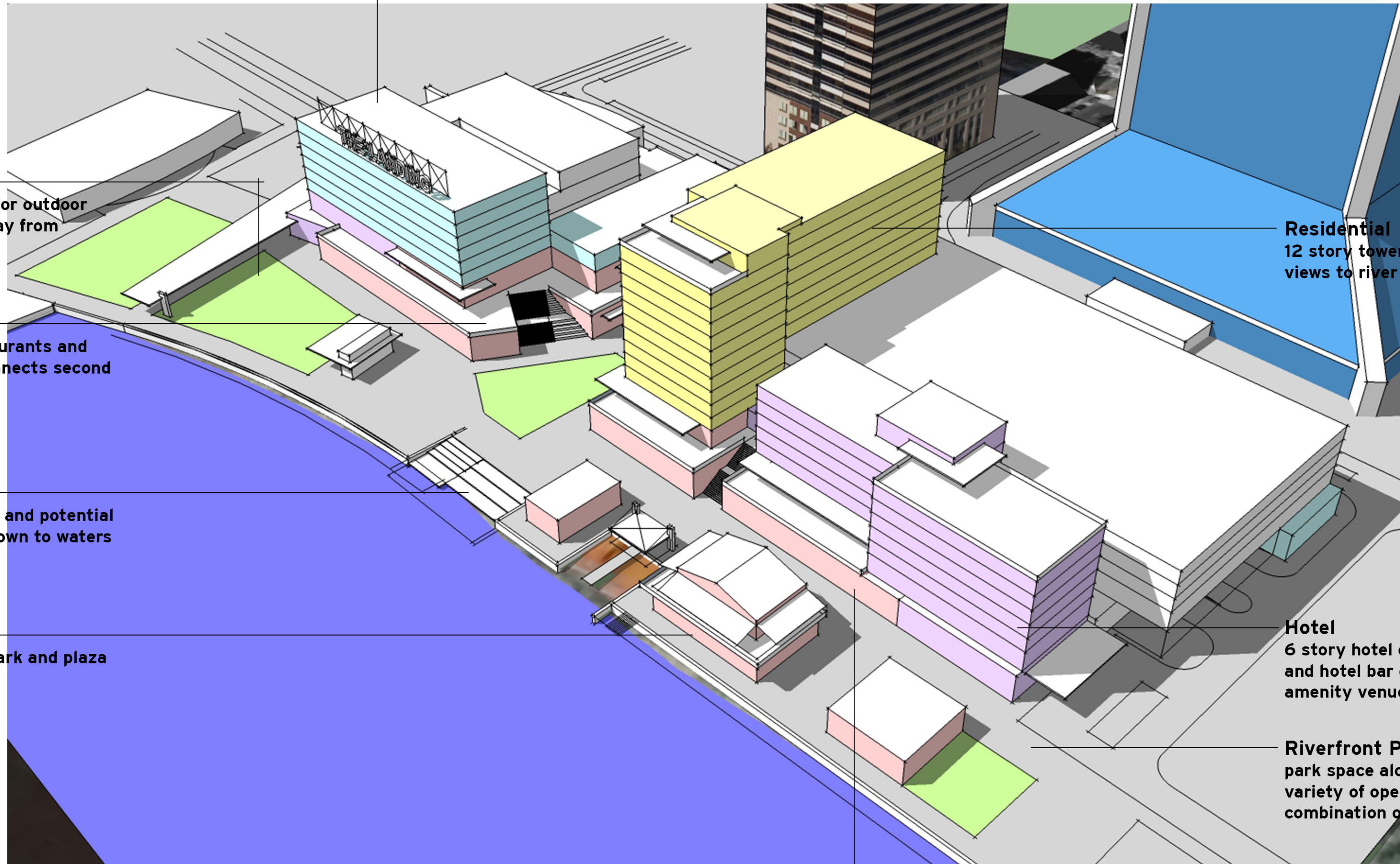
**Pavilions**  
restaurant pavilions within park and plaza spaces

**Residential**  
12 story tower oriented to provide maximum views to river - rooftop amenity space

**Hotel**  
6 story hotel over retail with meeting space and hotel bar on second level - rooftop amenity venue

**Riverfront Park**  
park space along river frontage can have a variety of open space areas and include a combination of soft and hardscape

**Retail**  
ground level retail fronting park and plaza spaces



# Jacksonville Landing

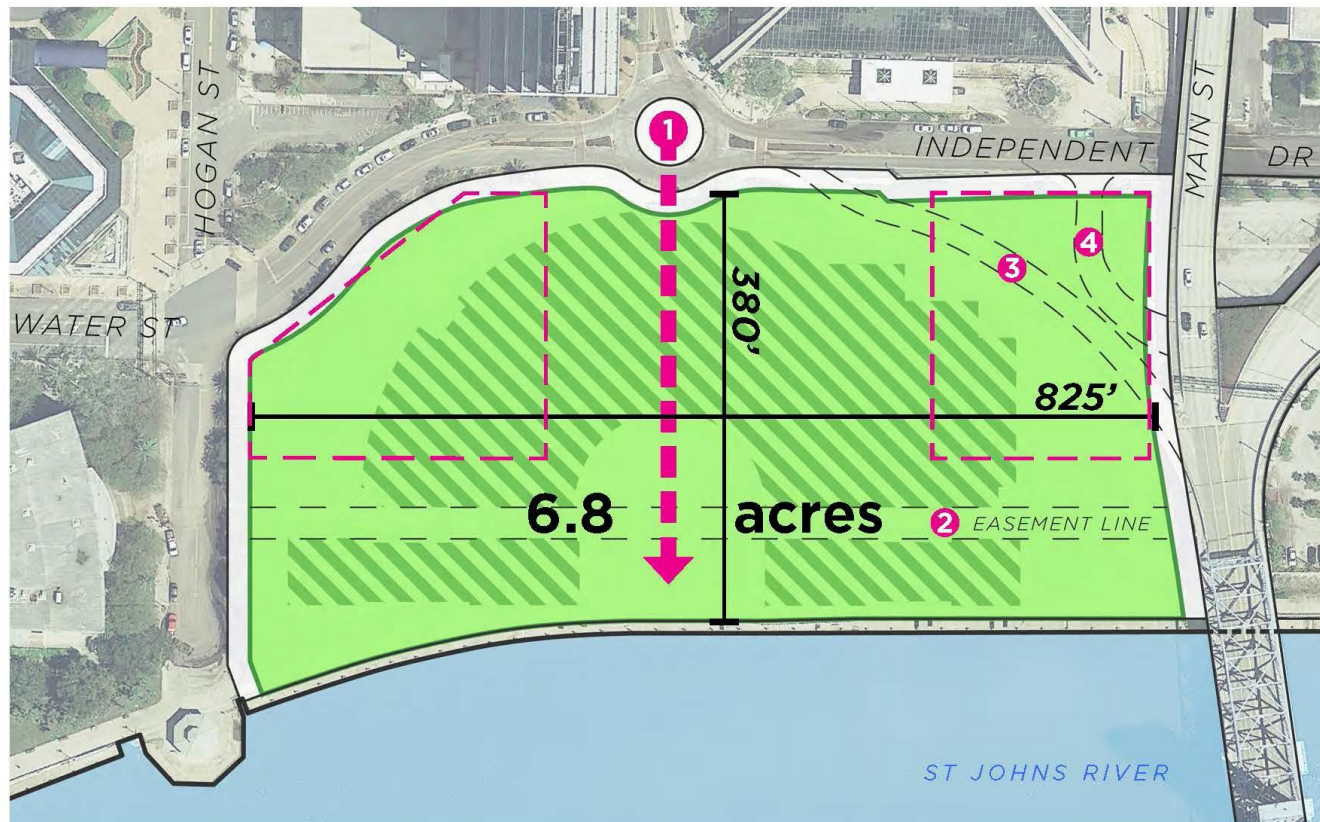
# Massing Concept B



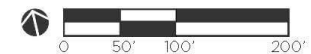
## H. MINIMUM DEVELOPMENT PAD DIMENSIONS

The study below looks at various minimum development pad sizes for adjacent private development. It should be noted that street modification will facilitate potential reconfiguration of these pads but the analysis made clear that a minimum of 4.5 acres could be devoted to the public space while retaining development potential for two sites on the rear. The residential configuration shown is not favored due to its large footprint and the adjacent riverfront site on the opposite side of Main Street Bridge is better suited for that use.

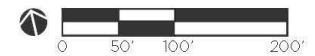
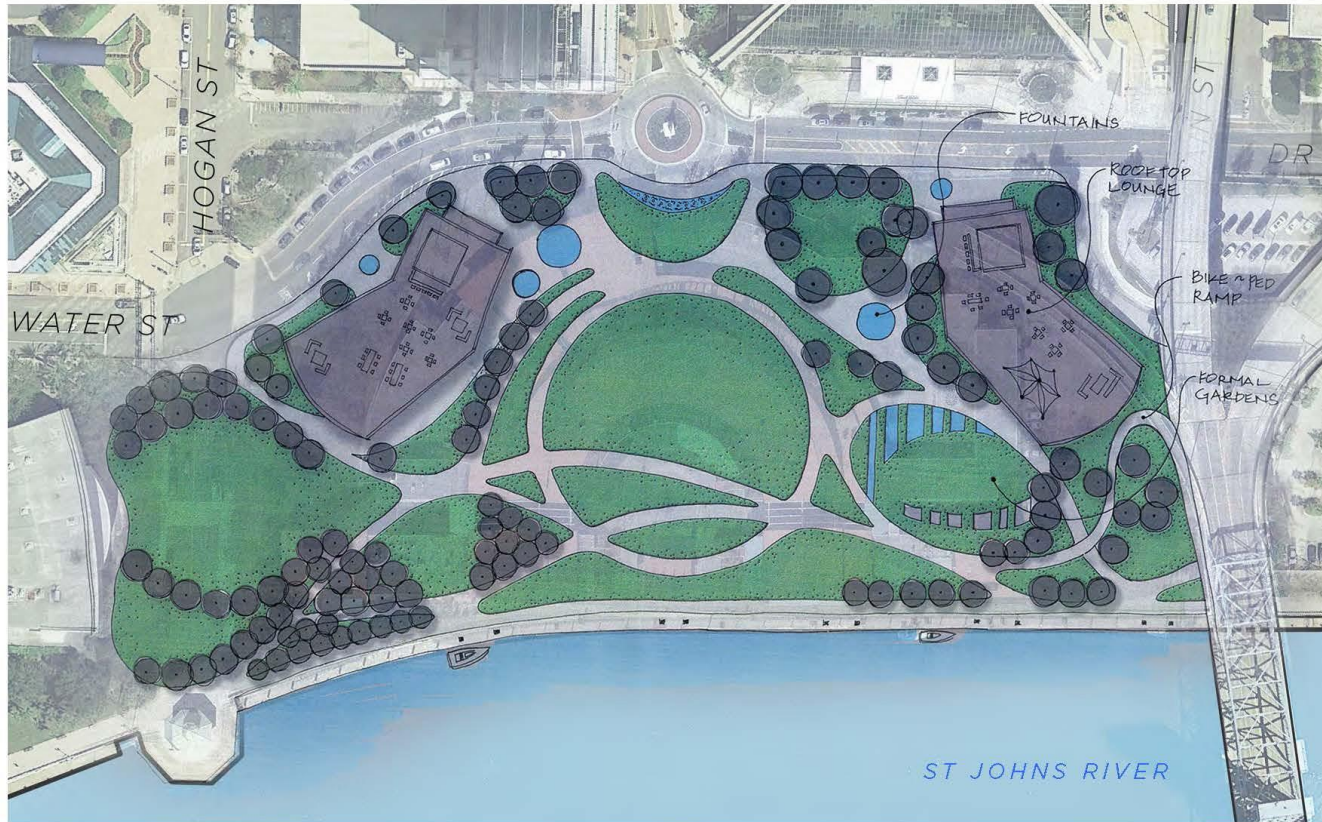
### EXISTING CONDITION



- Existing site area - 6.8 acres.
- ▤ Potential development sites at northeast and northwest corners of site.
- ▨ Former footprint of Jacksonville Landing - 143,000 SF (3.3 acres)
- 1 Continue Laura Street corridor to bisect the site.
- 2 Existing Easement (new development not to occur within or beyond)
- 3 Ramp connecting Independent Drive to Main Street Bridge (to be demolished)
- 4 Driveway to Jacksonville Landing lot (to be demolished)



# POTENTIAL OPEN SPACE CHARACTER



# POTENTIAL CONFIGURATIONS



HOTEL (BLOCK A) + RESIDENTIAL (BLOCK B) =  
3.7 ACRES OPEN SPACE

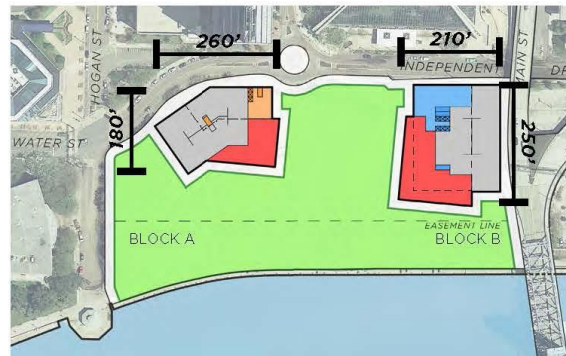


OFFICE (BLOCK A) + HOTEL (BLOCK B) =  
4.6 ACRES OPEN SPACE

- Presented are several possible configurations for a development incorporating combinations of office, residential, hotel, and retail land uses that maximize the open space available along the center and riverside portions of the site.
- In all options, the site has been bisected into Block A and Block B to continue the Laura Street corridor.
- Each land use option has been optimized to provide a maximum program in a minimum footprint.
- Locating Residential on Block A in a 5+2 configuration results in an inefficient layout that does not yield an acceptable number of units.
- For additional configurations refer to the land use options later in this document, and add the open space totals for different Block A and Block B configurations.



OFFICE (BLOCK A) + RESIDENTIAL (BLOCK B) =  
3.6 ACRES OPEN SPACE



HOTEL (BLOCK A) + OFFICE (BLOCK B) =  
4.5 ACRES OPEN SPACE

- |   |   |
|---|---|
| <span style="color: blue;">■</span> Office        | <span style="color: red;">■</span> Retail       |
| <span style="color: yellow;">■</span> Residential | <span style="color: grey;">■</span> Parking     |
| <span style="color: orange;">■</span> Hotel       | <span style="color: green;">■</span> Open Space |

# Riverfront Plaza Conceptual Plan Options

Perkins & Will 2022

## Option A- Refined Competition



## Option B-Hybrid



## Option C- Flip



## Option D- Connected Play





**TAB III.E**

**RESOLUTION 2024-02-03: JONES BROS NEW CONSTRUCTION**



**RESOLUTION 2024-02-03**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY RECOMMENDING CITY COUNCIL APPROVAL OF A RECAPTURE ENHANCED VALUE GRANT (“REV GRANT”), AND COMPLETION GRANT FOR THE DEVELOPMENT OF A MIXED USE PROPERTY KNOWN AS JONES ON HOGAN IN THE DOWNTOWN NORTHBANK COMMUNITY REDEVELOPMENT AREA, AUTHORIZING THE CHIEF EXECUTIVE OFFICER (THE “CEO”) TO NEGOTIATE A REDEVELOPMENT AGREEMENT REGARDING THE SAME BETWEEN THE CITY OF JACKSONVILLE, DOWNTOWN INVESTMENT AUTHORITY, AND CLL JONES BROS LLC OR A RELATED AFFILIATE OF CORNER LOT DEVELOPMENT AS MAY BE ESTABLISHED (“DEVELOPER”); AUTHORIZING THE CEO OF THE DIA TO TAKE ALL NECESSARY ACTION TO EFFECTUATE THE PURPOSES OF THIS RESOLUTION INCLUDING THE FILING OF LEGISLATION; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, CLL Jones Bros LLC, an affiliate of Corner Lot Development, acquired a 0.41-acre parcel located within the Downtown Northbank Community Redevelopment Area with RE# 073855 0000 on which Developer plans to construct a multifamily and retail mixed-use development referred to as Jones on Hogan; and

**WHEREAS**, the Developer proposes to build a residential and retail mixed-use property on these parcels, to include 145 multifamily residential rental units with amenities, and 8,500 square feet of retail space, and a public, 2nd floor, rooftop amenity of 3,500 net square feet, as proposed. Collectively the development will result in a proposed investment of approximately \$98.5 million for the construction of the mixed-use property; and

**WHEREAS**, the development of Jones on Hogan will result in a minimum private capital investment in total development costs of \$40,863,000; and

**WHEREAS**, the DIA is the Community Redevelopment Agency for the Downtown Northbank Community Redevelopment Area; and

**WHEREAS**, the Downtown Investment Authority (“DIA”) is authorized per section 55.108 *Economic Development* of the City Ordinance Code, to utilize the Tax Increment Finance District Trust Funds to foster the redevelopment of the Downtown Northbank Community Redevelopment Area; and

**WHEREAS**, the Downtown Investment Authority (“DIA”) is authorized per section 55.108(8)-(9)(b) *Economic Development* of the City Ordinance Code, to implement the DIA Business Investment and Development Plan (“BID Plan”), to utilize incentives and economic development programs in furtherance of goals set forth in the BID Strategy for the benefit of Downtown Jacksonville; and

**WHEREAS**, Developer is found to be compliant with the Tiers System as provided in the DIA BID Plan, as outlined below, as is required for the DIA to recommend funding beyond the standard DIA Incentive Programs from the City Council; and

**Tier 1:** Developer has provided sufficient documentation to determine that funding from the Downtown Investment Authority and the City of Jacksonville is necessary to undertake this project which

will increase the amount of residential units, the residential population, and activated retail space in Downtown Jacksonville; and will achieve a minimum ROI of 1X or more; and

**Tier 2:** The project is found to meet the following BID Goals and Strategic Objectives (a minimum of three BID Goals, and four Strategic Objectives for each goal, is required):

Redevelopment Goal No. 2 - Increase rental and owner-occupied housing Downtown targeting diverse populations identified as seeking a more urban lifestyle.

- Actively pursue a minimum of 8,140 built and occupied multi-family dwelling units by 2030; and strive to induce the construction of 425 multifamily dwelling units per year, on average.
- Improve the breadth and diversity of housing options across Downtown Jacksonville to provide all types and varied price ranges of rental and owner-occupied opportunities, including mixed-income and mixed-use structures.
- Maximize utilization of existing parking structures and minimize construction of new parking structures exclusively for the use of single building tenants by employing tools such as shared-use parking, proximity to shared transportation, and similar programs.
- Contribute to resiliency in the design and construction of new residential buildings and flexibility in response to changing residential demand for unit sizes, home workspaces, amenities, and future conversion of parking.
- Promote development that incorporates access to a wide range of physical capabilities beyond the minimum ADA/Fair Housing regulatory requirements.

Redevelopment Goal No. 4 - Increase the vibrancy of Downtown for residents and visitors through arts, culture, history, sports, theater, events, parks, and attractions.

- Create and promote a consistent brand for Downtown Jacksonville that conveys a sense of excitement and, within the boundary of Downtown Jacksonville, foster distinct neighborhood identities that evoke a unique sense of place.
- Support the installation of public art and aesthetic and sensory enhancements, as well as wayfinding and technology throughout Downtown Jacksonville.
- Increase awareness of Downtown’s history and its historic structures. Provide resources that engage and educate the public on the historical and cultural stories of Jacksonville and its people. Support the expansion, renovation, and improvement of existing, and creation of new, diverse civic attractions, cultural venues, theaters, and parks that provide a mix of activities and attract a broad range of demographics.
- Support the expansion, renovation, and improvement of existing, and creation of new, diverse civic attractions, cultural venues, theaters, and parks that provide a mix of activities and attract a broad range of demographics.
- Partner with arts and culture organizations as well as educational institutions to create culturally specific attractions, competitions and workforce development programs that bring students, young professionals, etc. Downtown.

Redevelopment Goal No. 5 - Improve the safety, accessibility and wellness of Downtown Jacksonville and cleanliness and maintenance of public spaces for residents, workers, and visitors.

- Expand the installation of public infrastructure that enhances safety such as countdown timer, pedestrian signals, enhanced lighting, security cameras, etc.
- Support and enforce proper cleaning, maintenance, and repair of public spaces.

- Promote safe and equitable access to all Downtown facilities by improving access to buildings and other properties, amenities, transit, events, and attractions; by eliminating obstacles; and by designing for all ages and abilities.
- Promote wellness by facilitating healthy choices for food, outdoor venues for dining and gathering.

**Tier 3:** The project must contribute to projects included in the Years Tables and identified as “Tiers Eligible” found in the BID Plan. To satisfy the Tier 3 requirement the tiers eligible project(s) value must be equal to or greater than 3% of the total development cost of the proposed development project.

Jones on Hogan has identified the following projects to which Developer is committed to providing funding equal to 3% of the Minimum Private Capital Contribution, \$1,225,890:

- LaVilla Heritage Trail and Gateways
- Urban Art Programming
- Northbank and Southbank Banners
- Hogan Street Improvements-Emerald Trail
- Northbank Parks Capital Improvement Projects

Further, to be eligible for recommendation for additional funding from the City, the project must advance four BID Goals as shown above and have positive Impact on six Performance Measures, which the Jones on Hogan project is determined to contribute positively to the following:

1. Employment
2. Multifamily residents
3. Multifamily housing units
4. Number of restaurants/Bars Downtown
5. Tax value
6. Number of daily Downtown visitors

**WHEREAS**, the proposed City of Jacksonville REV Grant and Completion Grant incentives are a material factor in assisting Developer in expanding the number of residential units, the residential population, and activated retail space within the Downtown Northbank Community Redevelopment Area of Downtown Jacksonville; and

**WHEREAS**, DIA is proposing a REV Grant to be paid over twenty (20) years in the not to exceed amount of \$4,970,000, based on 65% of the incremental increase in the county portion of ad valorem taxes to be collected over twenty years, as generated from the proposed investment in the Jones on Hogan Property development at \$40.9 million, and the REV Grant is consistent with the DIA Tiers System guidelines set forth in the Bid Plan; and

**WHEREAS**, REV Grant annual payments will be funded through the Downtown Northbank Redevelopment Trust Fund; and

**WHEREAS**, DIA is proposing a Completion Grant in the not to exceed amount of \$3,100,000 to be earned and paid upon achieving performance requirements outlined in the Term Sheet attached hereto as Exhibit A; and

**WHEREAS**, Completion Grant amounts will be funded through the City of Jacksonville General Fund and will require future appropriation from City Council after Developer meets performance requirements outlined in the Term Sheet attached hereto as Exhibit A; and

**WHEREAS**, entering into the Redevelopment Agreement and award of these incentives is contingent upon Developer being the winning proposer on the Noticed Disposition of the JFRD Parcel as further described in the Exhibit A Term Sheet to this Resolution 2024-02-03, and must comply with all terms and conditions as set forth in such Disposition Notice, including, but not limited to, the provision of temporary spaces in the immediate vicinity during the construction period of the subject Improvements.

**NOW THEREFORE BE IT RESOLVED**, by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA hereby recommends approval of a Completion Grant in the not to exceed amount of \$3,100,000 subject to the terms and conditions as provided in the Term Sheet attached hereto as Exhibit A.

**Section 3.** The DIA hereby authorizes its CEO to negotiate a Redevelopment Agreement authorizing the REV Grant and Completion Grant as described above subject to the minimum terms and conditions contained in the term sheet attached as Exhibit A.

**Section 5.** The DIA recommends that City Council adopt an ordinance that authorizes a Redevelopment Agreement pursuant to Exhibit A, terms, and conditions.

**Section 6.** The DIA hereby authorizes its CEO to take all necessary actions to effectuate the purposes of this Resolution, including but not limited to the filing of legislation and execution of a Redevelopment Agreement, or functional equivalents, providing that such actions incorporate, at a minimum, the terms and conditions contained in Exhibit A to this Resolution 2024-02-03.

**Section 7.** This Resolution, 2024-02-03, shall become effective on the date it is signed by the Chair of the DIA Board.

**\*\*\*\*\* SIGNATURES FOUND ON THE FOLLOWING PAGE \*\*\*\*\***

**WITNESS:**

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Jim Citrano, Chairman

Date

**VOTE:** In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

**Exhibit A to Resolution 2024-02-03**

**Jones on Hogan**

**Term Sheet**

<b>Developer/ Applicant:</b>	CLL JONES BROS LLC (or other entity formed by CORNER LOT DEVELOPMENT GROUP for the development or ownership of the subject property where it, or its principals, have controlling interest).
<b>The Property:</b>	0.41-acre parcel located at 502 Hogan St, Jacksonville FL 32205 with RE: 073855 0000 - Corner of Hogan St/Church St as identified further in Exhibit 1. to this Term Sheet.
<b>The JFRD Parcel:</b>	<p>0.17-acre parcel located at 0 W Ashley Street with RE# 073856 0000, conditional on Developer being winning proposer following noticed disposition as identified further in Exhibit 2. to this Term Sheet.</p> <p>If Developer is selected in the noticed disposition process, City of Jacksonville to convey JFRD Parcel in fee simple ownership to Developer for incorporation into the Project in consideration an equal number of permanent parking spaces for the benefit of the Jacksonville Fire and Rescue Department for exclusive unrestricted use 24/7/365. Such spaces to be delivered as early as possible, but not later than Substantial Completion of the Project.</p>
<b>The Project:</b>	<p>Developer shall design and construct the proposed improvements on the Property and the JFRD Parcel, subject to noticed disposition, (the "Project") to include the following (all dimensions and counts are approximate unless stated otherwise):</p> <ol style="list-style-type: none"><li>1. Proposed building with a minimum of 6 floors to be occupied for mixed residential and retail uses, and open public space materially consistent with Exhibit 6. (subject to reasonable restrictions on access for the safety of residents and rules and regulations adopted by the Developer subject to approval by the DIA and the COJ Parks Department in their sole, but reasonable, discretion).</li><li>2. Residential Units: 145 residential units proposed with mix comprised of:<ol style="list-style-type: none"><li>a) 81 - Studio units (No fewer than 75 units)</li><li>b) 39 - 1 BR units (No fewer than 37 units)</li><li>c) 5 - 2 BR units (No fewer than 5 units)</li><li>d) No fewer than 140 total unit count minimum.</li><li>e) Gross square footage proposed of 136,145 sf, including net residential square footage of 90,180 sf, retail net square footage of 8,500 sf, and a public, 2<sup>nd</sup> floor, rooftop amenity of 3,500 net square feet, may each adjust downward in final design by not more than 10% to remain within compliance, with no limit on upward adjustment.</li></ol></li></ol>

	<ul style="list-style-type: none"> <li>f) Amenities to include bike storage, storage rental, and other shared amenities in the adaptive reuse of the adjacent historic Jones Bros. Building to include the mail room, leasing office, co-workspace, and public restrooms.</li> <li>g) Workspaces, defined as built in desks, or alcove spaces designed for desks, with electrical outlets and room for a chair not in a walkway, are incorporated into a minimum of 18 units, allowing the building to adapt to and meet the needs of changing work trends.</li> <li>h) The development will also provide a minimum of 18 fully furnished spaces for a minimum of ten years (Living room, bedroom(s), dining room furniture, and kitchenware as would generally be considered complete sets of each to be included).</li> </ul> <p>3. The first level is concrete construction, contributing to flood resiliency, with raised electrical panels and infrastructure removed from the ground floor to minimize flooding impacts.</p> <p>4. Retail Space:</p> <ul style="list-style-type: none"> <li>a) Approximately 8,500 sf of Leasable Square Footage, may adjust downward in final design by not more than 10% to remain within compliance, with no limit on upward adjustment.</li> <li>b) Retail Frontages at the ground level proposed totaling 228 feet (Exhibit 7 to this Term Sheet) broken down as: <ul style="list-style-type: none"> <li>i. 104 contiguous linear feet fronting Hogan Street</li> <li>ii. 114 contiguous linear feet fronting Church Street</li> <li>iii. Retail Frontages on each street may adjust downward in final design by not more than 10% to remain within compliance, with no limit on upward adjustment.</li> <li>iv. Retail space must include a minimum of 1 (one) restaurant tenant that provides outdoor dining options, which shall open for business within 6 months of Substantial Completion (“Restaurant Opening”). In the event that the operator of the Restaurant changes, the Restaurant may be closed for not more than ninety (90) days (“Restaurant Closure”); notwithstanding the foregoing, the CEO of the DIA may extend the Restaurant Opening and the Restaurant Closure for up to an additional ninety (90) days each (for an aggregate of up to 180 days each) for delays caused by force majeure events or in her sole discretion for good cause shown by Developer.</li> </ul> </li> </ul> <p>5. Applicant commits to a Minimum Total Development Cost of \$40,863,000 inclusive of the property acquired for \$675,000 and valued by the Applicant at \$780,000, as detailed in Exhibit 3. to this Term Sheet. If there is a downward adjustment in the Eligible</p>
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	<p>Construction Cost approved pursuant to the Rev Grant section, the Minimum Total Development Cost investment shall also be adjusted downward by not more than a pro rata equivalent.</p>
<p><b>Design:</b></p>	<ol style="list-style-type: none"> <li>1. The design will comply with the Downtown Overlay Zone Standards as enacted within the Jacksonville Municipal Code as well as the DDRB's development guidelines and approvals, except as may otherwise be approved by the DDRB and allowed by code.</li> <li>2. The Developer/Applicant will meet with the City's Chief Resilience Officer to discuss the Project and identify any applicable resiliency features that may be applicable to the Project.</li> </ol>
<p><b>Easements and temporary interests to be conveyed:</b></p>	<ol style="list-style-type: none"> <li>1. Crane air rights, if applicable, and granted by the City over public property.</li> <li>2. Temporary road/lane closures without fees except for required meter bagging charges, if any.</li> <li>3. To the extent reasonably required, temporary site safety/construction logistics easement(s) to protect street (and general public) from adjacent construction activities (not to include any lay down yard or storage on public land).</li> <li>4. Completion Grants require non-exclusive easements in favor of the City to the benefit of the public as detailed in the Tiers Commitments section.</li> </ol>
<p><b>REV Grant:</b></p>	<ol style="list-style-type: none"> <li>1. 65% REV grant with Maximum Indebtedness of \$4,970,000 calculated over a 20-year term on the Real Property and Tangible Personal Property taxes collected on the subject Property and Improvements beginning with the first year after the Project has achieved substantial completion.</li> <li>2. The maximum indebtedness shall be calculated based on the projected assessed value using the agreed-upon Eligible Construction Cost of \$33,809,000 equaling Total Development Cost as provided by the Applicant totaling \$40,863,000 less acquisition costs, FF&amp;E, legal and due diligence, fees and insurance, development fee, operating reserve, and interest reserve, and other costs all totaling \$7,054,000 as itemized in Exhibit 4. to this Term Sheet.</li> <li>3. The DIA staff may approve a reduction in the projected Construction Cost of up to 10% with an accompanying pro rata reduction in the Rev Grant Maximum Indebtedness.</li> <li>4. The DIA Board may approve a reduction in projected Construction Cost greater than 10% but no more than 15% with an accompanying pro rata reduction in the Rev Grant maximum indebtedness.</li> </ol> <p>Any reduction in actual projected Construction Cost of more than 15% shall result in the forfeiture of the REV Grant and Completion Grants.</p>



<b>Completion Grant:</b>	<ol style="list-style-type: none"> <li>1. Maximum Proceeds: Not to exceed \$3,100,000.</li> <li>2. Funding 1 in the amount of \$2,680,000 to be earned and paid upon Substantial Completion of the Improvements.</li> <li>3. Funding 2 in the amount of \$252,000. For payment to be requested, a minimum of 60% of the Retail Net Square Footage (5,100 sf) must be under lease from eligible tenants before payment may be requested. Request must be made no later than the second anniversary of the documented date of Substantial Completion or is forfeited.</li> <li>4. Funding 3 in the amount of \$168,000. For payment to be requested, a minimum of 100% of the Retail Net Square Footage (8,500 sf) must be under lease from eligible tenants before payment may be requested. Request must be made not later than the second anniversary of the documented date of Substantial Completion or is forfeited.</li> <li>5. Amounts proposed for Completion Grant Funding tranches 1, 2, &amp; 3, above shall be reduced by the same pro rata amount as any reduction provided to the Eligible Construction Cost and REV Grant per terms found in the REV Grant section above.</li> <li>6. Retail Net Square Footage at Jones on Hogan for these purposes totals 8,500 square feet.</li> </ol>
<b>Redevelopment Agreement:</b>	<p>The Redevelopment Agreement will establish the essential terms of the incentives, funding, and each party’s responsibility for maintenance of the easements granted in favor of the City, and other terms relevant to the development of the Property. The RDA will become effective upon its execution following approval by the City Council. Its terms will govern the rights and responsibilities of the parties throughout the term of the RDA.</p>
<b>Entitlements:</b>	<p>The City and the DIA will allocate all required entitlements for the Project, including Downtown Development Rights, and will timely process all required applications including, without limitation, Conceptual and Final DDRB Applications. Mobility Credits and Stormwater Credits will be available for purchase by Developer in accordance with the ordinance governing the same once the quantity of credits required is known.</p>
<b>Permits:</b>	<p>Developer / Applicant will be responsible for obtaining all building and other permits required for the Project.</p>
<b>Tiers System Commitments</b>	<p>In conjunction with approval for consideration of additional funding as Completion grants, Developer/Applicant hereby agrees to conditions or commitments as outlined in Exhibit 8, including the Years Table financial commitment in satisfaction of the Tier 3 requirement totaling \$1,225,890 which may be adjusted from time to time based on actual costs and values such that the total sum of the value of all conditions or commitments over</p>

	20 years is equal to 3% of the Total Development Cost.
<p><b>Performance Schedule:</b></p>	<p>RDA EXECUTION– The Redevelopment Agreement will be entered into by Developer, DIA, and the City within thirty (30) days following the effective date of legislation authorizing the RDA, which shall also require being selected as the winning proposer on the JFRD parcel and closing on that conveyance prior to or simultaneous with the execution of the RDA.</p> <p>INITIAL PERMITTING – Developer shall apply for all permits necessary to commence construction (including vertical building permits) and proceed without interruption to completion of the Project no later than six (6) months from the effective date of the Redevelopment Agreement but not later than February 28, 2025, and pursue the same with commercially reasonable diligence.</p> <p>COMMENCE CONSTRUCTION – Developer shall commence construction no later than six (6) months from application for permitting but not later than August 31, 2025 and proceed without material delay through completion.</p> <p>COMPLETION OF CONSTRUCTION - All improvements on the Property to be substantially completed within 24 (Twenty-four) months of commencement but not later than August 31, 2027.</p> <p>The outside dates listed above are predicated on City Council approval of the Redevelopment Agreement not later than June 25, 2024. Delays in such approval will result in a day-for-day extension of all dates detailed above.</p> <p>The foregoing deadlines will be subject to extensions of up to six (6) months granted by the DIA’s CEO without additional City Council approval upon reasonable cause shown by Developer, or by force majeure. Such extension of the Commencement Date shall also apply to the date of Substantial Completion so that a single extension provided will apply to both simultaneously.</p>
<p><b>Additional Terms and Conditions</b></p>	<ol style="list-style-type: none"> <li>1. All funding commitments other than the REV Grant are subject to further approvals by the COJ City Council.</li> <li>2. Minimum Equity Requirement of \$12,000,000 (29.4% of TDC) to be evidenced to the satisfaction of the DIA in its sole discretion prior to payment of any Completion Grant.</li> <li>3. Payment of Completion Grant Components related to LOST and Induced Taxes is subject to compliance with all terms and conditions as found in Resolution 2023-09-01 as approved by the DIA Board at its meeting held September 21, 2023 including but not limited to: <ol style="list-style-type: none"> <li>a. Only projects that fully meet the Tiers System criteria are eligible for consideration.</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>b. Only projects that exceed the amount of retail space required by zoning or traditional REV grant criteria and are part of a larger mixed-use project are eligible.</li> <li>c. The maximum payout of the Completion Grant is earned when leasing activity reaches 90% of the total leasable retail square footage as determined at the time of underwriting (Effective Gross Leased Space). Eligible leases, as provided to the DIA for consideration, shall be those that are entered into at commercially reasonable market rates (as determined by the DIA in its sole discretion), with a minimum term of three years, and with operators meeting the definition of retail as found in the Retail Enhancement Program Guidelines and consistent with the type of operators that are expected to generate the level of taxable sales activity as captured in the pro forma at the time of underwriting.</li> <li>d. Developers are provided up to two years following the documented date of Substantial Completion to satisfy the executed lease requirement and request payout of approved additional funding after which time the commitment for additional funding is terminated.</li> <li>e. A pro rata portion of the Completion Grant may be earned and applied for in not more than two tranches up to the second anniversary of the documented date of Substantial Completion. The pro rata calculation shall be based on the actual gross square footage of eligible retail space where a binding, bona fide lease with a tenant meeting the requirements established herein has been entered into by landlord and tenant (Actual Leased Space), divided by Effective Gross Leased Space. A minimum of 60% of the Effective Gross Leased Space must be under lease before payment of the first tranche may be requested. The definition of Substantial Completion will include that the Certificate of Occupancy for the building has been issued to allow for the property's primary use, and that any retail space included in the LOST calculations is finished to a cold dark shell stage of completion.</li> <li>f. Only the first one cent of the LOST is eligible in these calculations.</li> <li>g. Because of the additional payout that may be earned, the retail space used in these calculations shall not be eligible for Retail Enhancement Program funding for tenant improvements.</li> <li>h. For space leased by the landlord, only LOST from space facing the street front at ground level or rooftop may count towards the ROI calculation, unless otherwise agreed to by the DIA in its sole discretion. For further clarification, neither interior retail nor interior office space shall be considered in these calculations.</li> <li>i. Minimum Direct Investor Equity (private investment excluding deferred developer fee, tax credit equity, or similar indirect sources) must equal 20% of total development costs or more to be eligible for</li> </ul>
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	<p>employment of this ROI calculation methodology.</p> <ul style="list-style-type: none"> <li>j. Leases from businesses relocating from other parts of Downtown are not eligible towards meeting minimum payout thresholds unless at the end of an existing lease term and considering moving from Downtown, or unless the proposed move is necessary for business expansion that includes job creation, involuntary displacement from current space that is unrelated to financial or operating disputes, or similar circumstances, consistent with the DIA Retail Enhancement Program.</li> <li>k. Approval by the DIA staff that executed leases submitted for calculation of leased space meet the definition of Retail as provided in Retail Enhancement Program guidelines with a minimum term of three years.</li> <li>l. Property owner is required to collect and remit to the DIA copies of sales tax receipts remitted annually by the property owner and tenants (copies of form DR-15 or equivalent). Amounts that fall short of the cumulative expected benefit as shown in Exhibit 5 in any given calendar year through year ten will be withheld from the REV payment applicable to the same calendar year. Any such withholding will not affect the maximum REV Grant amount as approved and documented in the Redevelopment Agreement or other terms of that REV Grant including, but not limited to, the outside maturity date for payment.</li> </ul> <p>For these purposes, the recipient will begin the collection of DR-15 or other LOST payment information with the thirteenth month following final payout of the Completion Grant or similar funding mechanism as may be approved and earned following criteria established above. Collection and remittance of this information will be in proportion to the pro rata number of full months remaining in that calendar year, followed by nine full years of data collection and submission, and a final pro rata year with the remaining number of full months from the first year of submission.</p>
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The provisions of this Term Sheet are intended to guide the parties in negotiating the Redevelopment Agreement, and any other documents that may be necessary to give effect to the manifest intent of the parties expressed herein.

# Exhibit 1. The Property

< search < results Details x

**Real Estate #:** 073855 0000

**Owner:** CLL JONES BROS LLC

**Address:** 502 HOGAN ST N

**Zip Code:** 32202

**Transaction Price:** \$675000

**Transaction Year:** 2022

**Acres:** 0.41

**Book-Page:** 2022601875

**Map Panel:** 6413

**Legal Descriptions:** 39-25-26E .421  
JACKSONVILLE HARTS MAP LOT 2(EX W 35FT),LOT  
3 BLK 58


**Flood Zone:** ZONE X

**AshSite:**

**EDA Level:** NOT DISTRESSED

**Evacuation Zone:** ZONE C

**Planning District:** 1



**Exhibit 2. – JFRD Parcel**

← search | ← results | Details ×

**Real Estate #:** 073856 0000

**Owner:** CITY OF JACKSONVILLE

**Address:** 0 ASHLEY ST W

**Zip Code:** 32202

**Transaction Price:** \$100

**Transaction Year:** 1994

**Acres:** 0.17

**Book-Page:** 0784101171

**Map Panel:** 6413

**Legal Descriptions:** 39-25-26E JAX HARTS MAP LOT 5(EX W 35FT)

**Flood Zone:** ZONE X

**AshSite:**

**EDA Level:** NOT DISTRESSED

**Evacuation Zone:** ZONE C

**Planning District:** 1

**Ex. 3 - Total Development Cost**

<b>DEVELOPMENT BUDGET</b>	
<b>LAND</b>	<b>Total</b>
Purchase Price	\$675,000
Acquisition Costs	\$105,000
	<b>\$780,000</b>
<b>SOFT COSTS</b>	
Legal & Due Diligence	\$2,337,000
Architectural & Engineering	\$1,050,000
Financing Fees & Insurance	\$649,000
Development Fees	\$1,148,000
Interest Reserve	\$1,400,000
Operating Reserve	\$60,000
	<b>\$6,644,000</b>
<b>HARD COSTS</b>	
GC Contract	\$29,671,000
Furniture, Fixtures & Equipment	\$650,000
Signage	\$85,000
Appliances	\$65,000
Hard Cost Contingency	\$2,968,000
	<b>\$33,439,000</b>
<b>TOTAL DEVELOPMENT COST</b>	<b>\$40,863,000</b>
Equity Commitment (20%)	\$ 8,172,600
Tier 3 Commitment (3%)	\$ 1,225,890

**Exhibit 4. – Eligible Construction Cost**

<b>TOTAL DEVELOPMENT COST</b>	\$	40,863,000
Interest Reserve	\$	(1,400,000)
Operating Reserve	\$	(60,000)
Development Fee	\$	(1,172,000)
SUBTOTAL: FEES & INSURANCE	\$	(655,000)
SUBTOTAL: LEGAL & DUE DILIGENCE	\$	(2,337,000)
FF&E	\$	(650,000)
SUBTOTAL PURCHASE & CLOSING COST	\$	(780,000)
<b>ELIGIBLE CONSTRUCTION COST</b>	\$	<b>33,809,000</b>

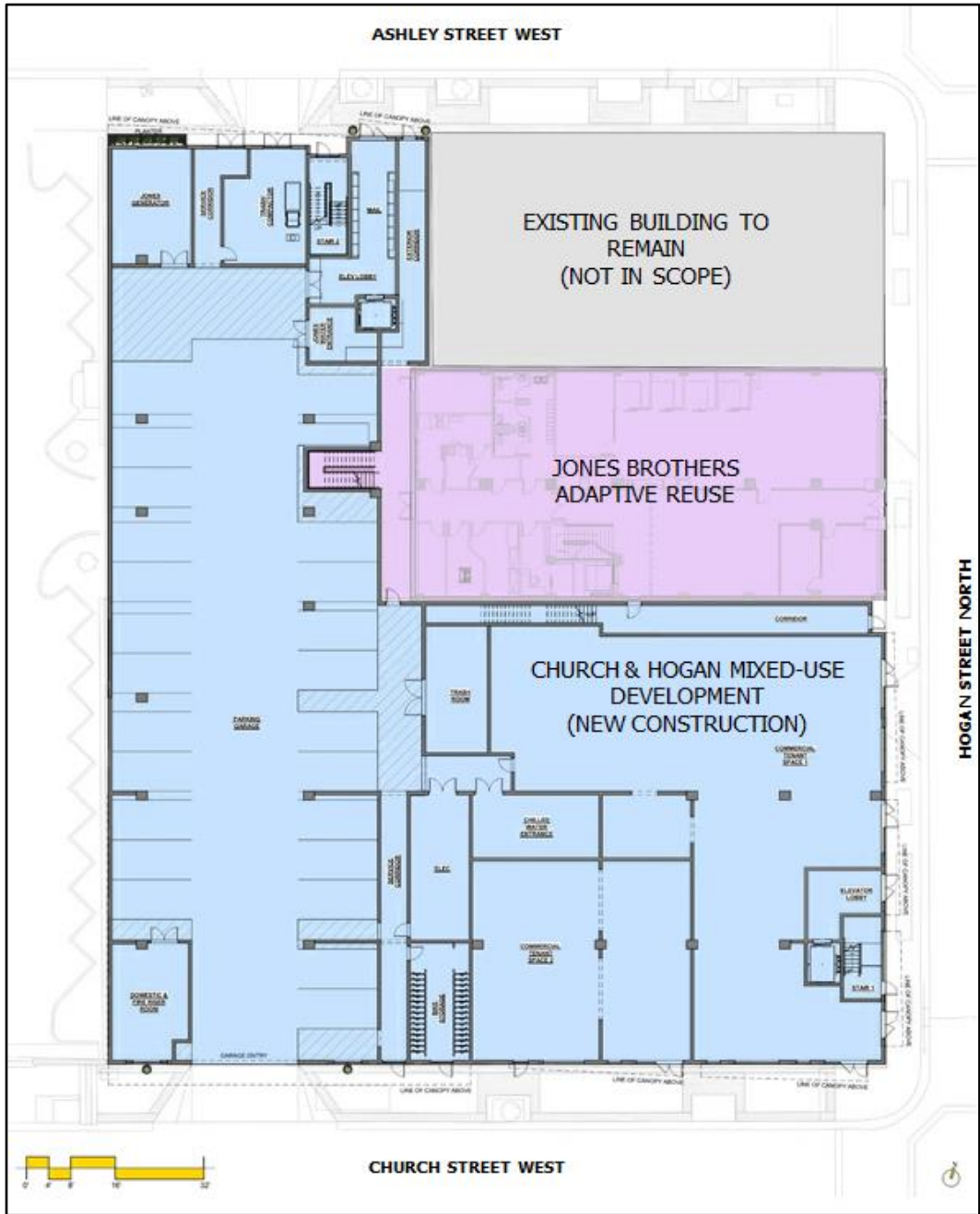


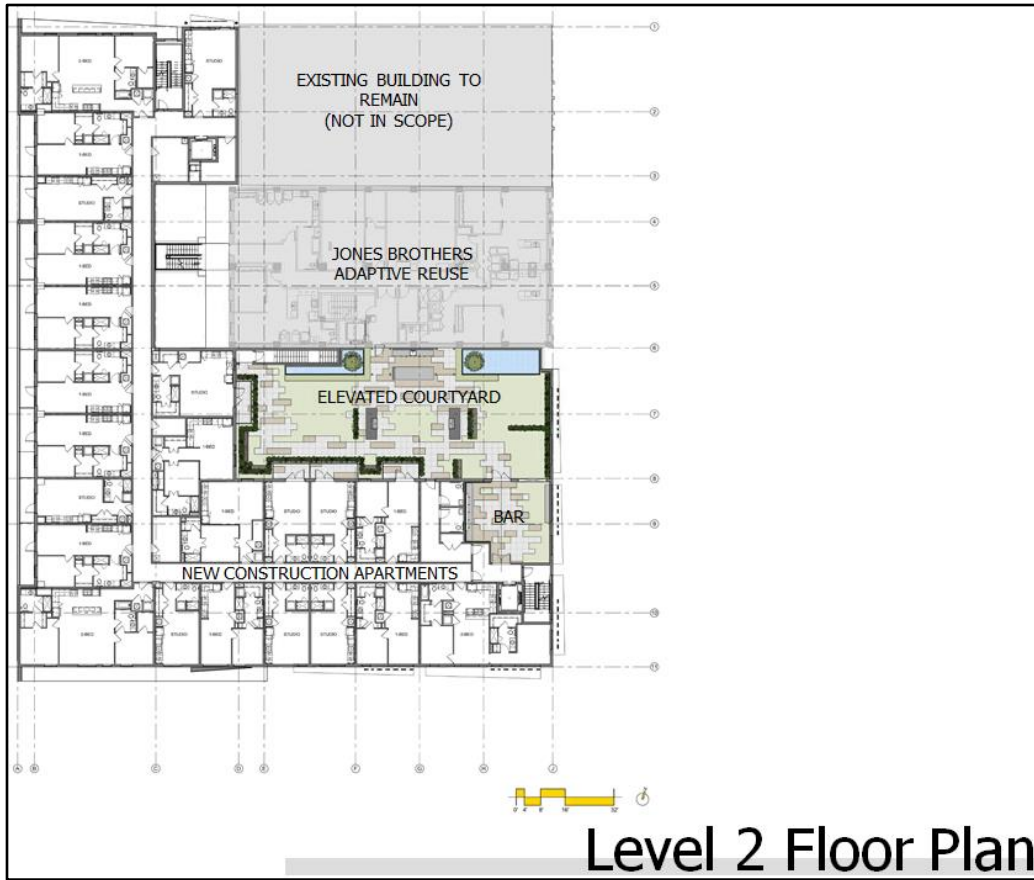
**EXHIBIT 5 – Local Option Sales Tax Projected Benefit**

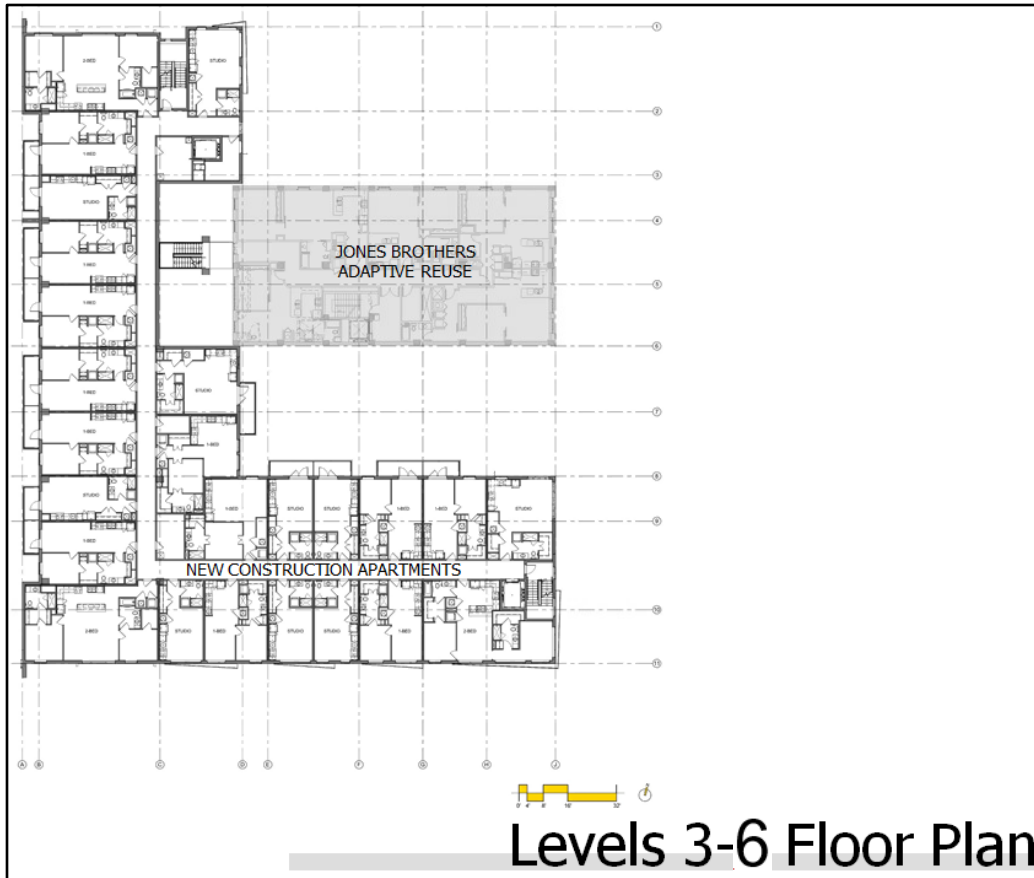
<b>Local Option Sales Tax Projected Benefit</b>				
<b>YR</b>	<b>F&amp;B</b>	<b>Retail</b>	<b>Total</b>	<b>Cumulative</b>
1	\$24,900	\$7,700	\$32,600	\$32,600
2	\$25,400	\$7,900	\$33,300	\$65,900
3	\$25,900	\$8,000	\$33,900	\$99,800
4	\$26,400	\$8,200	\$34,600	\$134,400
5	\$26,900	\$8,400	\$35,300	\$169,700
6	\$27,500	\$8,500	\$36,000	\$205,700
7	\$28,000	\$8,700	\$36,700	\$242,400
8	\$28,600	\$8,900	\$37,500	\$279,900
9	\$29,100	\$9,100	\$38,200	\$318,100
10	\$29,700	\$9,200	\$38,900	\$357,000

**EXHIBIT 6 – THE IMPROVEMENTS**









Levels 3-6 Floor Plan

EXHIBIT 7 - RETAIL FRONTAGES



**EXHIBIT 8 – Tiers Commitments**

<b>Development</b>	<b>Jones on Hogan</b>	
<b>Total Development Cost</b>	<b>\$40,863,000</b>	
<b>Tier 3 Financial Commitment</b>	<b>\$1,225,890</b>	
<b>TIER 2 Goals and Strategic Objectives</b>		
<b>Goal #2 – Residential Units</b>		
2a – Number of Units	✓	145 units total
2b - Breadth And Diversity	✓	18 furnished (for a period no less than 5 years) 10 years to qualify
2c - Shared Parking	✓	Corner Lot partnered with Gateway Jax, LLC to acquire and repurpose the First Baptist garage at the corner of Hogan Street and Beaver Street to increase residential density on-site and utilize the off-site, shared-use garage for all resident parking needs – without building a new parking structure. The parking that will be provided on-site has 17 spaces dedicated (24/7/365) to the neighboring Jacksonville Fire and Rescue Department. It will also include 2 x valet/ride-share/grocery drop-off spots and 2 permanent ADA parking spots.
2d - Resilience And Flexibility	✓	The Project will contribute to resilience by utilizing these, and other, construction strategies: <ul style="list-style-type: none"> <li>• Elevated electrical panels.</li> <li>• removing infrastructure from the ground floor to minimize flooding impacts (HVAC condensers, low-voltage wiring)</li> </ul> The Project includes adaptive live/work spaces that will be available in a minimum of 18 units to include areas designated for home office use such as built in desks or desk nook areas.
2e - ADA Fair Housing	✓	There will be 2 units that will offer ADA accommodations including grab bars, accessible toilet facilities, and zero entry showers.
<b>Goal 4 - Vibrancy</b>		
4a - Branding	✓	The North Core Patio will utilize the newly defined branding guidelines for the North Core District by integrating elements from hardscape design to the font and branding for the Project website. <ul style="list-style-type: none"> <li>- Trees to be sky climber live oaks w/tree grates.</li> <li>- Accent planters &amp; pots w/Gama grass, azalea, and similar.</li> <li>- The colors used for the building and on the patio will be the Charcoal and Concrete Grey.</li> <li>- The secondary colors including the Weathered Brick and Oak Leaf will be used on Patio.</li> </ul>

<p>4b - Art and Wayfinding</p>	<p>✓</p>	<p>To achieve this metric, the Project will:</p> <ul style="list-style-type: none"> <li>- Incorporate public art along the Emerald Trail on Hogan between Church/Ashley in coordination with Groundwork Jacksonville.</li> <li>- A minimum of 2 public art installations will be completed in the first 3 years for an investment of \$273,000. (Clawback from REV if not fulfilled to DIA satisfaction).</li> <li>- In the event the CIP is satisfied by other investments in public art the investment in the first 3 years will be allocated to signs or other wayfinding solutions that are focused on the Emerald Trail and the access to the parks on the Northbank.</li> <li>- Utilize creative lighting and wayfinding for the entrance to the North Core Patio             <ul style="list-style-type: none"> <li>o Lighting, street vinyl's, other concepts to be determined.</li> </ul> </li> </ul> <p>Through these efforts the residents and visitors will be aware of the Emerald Trail and its associated amenities included on the North Core patio.</p>
<p>4c - Downtown History</p>	<p>✓</p>	<p>The developer will work with the Jacksonville Historical Society and install a total of 2 placards. One (1) within the building entrance, and one (1) on the exterior of the building. These will communicate the relevance and history of the Jones Brothers Building and the Western Union location or other significant structures and events that occurred in the Urban Core, like JHPS signage used throughout downtown.</p>
<p>4d - Creation Of Public Attraction/Park</p>	<p>✓</p>	<p>The North Core Patio provides an elevated public park space for hydration, public restrooms, and a meeting place right on the Emerald Trail. Bike rack and air pumps will be made available to support those utilizing the trail and pathway.</p> <p>Additionally, other scheduled events throughout the year will be coordinated through the management team responsible for the property and orchestrated in conjunction with downtown stakeholders:</p> <ul style="list-style-type: none"> <li>- Yoga, Saturday mornings, 10/year, weather permitting.</li> <li>- Movie Nights – Friday nights, 10/year, weather permitting.</li> <li>- Downtown Vision, Jesse Ball DuPont Fund, COJ Parks events</li> </ul> <p>The North Core Patio will offer an open and public space which will also be used for private events that could be reserved for birthday parties, anniversaries, fundraisers, and public events, which will drive new traffic to downtown Jacksonville. The Private access will be limited to no more than 12 times per year. Hours open to the public to be established by Developer with approval from DIA and COJ Parks Department, not to be unreasonably withheld.</p>
<p>4g - Partner With Art/Culture Orgs</p>	<p>✓</p>	<p>Corner Lot commits to working with the City of Jacksonville and other City stakeholders such as The Cultural Council and Groundwork Jacksonville &amp; The Emerald Trail in fulfillment of these objectives.</p>



Goal 6 - Walkability, Bike-ability		
6a - Pedestrian and bikeable links	✓	The Project enhances the Emerald Trail by providing an elevated public park/urban trailhead at the North Core Patio. This unique public open space will expand upon the City’s linear park system and includes access to amenities like Wi-Fi, beverages, and public restrooms.
6c - Design optimization	✓	As documented in the DDRB submission for the Project, Corner Lot has dedicated the Hogan Street frontage for Emerald Trail programming, provided an enhanced amenity area along Church Street and created more than 1,000 square feet of shade more than the minimum required by code along Church and Ashley Streets alone.
6d - Bike lanes, bike racks	✓	Corner Lot has devoted the entire Hogan Street frontage to the Emerald Trail and will install 10 additional bike racks along the corridor.
6e - Compact, walkable downtown	✓	The Project has been designed to maximize streetscape activity. The Emerald Trail frontage features 100% activation while storefronts wrap the corner at Church Street with only the necessary parking access aisle visible along the side. Storefronts with full transparency and the North Core Patio anchor the Church and Hogan corner with a mix of uses sure to engage passersby.

**Tier 3 Financial Commitments**

Below is a proposed schedule for Tier 3 financial contributions totaling \$1,225,890, which begin once the project has achieved Substantial Completion.

- Near Term: Prior to end of Year 2 (w/in 24 months following Substantial Completion)     \$300,000
- Near Term: Prior to end of Year 3 (w/in 36 months following Substantial Completion)     \$250,000
- Mid Term: 4th- 9th Years following Substantial Completion; (\$100,00 annual minimum)     \$600,000
- Final Contribution: 10<sup>th</sup> Years following Substantial Completion;         \$ 75,890
- TOTAL**     **\$1,225,890**

During these periods, Corner Lot will satisfy its financial commitment through contributions in the following tiers-eligible projects as further identified and approved by the DIA in its sole, but reasonable discretion:

- LaVilla Heritage Trail and Gateways
- Urban Art Programming
- Northbank and Southbank Banners
- Hogan Street Improvements-Emerald Trail
- Northbank Parks Capital Improvement Projects

**SUPPLEMENTAL INFORMATION**

**RESOLUTION 2024-02-03: JONES BROS NEW CONSTRUCTION STAFF REPORT**

**JONES ON HOGAN**

**Staff Report for the DIA Strategic Implementation Committee  
February 14, 2024**

**APPLICANT/DEVELOPER:**

**CLL Jones Bros LLC  
(d/b/a Corner Lot Development Group)  
Andy Allen – Manager  
George Leone - Manager**

**Program Request:**

**DIA Market Rate Multi-Family Housing REV Grant**

<b>Total Development Costs:</b>	<b>\$40,863,000</b>
<b>Eligible Construction Costs:</b>	<b>\$33,809,000</b>
<b>REV Amount (Not to exceed):</b>	<b>\$4,970,000</b>
<b>REV Terms:</b>	<b>65% / 20 years</b>
<b>Completion Grant (Tiers Eligible):</b>	<b>\$3,100,000</b>
<b>Land Contribution (If selected through Noticed Disposition):</b>	<b>\$180,000</b>

**PROJECT SUMMARY:**

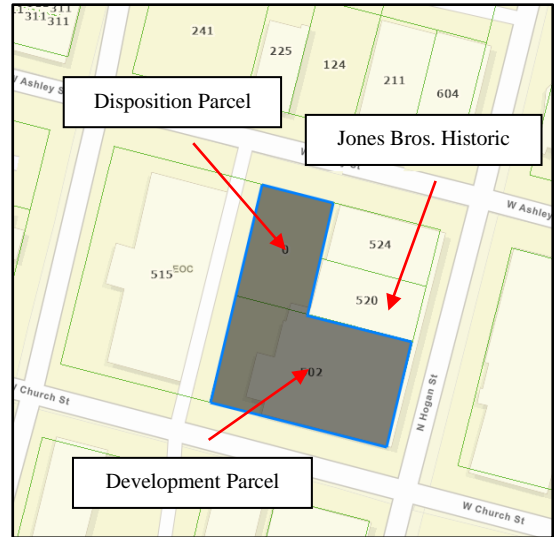
The applicant is proposing to develop a six-story mixed-use development providing approximately 145 housing units, 8,500 square feet of street facing ground floor retail, and a 3,500 square foot public rooftop amenity. The 2<sup>nd</sup> floor rooftop amenity is referred to as an “urban trailhead” because of its frontage along the Hogan Street cycle track and features provided such as a bike racks, air pumps, seating, activities, and a “Tended Bar” to encourage use of the cycle track. The project will also include a small, structured parking garage with approximately 23 spaces, which will provide an equal number of spaces as lost if Developer is the winning proposer in the disposition of the JFRD Parcel. Such spaces would be reserved for exclusive use by the Jacksonville Fire and Rescue Department (“JFRD”).



The site is located at 502 N Hogan Street at the southeast corner of the block bounded by Hogan Street to the east, Church Street to the south, Julia Street to the west, and Ashley Street to the north. This new construction

element is to be developed in conjunction with rehabilitation of the historic Jones Bros. building located next door at 520 Hogan Street undertaken by the same development team and approved by the DIA for up to \$6,033,500 through the DPRP program, and currently being heard in City Council for final approvals.

A long vacant 19,290 square foot building built in 1915 and sometimes referred to as the Western Union Building, or alternatively as the Farah’s Building, currently exists on the site proposed for construction of the new building. Although the existing building is a contributing structure to the Downtown Jacksonville National Historic District, the Developer requested permission to demolish the property citing, “the building at 502 North Hogan Street has been heavily altered and is in poor condition.” In its review of the demolition request, the COJ



Planning and Development Department, Historic Preservation Commission (“HPC”) determined that the property was not eligible for Local landmark Designation as it only met two of seven requirements, whereas meeting four criteria is the minimum threshold for that designation when not being sought by the property owner. Accordingly, the demolish request was approved by the HPC at its June 4, 2022 meeting. In making its recommendation for demolition, the Historic Preservation Sections staff considered the following criteria:

1. Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.	<i>Met this criterion. ✓</i>
2. Its location is the site of a significant local, state or national event.	<i>Did not meet this criterion. X</i>
3. It is identified with a person or persons who significantly contributed to the development of the City, state or nation.	<i>Did not meet this criterion. X</i>
4. It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.	<i>Did not meet this criterion. X</i>
5. Its value as a building is recognized for the quality of its architecture and it retains sufficient elements showing its architectural significance.	<i>Did not meet this criterion. X</i>
6. It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.	<i>Did not meet this criterion. X</i>
7. Its suitability for preservation or restoration.	<i>Met this criterion. ✓</i>

**NOTE:** The DIA Multi-Family Housing REV Grant guidelines discourage demolition of historic properties and provides the following direction to the DIA SIC and Board: “Any DIA Multifamily Housing REV Grant application that contemplates demolition of a Historic Property (one having local landmark designation or identified as a contributing structure in the National Historic District or properties over 50 years old and determined to be historically and culturally relevant by the DIA Board in its sole discretion) shall lose a minimum of 10 percentage points from its REV calculation, and up to a maximum of 25 percentage points as further determined by the DIA Board in its sole discretion.”

As will be shown in the REV calculation, the Development scores in excess of 85% per the rubric, and as such the 10% penalty would not limit the Applicant to a REV below the maximum level of 75%.

Integral to the project is the acquisition and development of the 0.17-acre parcel at 0 W Ashley Street owned by the City of Jacksonville as captured in the image with RE# 073856 0000. This City owned parcel has been the

subject of previous dispositions approved by the DIA RE&PD Committee and DIA Board, and has been awarded to the Developer, but has not been closed upon as development plans continued to be altered and finalized. The most recent negotiated disposition approval from February 2023, for which there were no other proposers for the site, has since expired and the parcel will be brought before the RE&PD committee once again for consideration of a negotiated disposition under terms as previously considered. The subject proposal is conditioned on the developer being awarded that parcel through a negotiated disposition process as vertical construction over and above that parcel is integral to density and development plans proposed. However, that disposition is not contained within this resolution and term sheet and will be taken up outside the subject request.

If successful in that disposition process, Developer will build a structured parking facility at grade, sufficient for approximately 23 parking spaces, which will provide permanent parking for the Jacksonville Fire and Rescue Department in an equal number of spaces currently available in the JFRD Parcel, as that disposition parcel is currently used for that purpose. The building shown as 515 N Julia Street in the map above is the location of the JFRD headquarters.

Notably, the building located at 524 N Hogan Street is owned by a related entity and is expected to be the subject of future requests once development plans for that site have been finalized. It is the intention of Corner Lot Development to activate this portion of the Northcore neighborhood of Downtown Jacksonville in conjunction with development activity proposed or underway by Gateway Jax, JWB Capital, and other entities in the blocks to the west and south of the subject.

The request for additional funding beyond DIA approved programs requires use of the Tiers System approach as approved in the 2022 BID Plan update. Additional information on the contributions to BID Goals, Strategic Objectives, and Performance Measures is detailed in this Staff Report and the Ex A Term Sheet to the Resolution.

**The Development Team:**

***Corner Lot Development (Owner and Developer)***

Corner Lot Properties was established in 2009 to acquire, rehabilitate, and dispose of residential properties for “American Homes for Rent”, the country’s largest real estate investment trust. Over ensuing years, the business expanded to include a residential rental portfolio (Heritage Holdings), and single-family home construction. The firm changed its name to Corner Lot Development in 2017 to recognize further broadening of the business strategy to include land development, adaptive reuse, and development of multifamily and hospitality properties.

Corner Lot is also the developer for the LaVilla Townhome development, Artea multifamily, and the Home2Suites project in downtown Jacksonville, with each project approved for COJ capital support or incentive funding initiated by approvals through the DIA Board.

Andy Allen, CEO of Corner Lot Development, started Corner Lot Properties in 2009 where he conducted commercial, multi-family and land transactions and quickly became the largest real estate wholesaler in Northeast Florida showing over \$1 billion of real estate including acquisition, disposition, sales, and development.

George Leone, COO of Corner Lot Development, served thirteen years at Toll Brothers ending as the Vice President of Land Development. Leone oversaw development projects amounting in over \$500 million in Central and North Florida, South Carolina, and North Carolina where he managed over forty different consultants and contractors.

**Bold Line Design:** (Architect; <https://boldline.design/>)

Bold Line Design was founded in September 2020 in Jacksonville, Florida by three principal architects, John Braxtan, Matthew Snyder, and Bruce Werner. Each partner takes a hands-on approach to design, managing, and collaborating on each project from concept through construction completion. The firm lists among its capabilities: feasibility studies and due diligence, site planning and master planning, programming, architectural design, modeling and rendering, construction documents, and construction administration. Project types include multi-family, single-family, hospitality, retail, mixed-use, corporate office, senior independent living, assisted living and memory care, affordable housing, and student housing.

**General Contractor:** Not yet selected, although updated pricing from negotiations with a redacted contractor was provided that is consistent or surpasses the construction pricing used in this underwriting.

**Pro Forma Operations:**

- As reflected in the Developer’s pro forma, the Jones on Hogan new construction component is expected to generate annual Effective Gross Income of \$2.6 million upon stabilization projected to be achieved by the beginning of the second full year of operation with growth modeled at 3.0% in subsequent years.
- This estimate includes residential rent assumptions of \$1.68 Net Rentable Square Foot (“NRSF”) to \$3.72 NRSF with an average of \$2.86 NRSF across 83,480 total NRSF. Vacancy rates are modeled at 5% for the periods following stabilization.
- The unit mix proposed and related information by unit type is provided in the table below:

Unit Type	NRSF Range	Number of Units	Rent/NRSF Range
Studio	430 - 625	81	\$2.60 - \$3.72
1 BR / 1 BA	605 – 1,070	59	\$1.68 - \$2.73
2 BR / 1 BA	1,015	5	\$1.80

- Rent for the retail space is modeled at \$25.00 NRSF, based on 9,020 NRSF, contributing \$225,500 per year.
- Other income is based primarily on valet trash revenue of \$42,000 annually (140 units at \$25 per month), Administrative Fees \$30,000 (10 X \$250 monthly), Termination Fees \$28,800 (1 X \$2,400 monthly), and others including Reserved Parking, Reservation Fees, Pet Fees, Pest Control, Pet Rent, Cleaning Fees, Deposit Forfeiture, NSF Fees, and Late Fees.
- Total operating expenses are estimated at approximately 28.8% of revenues initially (property taxes net of the proposed REV grant), increasing to an average of 30.3% through the remainder of the years modeled.
- Management fee is modeled at 3.0% of Effective Gross Income.
- Replacement reserves are modeled at \$250 per unit, per year.
- Net Operating Income is estimated to be \$2.1 million in the first year of stabilized operations providing debt service coverage of 1.1X and Yield on Cost of 5.1%. Over ten years, NOI improves to \$2.8 million providing debt service coverage of 1.4X and Yield on Cost of 6.8%.

**Capital Considerations:**

- Total development cost as presented, including total acquisition cost of \$780,436, is \$40,863,000. This equates to \$281,813 per unit, or \$489.49 psf.

- If awarded to Developer through the disposition process, the 0.17-acre parcel owned by the City, valued by 2022 appraisal at \$180,000, would convey to Developer for a nominal sum (\$10-100) in exchange for an equal number of spaces as lost if Developer is the winning proposer in the disposition of the JFRD Parcel. Such spaces would be reserved for exclusive use by the Jacksonville Fire and Rescue Department (“JFRD”).
- In addition to the parking structure developed for these purposes, the multifamily component would extend behind the historic building to Ashley Street above this parcel and garage, adding substantive tax value to the site and further benefit of the Northbank CRA TIF.
- Eligible Construction Costs used in the calculation of the REV include the Total Development Cost less the land value, interest reserve, operating reserve, development fee, fees and insurance, legal and due diligence, and Furniture Fixtures, and Equipment, all totaling \$7.0 million and providing Eligible Construction Cost of \$33.8 million.
- Furniture, Fixture, and Equipment of \$650,000 is brought back into the REV calculation as Tangible Personal Property with 50% allocated as 5-year property and 50% allocated as ten-year property.
- Total Minimum Equity to be injected is \$12,000,000, 29.4% of Minimum TDC.
- Tiers Commitment funding does not count towards total Development Cost, Eligible Construction Cost, or Minimum Equity Contribution.

**Market Rate Multifamily REV Grant Calculation:**

The table following outlines the program parameters of the DIA Market Rate Multifamily Housing REV Grant program. Under this program, applicants are limited to a maximum of 75% REV for a period of twenty years. In scoring the project proposal, the Development achieves a score in excess of the 75% maximum.

<b>Program Parameters</b>	<b>Development Metrics</b>	<b>Point Eligibility</b>
5% for every 10 units larger than 500 sf produced in Downtown Jacksonville (max 30%); plus	68	25%
15% max for the development of City-owned lazy / underutilized assets; plus	N/A	10%
10% for a for each 2,500 square feet of ground level retail restaurant/bar, retail, rooftop restaurant/bar accessible by the public directly from the street (max 25%); plus	12,000	25%
5% for each 10% of activated linear front footage above the 30% minimum required (max 20%)	40%	20%
10% for the enhanced design and quality using unique architectural features and materials beyond mini requirements of DDRB standards; plus		5%
Up to 15% for provision of shared use parking (5% per 25 spaces off-site)	75	15%
Up to 10% for resiliency features		5%
<b>TOTAL</b>		<b>110%</b>

As noted above, proposed developments that contemplate demolition of a historic property require deduction of 10% from the score calculated through the rubric above. In this case, the Developer would still exceed the 75% maximum (110% - 10% = 100%), so per this approach the 75% REV would remain the maximum eligibility earned by the proposed development.

- The maximum funding commitment for the Market Rate Multifamily REV Grant is calculated using the traditional methodology of a 20-year time horizon, with 2% growth annually, based on the negotiated minimum eligible cost numbers outlined elsewhere in this staff report.
- The land component of the increasing property value is drawn from the Property Appraisers existing valuation, increasing at 2% annually, and therefore does not incorporate an additional 15% reduction in value.

Achieving or exceeding the maximum threshold serves as a parameter for consideration of additional funding under the Tiers Analysis as proposed by the Applicant for this project. Those considerations and the impact on the REV grant follow.

**Completion Grant (Tiers Analysis):**

As the Developer requests additional funding in the form of a Completion Grant of \$3.1 million further considerations following the Tiers System analysis of the BID Plan is required.

Tier 1 requires the demonstration of a financial need based on project pro-forma and development costs. Each of these were provided with the application documents in sufficient detail for DIA staff to determine that revenues and expenses accurately reflect market conditions in the determination of NOI upon stabilization. That NOI, incorporating a 2% growth rate over ten years, is used to analyze internal rate of return on the project with and without incentives in determination of a financial gap. Assuming debt of \$19.1 million, equity of \$12.0 million, and Completion grant of \$3.1 million leaves the Developer with an additional financial gap of \$6.7 million to be filled.

Tier 2 requires analysis of BID Goals met through the development activity and related commitments to Downtown Jacksonville. To fulfill the requirements of Tier 2 requires the development activity to achieve a minimum of three BID Goals through Tiers Eligible activities that satisfy a minimum of four Strategic Objectives by exceeding Downtown Overlay or other minimums as applicable. The Goals and Objectives satisfied by Jones on Hogan are outlined in the table that follows:

<b>Development</b>	<b>Jones on Hogan</b>	
<b>Total Development Cost</b>	<b>\$40,863,000</b>	
<b>Tier 3 Financial Commitment</b>	<b>\$1,225,890</b>	
<b>TIER 2: Goals and Strategic Objectives</b>		
<b>Goal #2 – Residential Units</b>		
2a – Number of Units	✓	145 units total
2b - Breadth And Diversity	✓	18 furnished (for a period no less than 5 years) 10 years to qualify
2c - Shared Parking	✓	Corner Lot partnered with Gateway Jax, LLC to acquire and repurpose the First Baptist garage at the corner of Hogan Street and Beaver Street to increase residential density on-site and utilize the off-site, shared-use garage for all resident parking needs – without building a new parking structure. The parking that will be provided on-site has 17 or more spaces dedicated (24/7/365) to the neighboring Jacksonville Fire and Rescue Department. It will also include 2 x valet/ride-share/grocery drop-off spots and 2 permanent ADA parking spots.



2d - Resilience And Flexibility	✓	<p>The Project will contribute to resilience by utilizing these, and other, construction strategies:</p> <ul style="list-style-type: none"> <li>• Elevated electrical panels.</li> <li>• removing infrastructure from the ground floor to minimize flooding impacts (HVAC condensers, low-voltage wiring)</li> </ul> <p>The Project includes adaptive live/work spaces that will be available in a minimum of 18 units to include areas designated for home office use such as built in desks or desk nook areas.</p>
2e - ADA Fair Housing	✓	<p>There will be 2 units that will offer ADA accommodations including grab bars, accessible toilet facilities, and zero entry showers.</p>
<b>Goal 4 - Vibrancy</b>		
4a - Branding	✓	<p>The North Core Patio will utilize the newly defined branding guidelines for the North Core District by integrating elements from hardscape design to the font and branding for the Project website.</p> <ul style="list-style-type: none"> <li>- Trees to be sky climber live oaks w/tree grates.</li> <li>- Accent planters &amp; pots w/Gama grass, azalea, and similar.</li> <li>- The colors used for the building and on the patio will be the Charcoal and Concrete Grey.</li> <li>- The secondary colors including the Weathered Brick and Oak Leaf will be used on Patio.</li> </ul>
4b - Art and Wayfinding	✓	<p>To achieve this metric, the Project will:</p> <ul style="list-style-type: none"> <li>- Incorporate public art along the Emerald Trail on Hogan between Church/Ashley in coordination with Groundwork Jacksonville.</li> <li>- A minimum of 2 public art installations will be completed in the first 3 years for an investment of \$273,000. (Clawback from REV if not fulfilled to DIA satisfaction).</li> <li>- In the event the CIP is satisfied by other investments in public art the investment in the first 3 years will be allocated to signs or other wayfinding solutions that are focused on the Emerald Trail and the access to the parks on the Northbank.</li> <li>- Utilize creative lighting and wayfinding for the entrance to the North Core Patio <ul style="list-style-type: none"> <li>o Lighting, street vinyl's, other concepts to be determined.</li> </ul> </li> </ul> <p>Through these efforts the residents and visitors will be aware of the Emerald Trail and its associated amenities included on the North Core patio.</p>
4c - Downtown History	✓	<p>The developer will work with the Jacksonville Historical Society and install a total of 2 placards. One (1) within the building entrance, and one (1) on the exterior of the building. These will communicate the relevance and history of the Jones Brothers Building and the Western Union location or other significant structures and events that occurred in the Urban Core, like JHPS signage used throughout downtown.</p>

4d - Creation Of Public Attraction/Park	✓	<p>The North Core Patio provides an elevated public park space for hydration, public restrooms, and a meeting place right on the Emerald Trail. Bike rack and air pumps will be made available to support those utilizing the trail and pathway.</p> <p>Additionally, other scheduled events throughout the year will be coordinated through the management team responsible for the property and orchestrated in conjunction with downtown stakeholders:</p> <ul style="list-style-type: none"> <li>- Yoga, Saturday mornings, 10/year, weather permitting.</li> <li>- Movie Nights – Friday nights, 10/year, weather permitting.</li> <li>- Downtown Vision, Jesse Ball DuPont Fund, COJ Parks events</li> </ul> <p>The North Core Patio will offer an open and public space which will also be used for private events that could be reserved for birthday parties, anniversaries, fundraisers, and public events, which will drive new traffic to downtown Jacksonville. The Private access will be limited to no more than 12 times per year. Hours open to the public to be established by Developer with approval from DIA and COJ Parks Department, not to be unreasonably withheld.</p>
4g - Partner With Art/Culture Orgs	✓	<p>Corner Lot commits to working with the City of Jacksonville and other City stakeholders such as The Cultural Council and Groundwork Jacksonville &amp; The Emerald Trail in fulfillment of these objectives.</p>
<b>Goal 6 - Walkability, Bike-ability</b>		
6a - Pedestrian and bikeable links	✓	<p>The Project enhances the Emerald Trail by providing an elevated public park/urban trailhead at the North Core Patio. This unique public open space will expand upon the City's linear park system and includes access to amenities like Wi-Fi, beverages, and public restrooms.</p>
6c - Design optimization	✓	<p>As documented in the DDRB submission for the Project, Corner Lot has dedicated the Hogan Street frontage for Emerald Trail programming, provided an enhanced amenity area along Church Street and created more than 1,000 square feet of shade more than the minimum required by code along Church and Ashley Streets alone.</p>
6d - Bike lanes, bike racks	✓	<p>Corner Lot has devoted the entire Hogan Street frontage to the Emerald Trail and will install 10 additional bike racks along the corridor.</p>
6e - Compact, walkable downtown	✓	<p>The Project has been designed to maximize streetscape activity. The Emerald Trail frontage features 100% activation while storefronts wrap the corner at Church Street with only the necessary parking access aisle visible along the side. Storefronts with full transparency and the North Core Patio anchor the Church and Hogan corner with a mix of uses sure to engage passersby.</p>

Tier 3 requires the Developer to make a financial commitment equal to not less than 3% of the minimum Total Development Cost in promoting progress on DIA established objectives in the Years' Table as found in the BID

Plan. With TDC of \$40,863,000, the Tier 3 commitment made is \$1,225,890 to be achieved per the following proposed schedule,, which begin once the project has achieved Substantial Completion.

• Near Term: Prior to end of Year 2 (w/in 24 months following Substantial Completion)	\$ 300,000
• Near Term: Prior to end of Year 3 (w/in 36 months following Substantial Completion)	\$ 250,000
• Mid Term: 4th- 9th Years following Substantial Completion; (\$100,00 annual minimum)	\$ 600,000
• Final Contribution: 10th Year following Substantial Completion;	<u>\$ 75,890</u>
<b>TOTAL</b>	<b>\$1,225,890</b>

During these periods, Corner Lot will satisfy its financial commitment through contributions in the following tiers-eligible projects as further identified and approved by the DIA in its sole, but reasonable discretion:

- LaVilla Heritage Trail and Gateways
- Urban Art Programming
- Northbank and Southbank Banners
- Hogan Street Improvements-Emerald Trail
- Northbank Parks Capital Improvement Projects

Finally, in determination of REV Grant eligibility with the additional funding considered, the project is analyzed for its contribution to Performance Measures also found in the BID Plan, where the following matrix is provided for this purpose:

Number of BID Goals Advanced <i>(as demonstrated by minimum 4 strategic objectives each)</i>	Positive Impact on 3 Performance Measures	Positive Impact on 4 Performance Measures	Positive Impact on 5 Performance Measures	Positive Impact on 6 Performance Measures
Three (3)	50% REV	55%	60%	65%
Four (4)	60% REV	65%	70%	MAX 75%
Five (5)	70% REV	MAX 75%	MAX 75%	MAX 75%
<p>In addition to the foregoing, any project located on a catalytic site will receive a 10% boost up to a maximum of 75%. Any project at 75% Maximum REV grant, and Mega projects, will be eligible for consideration for additional incentives.</p>				

Because this development achieves (and exceeds) the criteria for a 75% Maximum REV Grant under the Market Rate Multifamily REV grant guidelines, along with the other Tiers components, it is eligible for consideration of additional funding, which requires further approvals by the COJ City Council.

Because this development advances three BID Goals as enumerated above, and has positive impact on each of the following Performance Measures, 1) Employment, 2) Multifamily Residents, 3) Multifamily Housing Units, 4) Number of restaurants/Bars in Downtown, 5) Tax Value, and 6) Number of Downtown Visits, the matrix limits funding of the REV Grant to 65%, as proposed in the incentive structure for the subject incentive structure.

Accordingly, the REV proposed under the Tiers program is a 65%, 20-year REV with maximum indebtedness calculated at \$4,970,000. As common with all REV grants, payments under the REV Grant are initiated in the first completion year of taxation following substantial completion until the end of 20 years, or exhaustion of the maximum indebtedness; whichever comes first. Inclusive of the \$3.1 million Completion Grant and the possible contribution of the parcel valued at \$180,000, the estimated ROI on the City’s investment is 1.0X as detailed in the figure below:

<b>\$ 40.86</b> Million in Capital Expenditures		
Ad Valorem Taxes Generated		
County Operating Millage	✔ (1)	\$ 7,650,000
Local Option Sales Tax	✔ (2)	\$ 357,000
Payroll	✔ (3)	\$ -
Add'l Benefits Provided	✔ (4)	\$ 340,000
<b>Total City Expected Benefits</b>		\$ 8,347,000
Total City Investment	✔ (5)	\$ 8,250,000
Return on Investment Ratio		<b>1.01</b>
(1) - The investment from the Company is estimated to be \$33.8 million in Eligible Construction Costs and \$750,000 in taxable Tangible Personal Property (2) - Local Option Sales Tax is based on the revenue generated through retail sales, food and beverage, and commercial leases. (3) - Job estimates are calculated at # of jobs * avg. wage. Assumes 20% spent locally and a 1 percent sales tax over 20 years. (4) - Value of any additional contribution being made for the benefit of the city in consideration of the incentive <b>(5) - City Incentives as follows:</b>		
<b>REV</b>		\$ 4,970,000
<b>Land</b>		\$ 180,000
<b>Completion Grant</b>		\$ 3,100,000
<b>Total Direct Incentives</b>		\$ 8,250,000
NOTE:		
	Payout Upon Completion:	\$ 2,680,000
	Payout upon 60% Lease-up:	\$ 252,000
	Payout upon 100% Lease-up:	\$ 168,000
		\$ 3,100,000

As shown in the figure, payment of the \$3.1 million Completion Grant follows guidelines approved by the DIA Board in consideration of Local Option Sales TAX in ROI calculations for projects meeting the tiers analysis such that:

1. Funding 1 in the amount of \$2,680,000 to be earned and paid upon Substantial Completion of the Improvements.
2. Funding 2 in the amount of \$252,000. For payment to be requested, a minimum of 60% of the Retail Net Square Footage (5,100 sf) must be under lease from eligible tenants before payment may be requested. Request must be made no later than the second anniversary of the documented date of Substantial Completion or is forfeited.
3. Funding 3 in the amount of \$168,000. For payment to be requested, a minimum of 100% of the Retail Net Square Footage (8,500 sf) must be under lease from eligible tenants before payment may be requested. Request must be made not later than the second anniversary of the documented date of Substantial Completion or is forfeited.

Additional terms and conditions are set forth in Ex. A of Resolution 2024-02-03.

**TAB III.F**

**RESOLUTION 2024-02-04: HYATT PARKING**

**RESOLUTION 2024-02-04**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY AUTHORIZING A PARKING LICENSE AGREEMENT WITH HYATT REGENCY JACKSONVILLE RIVERFRONT AS DESCRIBED IN EXHIBIT A, FOR THE USE BY HYATT EMPLOYEES OF CERTAIN PARKING SPACES IN THE FORMER JACKSONVILLE LANDING LOT, A REDEVELOPMENT PARCEL OF THE COMBINED NORTHBANK CRA; AUTHORIZING ITS CHIEF EXECUTIVE OFFICER TO TAKE ALL OTHER NECESSARY ACTION TO NEGOTIATE AND EXECUTE THE LICENSE AGREEMENT; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the DIA, as the Community Redevelopment Agency for the Combined Northbank CRA, acquired for redevelopment, a parcel known as the former Jacksonville Landing Parking and identified by tax parcel number 074445 0000; and

**WHEREAS**, the former Jacksonville Landing Lot is neither managed by the Office of Public Parking nor available for parking as a municipal parking facility; and

**WHEREAS**, the temporary use of a portion of the former Jacksonville Landing Lot for parking by Hyatt Regency Jacksonville Riverfront personnel would not interfere with any future development on the former Jacksonville Landing Lot; and

**WHEREAS**, the former Jacksonville Landing Lot currently has the capacity to provide spaces agreed to in the attached Exhibit A term sheet to the Hyatt Regency Jacksonville Riverfront and continue to provide staging and event support space for the Office of Special Events and the Department of Parks, Recreation and Community Services; and

**WHEREAS**, Hyatt Regency Jacksonville Riverfront is a long-established business that continues to contribute to the vitality of the Northbank CRA; and

**WHEREAS**, Hyatt Regency Jacksonville Riverfront, has agreed to take over operation and maintenance costs associated with employee parking in a portion of the former Jacksonville Landing Lot, relieving the CRA of that cost and responsibility for a portion of the parcel.

**NOW THEREFORE, BE IT RESOLVED** by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA Board hereby approves of the term sheet found in Exhibit A between the DIA and Hyatt Regency Jacksonville Riverfront.

**Section 3.** The DIA Board hereby authorizes the CEO to prepare and negotiate a License Agreement consistent with the approved term sheet.

**Section 4.** The DIA Board further authorizes the DIA Chief Executive Officer to take all other necessary action to execute the license agreement.

**Section 5.** This Resolution shall become effective on the date it is signed by the Chair of the DIA Board.

WITNESS:

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_

\_\_\_\_\_

Jim Citrano, Chair

\_\_\_\_\_

Date

VOTE: In Favor: \_\_\_\_ Opposed: \_\_\_\_ Abstained: \_\_\_\_

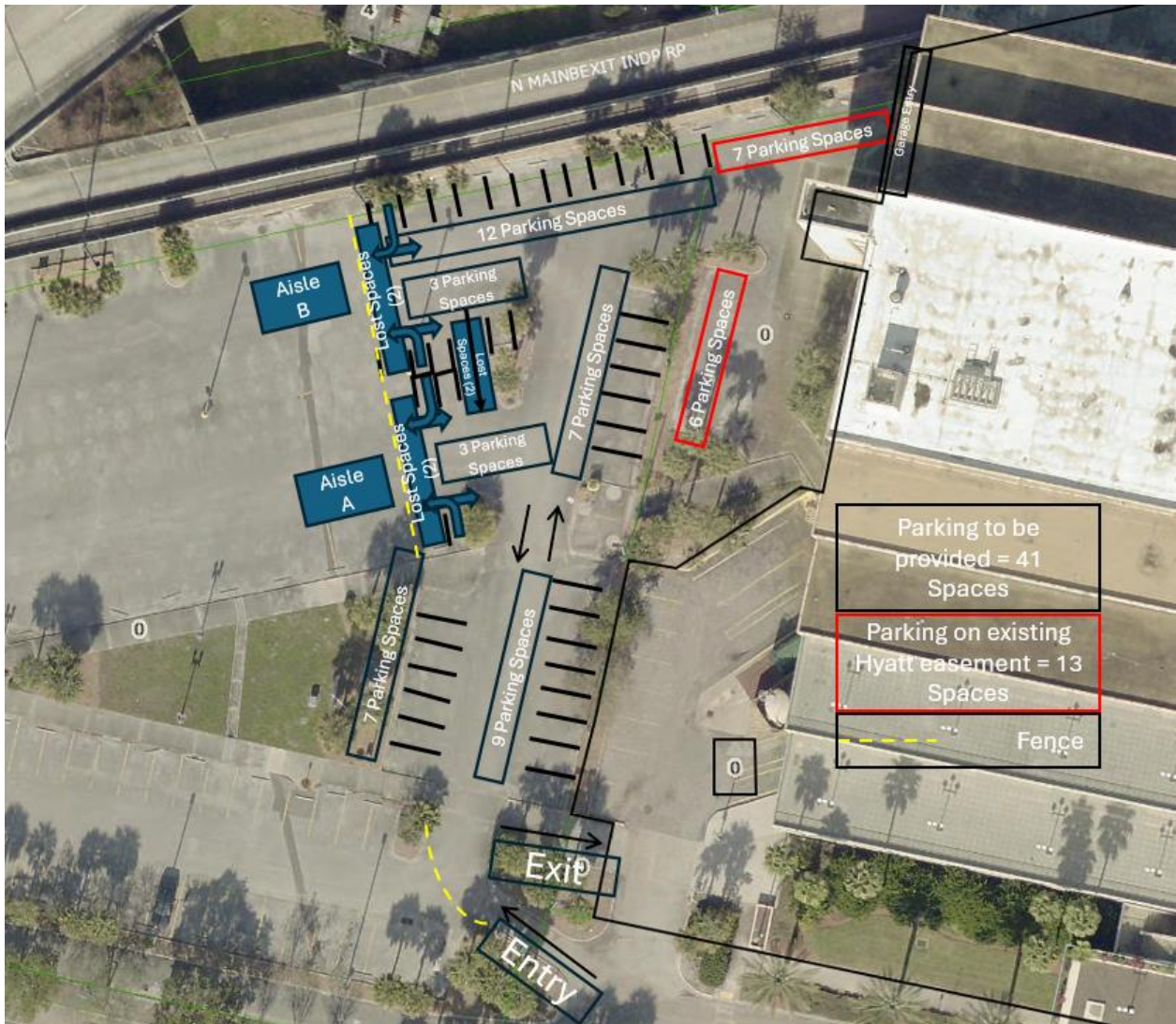
**Exhibit A to Resolution 2024-02-04**

**Hyatt Regency Jacksonville Riverfront Parking License Agreement**

<p><b>Property to be licensed by DIA</b></p>	<p>1. The DIA will provide Hyatt with a license for the area occupied by forty-one (41) spaces in the former Jacksonville Landing Lot at no cost to Hyatt Regency Jacksonville Waterfront, as outlined in Map 1, for a term ending on December 31<sup>st</sup>, 2024.</p>
<p><b>Requirements of the Hyatt Regency Jacksonville Waterfront</b></p>	<p>1. Hyatt Regency Jacksonville Riverfront will pay for and install all necessary lot improvements to facilitate parking of employees in the designated spaces. This includes but is not limited to:</p> <ul style="list-style-type: none"> <li>a. Any parking equipment needed to restrict access to the lot and to allow employees to enter and exit.</li> <li>b. Any fencing or other barrier that will divide spaces designated for Hyatt employees from the rest of the lot. Hyatt will consider the proximity of the lot to the Riverfront and Riverwalk and provide a barrier that does not detract from the view from the Riverwalk, the design and material of which shall be subject to DIA staff approval prior to installation.</li> <li>c. Any physical security such as cameras or other equipment that Hyatt elects to provide for the Licensed premises.</li> <li>d. Removal of any such equipment that is needed to return the lot to its current state at the termination of this agreement.</li> </ul> <p>2. Hyatt Regency Jacksonville Riverfront will maintain the Licensed area in good condition free of weeds and debris and pay for any maintenance or repair issues that arise in the licensed area due to the usage of the designated spaces, including that of the medians/curbs located within the licensed premises. Hyatt Regency Jacksonville Riverfront will also notify the DIA of any non-routine maintenance or repairs that are discovered during the term.</p> <p>3. Hyatt Regency Jacksonville Riverfront will provide insurance as required by the City of Jacksonville Risk Management Division.</p> <p>4. Hyatt Regency Jacksonville Riverfront will meet any overflow guest parking needs by directing them to spaces in the Yates Garage at prevailing rates to the extent of available capacity. This does not preclude the Hyatt from seeking parking elsewhere if the Yates Garage is at capacity or otherwise unavailable for any reason.</p>
<p><b>Fees and Financial Considerations</b></p>	<p>1. Hyatt may not generate any revenue from the spaces provided by the DIA in the former Jacksonville Landing Lot nor assign the License nor permit anyone on Hyatt’s behalf to charge for parking in the Licensed premises.</p> <p>2. Hyatt may not use the designated parking spaces for anything other than free employee parking.</p>
<p><b>Additional Terms and Conditions</b></p>	<p>1. Any generation of revenue by the Hyatt of the spaces provided will result in a termination of the License agreement.</p>



Map 1.



**SUPPLEMENTAL INFORMATION**  
**RESOLUTION 2024-02-04: HYATT PARKING MEMORANDUM**



# Downtown Investment Authority

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DATE: February 15<sup>th</sup>, 2024

TO: Strategic Implementation Committee

FROM: Todd Higginbotham, Parking Strategy Coordinator, Downtown Investment Authority

RE: Hyatt Regency Jacksonville Employee Parking License Agreement

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## **Request for Parking**

The Hyatt Regency Jacksonville Waterfront (Hyatt) has requested that it be allowed to use parking spaces in the former Jacksonville Landing Lot for employee parking. There has been an ongoing discussion with the Hyatt for some time and was originally envisioned in response to the inconvenience incurred by the mooring of the U.S.S. Orleck in front of the hotel. Though the ship has now been moved, the request from the Hyatt remains to provide nearby off-site parking for its employees, freeing up garage space and assisting with their ability to further rent and utilize their meeting rooms and event space.

## **Existing Easements and Parking to be Provided by DIA**

DIA staff reviewed the original Redevelopment Agreement for the construction of the hotel and found existing easements that extend into the eastern portion of the former Jacksonville Landing Lot and allow Hyatt to use this area for the operation of the hotel. DIA interprets this to include using the parking spaces included in the easement as parking for employees. There are currently thirteen (13) spaces in the lot located within the easement already provided to the Hyatt. These are indicated in red on Map 1.

DIA has marked out a license area that would include an additional forty-one (41) spaces in the former Jacksonville Landing Lot that could be provided to the Hyatt for employee parking on a temporary basis. These spaces will be separated from the rest of the lot by a barrier to be provided by Hyatt to allow Hyatt to restrict access into and out of the lot. An additional driving lane will be created out of two (2) of the spaces in the lot to provide internal circulation, and four (4) spaces will be lost to allow room for vehicles to back out of spaces near the barrier. In total, six (6) spaces will become unavailable on the Hyatt side of the lot and four (4) will become unavailable on the portion of the lot that will remain available to DIA. The spaces to be provided and the spaces that will become unavailable are indicated on Map 1.

The former Jacksonville Landing Lot is not categorized as a parking lot in the City asset inventory or by Ordinance Code, but rather a redevelopment parcel controlled by the Combined Northbank CRA. DIA staff has determined that this short-term parking use on this lot will not interfere with any redevelopment opportunities on the lot. Furthermore, the spaces provided to the Hyatt were designated in such a way to keep a contiguous space open for use by the Office of Special Events and the Department of Parks, Recreation, and Community Services.

## **Costs and Obligations of the Hyatt**

### **Operations Costs**

The Hyatt will purchase and install any equipment needed to restrict access to the lot. This includes a gate arm, placard or card reader, and any other parking equipment that will be needed for entry or exit. Hyatt will also cover the cost of the fence or barrier that will be installed to divide employee parking from the rest of the lot. Considerations for the proximity of the riverfront and Riverwalk must be made when determining the design and material of the barrier. The final material for the barrier will require the approval of DIA staff. The Hyatt will also be responsible for any security in the lot, including cameras and onsite security personnel. Any equipment that is provided for and paid for by the Hyatt must be removed from the lot at the termination of this license.

The Hyatt will also be responsible for maintenance and repairs in the designated area of the lot. This includes routine parking lot maintenance required to keep the lot physically clean and safe. If additional non-routine maintenance or capital project arise during the term of the license, Hyatt will notify the DIA which will have no obligation or responsibility to Hyatt to make any repairs.

The Hyatt will also be required to obtain and pay the premium for any insurance required by the City of Jacksonville Risk Management Division.

### **Parking at the Yates Garage**

The Hyatt agrees to encourage use of the Yates Garage at prevailing rates as its first option to meet any overflow parking needs for events at the hotel. Prior events that have used the Yates Garage for overflow parking have not impacted the operation of the garage. As part of this agreement Hyatt would agree to reach out to the DIA for use of the Yates Garage before searching for other overflow parking solutions. This agreement does not preclude the Hyatt from finding other overflow parking if the Yates Garage is at capacity or unavailable.

### **Usage of Spaces**

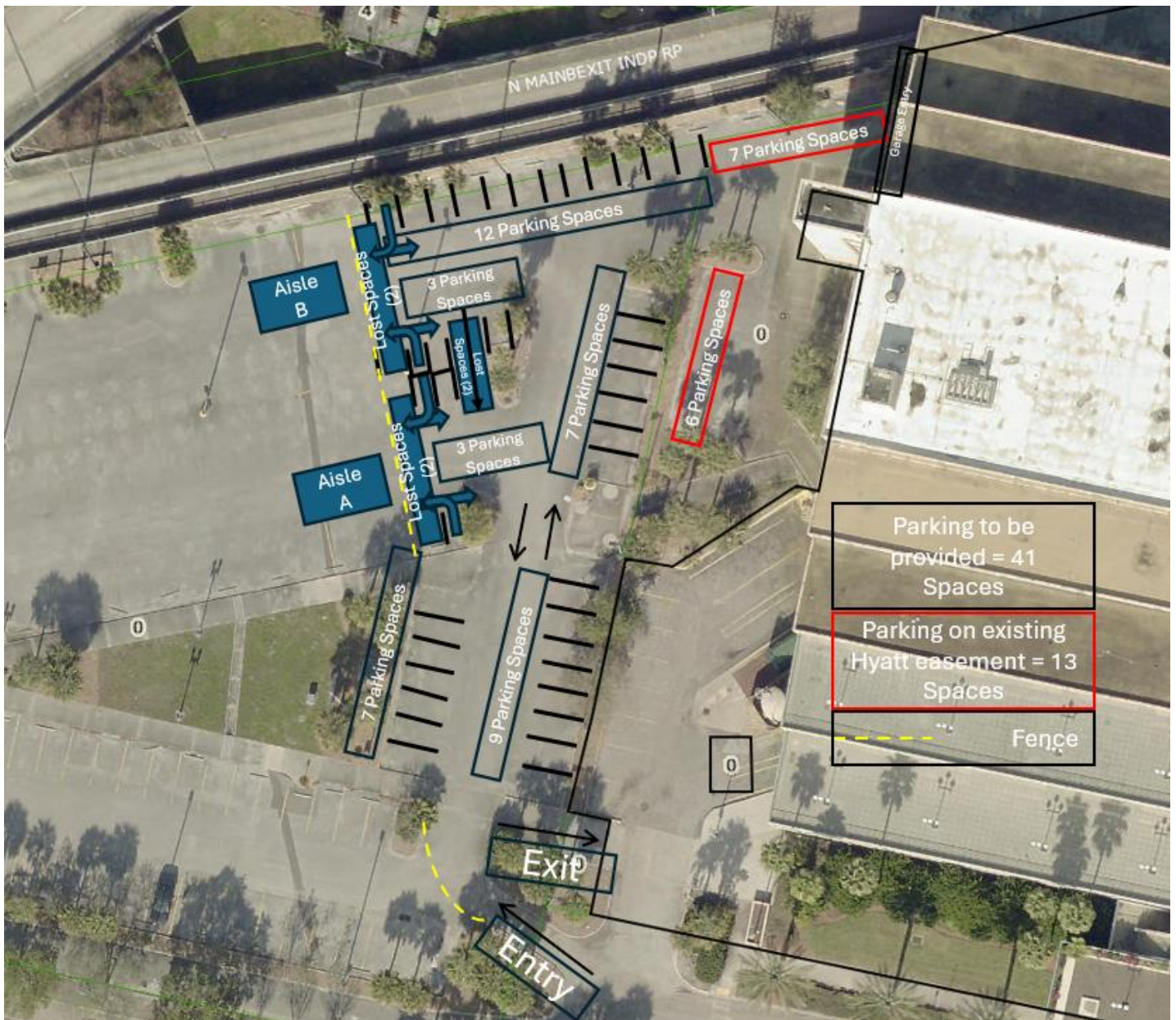
The Hyatt may use the spaces provided by the DIA under this license agreement for employee parking only. Under no circumstances may the spaces be used by hotel or event guests. The Hyatt may continue to use the spaces provided through existing easements in any way that facilitates the operation of the hotel. Furthermore, the Hyatt may not generate revenue from the use of the licensed spaces by employees or others, nor may the license be assigned. Any generation of revenue will result in the termination of this license.

## **Board Authority**

The DIA Board is authorized to enter into a license agreement with a term of less than one (1) year. Therefore, exhibit A to Resolution 2024-02-11 provides a Parking License Agreement to the Hyatt ending on December 31<sup>st</sup>, 2024. Such a term will allow the DIA Board to approve this license agreement without further Council

approval. The use of the parcel can be revisited in November when the impact on future redevelopment proposals can then be evaluated.

**Map 1**



**TAB III.G**

**RESOLUTION 2024-02-08: SALLY'S DARK RIDE**

## **RESOLUTION 2024-02-08**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY (“DIA”) ACTING AS THE COMBINED NORTHBANK COMMUNITY REDEVELOPMENT AGENCY (“GRANTOR”) APPROVING THE AWARD OF A PARKING SCREENING GRANT TO SALLY INDUSTRIES, INC. (“GRANTEE”); AUTHORIZING THE CEO OF THE DIA TO NEGOTIATE A GRANT AGREEMENT; AUTHORIZING THE DIA CEO TO EXECUTE SUCH AGREEMENTS; AND FINDING THAT THE DEVELOPMENT PLAN IS CONSISTENT WITH THE DIA’S BUSINESS INVESTMENT AND DEVELOPMENT PLAN, INCLUDING THE NORTHBANK CRA PLAN (“BID PLAN”) AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Jacksonville Ordinance Code Subpart H Downtown Overlay Zone and Downtown District Use and Form regulations Section 656.361.6.2.L “Screening and Landscaping of Surface Parking, Trash, Storage, and Loading Areas” sets forth criteria for the requirements for screening and landscaping of Accessory and On-site parking lots to be achieved by July 1, 2024; and

**WHEREAS**, in Ordinance 2022-372-E, which updated the DIA BID Plan, the Downtown Investment Authority created the DIA Parking Screening Grant to assist with the costs of compliance with the landscaping and screening requirements of 656.361.6.2.L; and

**WHEREAS**, the Grantee submitted an application to the DIA under the Parking Screening Grant Program to update their On-site parking lot; and

**WHEREAS**, the application was reviewed by the DIA staff and found to be consistent with program guidelines, the BID Plan and CRA Plan for the Downtown Northbank CRA; and

**WHEREAS**, the design was reviewed by the DDRB staff and found to be consistent with 656.361.2.L, the BID Plan and CRA Plan for Downtown Northbank; and

**WHEREAS**, to assist the Grantee with the costs of compliance with 656.361.2.L the DIA proposes to provide a Grant in an amount not to exceed EIGHTEEN THOUSAND SIX HUNDRED AND FIFTY-NINE DOLLARS and 00/100 (\$18,659.00), or 50% of Eligible Costs, whichever is lower, to the Grantee; and

**WHEREAS**, the financial assistance to the Project will be in the form of the proposed terms and incentives on the Term Sheet, attached as Exhibit A to this Resolution; and

**NOW THEREFORE, BE IT RESOLVED**, by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA hereby approves the award of a Parking Screening Grant in an amount not to exceed \$18,659.00 with funding from the Combined Northbank CRA TID to be provided to the Grantee to in accordance with the term sheet attached hereto as Exhibit A.

**Section 3.** The Chief Executive Officer is hereby authorized to negotiate and execute the contracts necessary to document this approval and otherwise take all additional actions necessary to effectuate the purposes of this Resolution.

**Section 4.** The Effective Date of this Resolution is the date of execution of this Resolution by the Chair of the DIA Board.

WITNESS:

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_  
Witness

\_\_\_\_\_  
James Citrano, Chairman

\_\_\_\_\_  
Date

VOTE: In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_



Exhibit A to Resolution 2024-02-08

Term Sheet

DIA Parking Screening Grant:

Developer/Applicant: Sally Industries, Inc. d/b/a Sally Dark Rides

Project Location: 745 W Forsyth Street

Total Project Cost: Actual total costs incurred in the fulfillment of the Project, estimated at \$37,317, to be supported by invoices and other documentation as may be requested indicating amounts paid for eligible costs as outlined in program guidelines.

Equity (proposed): \$18,658 (but not less than 50.0% of Total Project Cost)

City Funding: The lesser of \$18,659 or 50.0% of Total Project Cost through the City of Jacksonville, Downtown Investment Authority

Infrastructure: No City of Jacksonville infrastructure improvements are contemplated.

Land: No land or building owned by the City of Jacksonville land is requested by the project.  
City Funding pursuant to this Resolution:

DIA Parking Screening Grant (“Grant”):

- Up to \$18,659 from the Northbank CRA Parking Screening Grant Program
- Funding may be requested only after the completion of the work as proposed in the application, and materially consistent as found in Figure 1 of this Term Sheet.
- Work shall be inspected for compliance with the application as submitted, and all invoices and any other supporting documentation must be submitted for satisfactory review and approval by DIA Staff prior to funding.

The Grant approval is contingent upon the following:

1. Only work on the on-site parking lot as submitted in the application is eligible for reimbursement.
2. Applicant must be in good standing with the City (no unpaid taxes, Municipal Code Compliance outstanding citation on any property of applicant, outstanding defaults on any City contract, or previous uncured grant defaults or non-compliance).
3. The property being improved may not have any outstanding liens or violations.

4. Applicant must not be engaged in an active lawsuit with or have an unresolved claim from or against the City or its agencies that is related to the property from which the grant is sought or other similar rehabilitation grants.
5. Applicant must comply with City of Jacksonville JSEB program for renovation work associated with grant.
6. Must maintain the improvements in good repair.

Minimum Total Project Costs:

- The Minimum Total Project Costs through completion to remain eligible for the City Funding as proposed will be \$37,317, for work performed and costs incurred materially consistent as outlined in Figure 2.
- Amounts spent on Total Project Costs below this amount will result in a reduction in Grant to 50% of such reduced amount; however, Total Project Costs less than 90% of the minimum will result in forfeiture of the Grant.
- Percent of total COJ investment to Total Project Cost:  $\$18,659/\$37,317 = 50.0\%$

Performance Schedule:

- Following the requisite approvals of this Grant and upon entering into a Redevelopment Agreement of the Grant Agreement (the "Effective Date"), the Applicant agrees to pull all required permits and complete the Project within 180 days.
- The Redevelopment Agreement shall allow the DIA CEO to extend the performance schedule for up to three 90 days in her sole discretion for good cause shown by Applicant.

Figure 1.

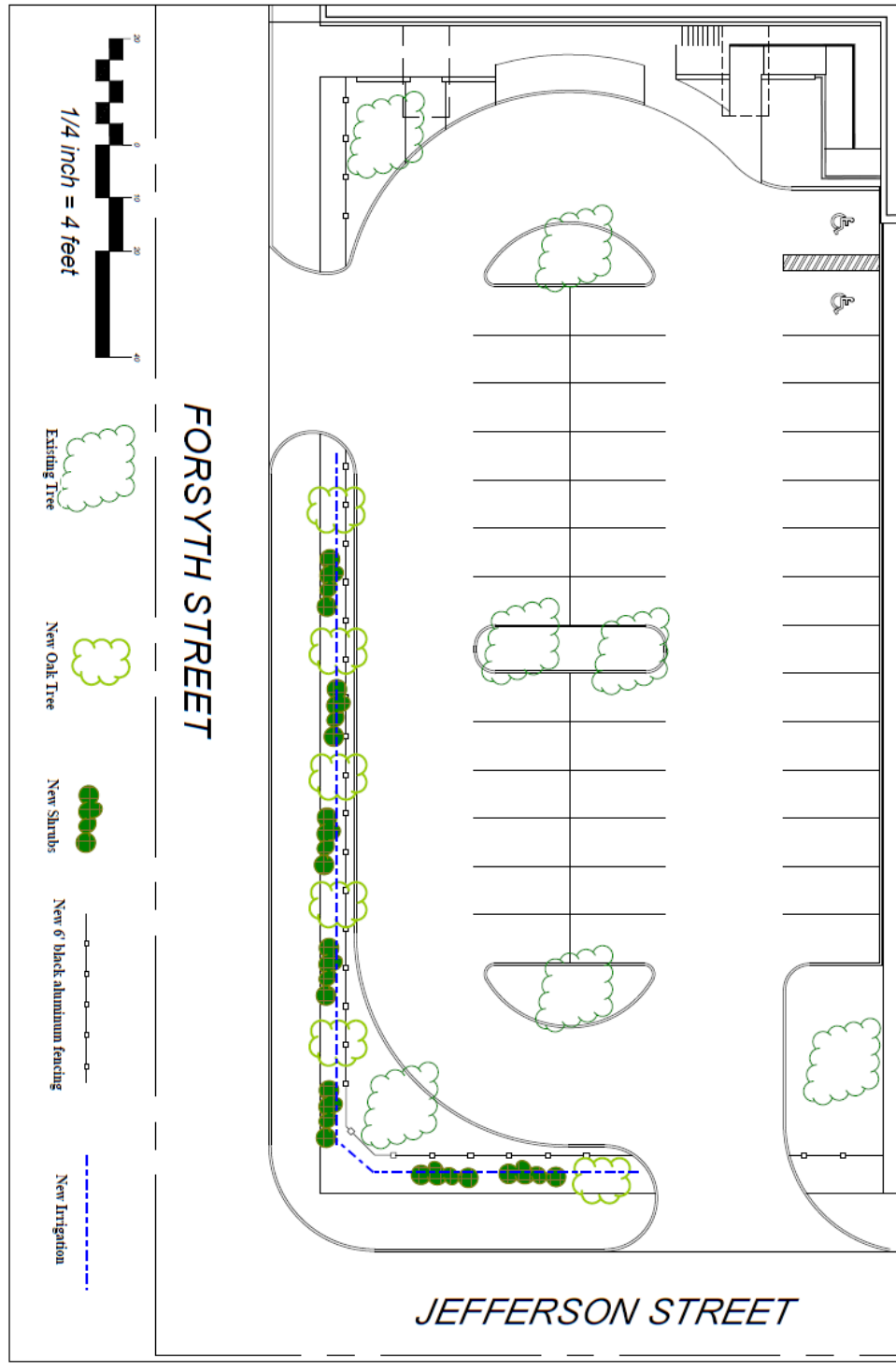


Figure 2.

**Armstrong Fencing**

6" Commercial grade black aluminum fencing		
All post set in concrete		
4" End & corner posts		
<b>Total</b>		<b>\$ 13,730.00</b>

**Intrascapes Landscape**

Site work and hauling debris		\$ 4,000.00
Deliver and install 6 oak trees		\$ 8,400.00
Deliver and Install 65 ligustrums		\$ 4,420.00
Irrigation repairs and new installation		\$ 3,727.00
Mulch		\$ 1,840.00
Dumpster and haul off fee		\$ 1,200.00
<b>Total</b>		<b>\$ 23,587.00</b>

<b>Total Project cost:</b>	<b>\$ 37,317.00</b>
City Grant 50%:	\$ 18,659
Sally Cost 50%:	\$ 18,658

**SUPPLEMENTAL INFORMATION**  
**RESOLUTION 2024-02-08: SALLY'S DARK RIDE STAFF REPORT**



# Downtown Investment Authority

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## PARKING SCREENING GRANT PROGRAM

February 14, 2024

<b>Applicant/Project Name:</b>	<b>Sally Industries, Inc. d/b/a Sally Dark Rides</b>
<b>Property/Project Location:</b>	<b>745 W Forsyth Street Jacksonville, FL 32202</b>
<b>Total Project Cost:</b>	<b>\$37,317</b>
<b>Sally Contribution:</b>	<b>\$18,658</b>
<b>Parking Screening Grant Funding:</b>	<b>\$18,659</b>

### **Project Description:**

The applicant, Sally Industries, Inc, d/b/a Sally Dark Rides has applied for a Parking Screening Grant for their headquarters located at 745 West Forsyth Street in the Northbank CRA. Sally Industries has been in business for over 40 years, is the owner of the property since 1999 and is a manufacturer of animatronics with clients worldwide. They also conduct free tours of their robot factory at 745 W Forsyth Street by reservation.

### **Program Considerations:**

The Parking Screening Grant was created to assist with the costs of compliance with the landscaping and screening requirements of 656.361.6.2.L, that go into effect July 1, 2024, for accessory and on-site surface parking facilities. Accessory and on-site parking facilities are defined as

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

*On-Site Parking* means a surface or structured parking facility which is used for the sole purpose of parking motorized vehicles located on the same property as the principle use for which the parking is utilized.

The tiered approach offers applicants who **do not** request a deviation from DDRB up to 50% if the Grant Agreement is executed after June 30, 2023, but before May 17, 2024.

Sally Industries, Inc. submitted their application for Tier 2 Funding which states:

A Parking Screening Grant Agreement executed after June 30, 2023, but before May 17, 2024, Tier 2 Funding will pay for:

- Up to fifty percent (50%) of the costs of materials and labor, excluding soft costs and permit costs, with a maximum award of up to \$50,000, providing that an applicant has not sought a deviation from §656.361.6.2.L; or

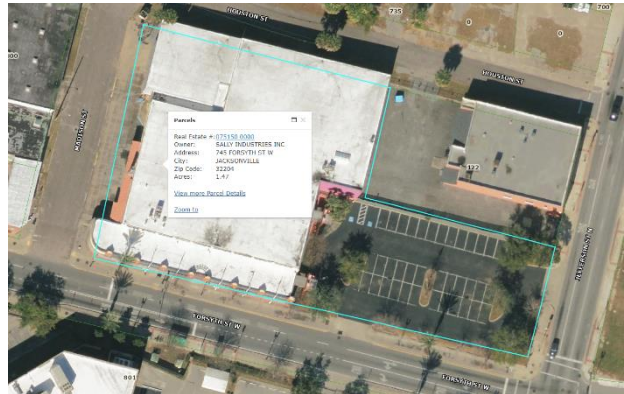
The grant funds may be used for fencing, screening, landscaping, buffers and hardscaping of on-site parking facilities that are properly permitted and, at the time they were created, were of lawful use.

The program also requires that:

- The DDRB staff review and approve compliance with the Ordinance Code
- All property taxes are paid and current
- No contractor or other outstanding liens
- Agreement is made prior to any work commencement
- Work must be completed within 180 calendar days from the execution of the agreement

**Current Parcel Conditions:**

There is some landscaping interior to and bordering the current parking lot. The additions would include a 6 foot high Commercial Grade black aluminum fence with posts set in concrete, (6) Oak trees (4" caliper), (65) ligustrums (7 Gallon), new irrigation lines for all new plantings, and mulch around new and current shrubs and trees.





**Scope of Work:**

Site Preparation:

- Remove (6) crape myrtles.
- Remove sod for new fence, trees & shrubs.
- Re-grade area for new install.

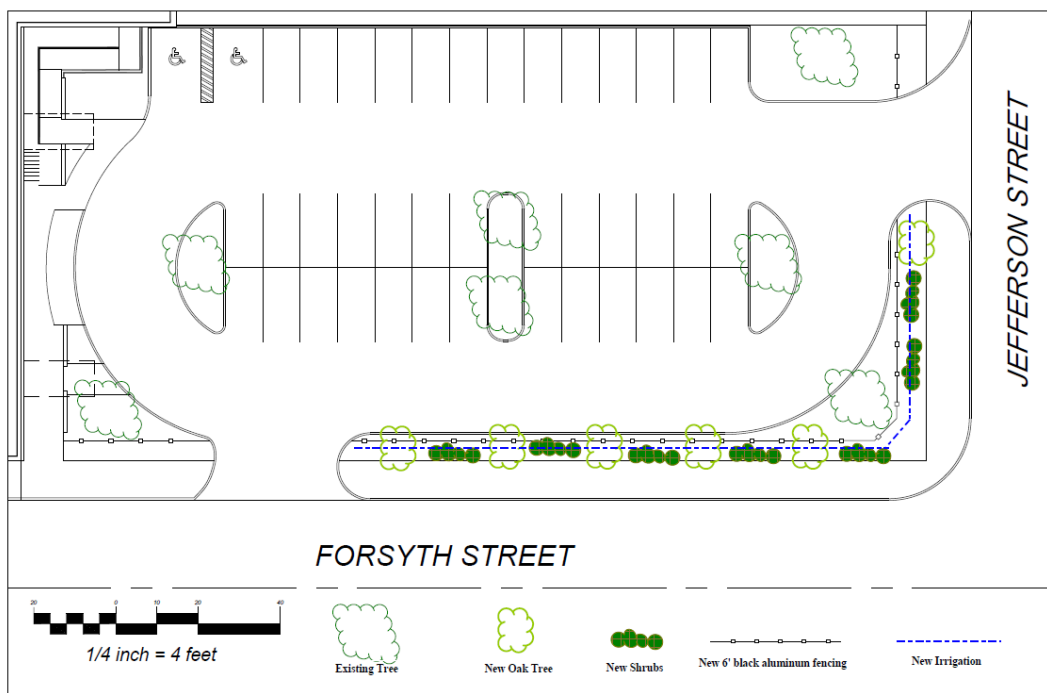
Landscape & Irrigation:

- Install (6) Oak trees (4" Cal).
- Install (65) 7 gal. ligustrums.
- Install new drip lines around Ligustrums.
- Install new tree bubblers at the base of new Oak trees.
- Install new 7" pop ups for remaining turf area.

Fencing:

- Install 6' high Black Aluminum ornamental fencing per city specifications

**Proposed Design Plan:**





**Total Project Costs:**

**Armstrong Fencing**

6" Commercial grade black aluminum fencing		
All post set in concrete		
4" End & corner posts		
	<b>Total</b>	<b>\$ 13,730.00</b>

**Intrascapes Landscape**

Site work and hauling debris		\$ 4,000.00
Deliver and install 6 oak trees		\$ 8,400.00
Deliver and Install 65 ligustrums		\$ 4,420.00
Irrigation repairs and new installation		\$ 3,727.00
Mulch		\$ 1,840.00
Dumpster and haul off fee		\$ 1,200.00
	<b>Total</b>	<b>\$ 23,587.00</b>

**Total Project cost: \$ 37,317.00**

City Grant 50%: \$ 18,659

Sally Cost 50%: \$ 18,658

<b>Armstrong Fencing</b>							
	6" Commercial grade black aluminum fencing						
	All post set in concrete						
	4" End & corner posts						
			<b>Total</b>	<b>\$ 13,730.00</b>			
	<b>Intrascapes Landscape</b>						
	Site work and hauling debris			\$ 4,000.00			
	Deliver and install 6 oak trees			\$ 8,400.00			
	Deliver and Install 65 ligustrums			\$ 4,420.00			
	Irrigation repairs and new installation			\$ 3,727.00			
	Mulch			\$ 1,840.00			

	Dumpster and haul off fee			\$ 1,200.00			
			<b>Total</b>	<b>\$ 23,587.00</b>			
			<b>Total Project cost:</b>	<b>\$ 37,317.00</b>			
			City Grant 75%	\$ 27,988			
			Sally Cost 25%	\$ 9,329			

**Staff Findings:**

The current parking lot is out of compliance. The new plan submitted does meet staff review of the guidelines and was reviewed and approved by the DDRB staff. Sally Industries, Inc. did not seek a deviation from DDRB.

The budget was presented and approved by DIA staff. All property taxes have been verified as paid and current. There are no liens found on the property. The Agreement will be signed and executed prior to the commencement of any work and will be completed within 180 days of execution of the agreement.

The Northbank Parking Screening Grant balance is \$200,000, leaving \$181,341 after funding of this award.

**TAB IV.A**

**JANUARY 17<sup>TH</sup>, 2024 DOWNTOWN INVESTMENT AUTHORITY BOARD MEETING  
MINUTES APPROVAL**



**Downtown Investment Authority**  
**Downtown Investment Authority Hybrid Meeting**  
**Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.**

**Downtown Investment Authority Hybrid Meeting**  
***DRAFT MEETING MINUTES***

**DIA Board Members (BM):** Jim Citrano, Board Chair; Braxton Gillam, Esq.; Craig Gibbs, Esq.; Carol Worsham; Sondra Fetner, Esq.; Patrick Krechowski, Esq.; and Micah Heavener

**DIA Board Members Excused:** Joe Hassan

**Mayor’s Office:** None.

**Council Members:** Councilperson Jimmy Peluso, District 7, City Council Liaison

**DIA Staff:** Lori Boyer, Chief Executive Officer; Steve Kelley, Director of Downtown Real Estate and Development; Guy Parola, Director of Operations; Wanda James Crowley, Financial Analyst; Ina Mezini, Strategic Initiatives Coordinator; Ava Hill, Administrative Assistant

**Office of General Counsel:** John Sawyer, Esq.

**I. CALL TO ORDER**

Board Chair Citrano called to order the Downtown Investment Authority Meeting at 2:07 PM.

**II. DOWNTOWN INVESTMENT AUTHORITY**

**A. DECEMBER 20<sup>TH</sup> 2023 DOWNTOWN INVESTMENT AUTHORITY MEETING MINUTES APPROVAL**

Board Chair Citrano called for a vote to approve the amended December 20<sup>th</sup>, 2023, Downtown Investment Authority Meeting Minutes as provided.

**Motion:** Member Fetner motioned to move to approve the meeting minutes as amended.

**Second:** Member Heavener seconded the motion.

**Vote:**        **Aye: 7**        **Nay: 0**        **Abstain: 0**

**MOTION PASSED UNANIMOUSLY 7-0-0**

**A. RESOLUTION 2023-01-05 CRAIG GIBBS**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY  
("DIA") IN RECOGNITION AND APPRECIATION OF MR. CRAIG GIBBS,**



**Downtown Investment Authority**  
**Downtown Investment Authority Hybrid Meeting**  
**Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.**

**ESQ., FOR HIS MANY YEARS OF SERVICE, DEDICATION AND LEADERSHIP TO THE DIA AND DOWNTOWN JACKSONVILLE; PROVIDING FOR AN EFFECTIVE DATE.**

Board Chair Citrano read the details of the resolution and made remarks concerning his experience working with Member Gibbs. He then opened the floor for comments.

Member Worsham expressed her thanks for the opportunity to work with Member Gibbs and shared that he was a great mentor to all the Board members.

Member Krechowski echoed Member Worsham’s comments and expressed his thanks and appreciation for all he had done with the Board.

Member Heavener mentioned that he hadn’t worked with Member Gibbs that long but he appreciated his work with the Board.

Member Fetner echoed Member Heaver’s comments and thanked member Gibbs for 17 years of service. She mentioned that his work was phenomenal and that he paved the way for future Board members.

CEO Boyer mentioned that Member Gibbs was with the Board as long as she was with DIA. She shared her appreciation for his coaching in role her as CEO and even when she served as Council Liaison. She thanked him for all his hard work as a Board member.

Steve Kelley mentioned that no one paid attention to details to the degree that Member Gibbs did, and he appreciated perspectives very much.

Board Chair Citrano called for a motion to approve Resolution 2024-01-05 as presented.

**Motion:** Member Gillam motioned to approve the resolution.

**Seconded:** Board Chair Citrano seconded the motion.

Board Chair Citrano called for indivual votes to approve the resolution.

**Vote:           Aye: 7       Nay: 0       Abstain: 0**

**THE MOTION PASSED UNANIMOUSLY 7-0-0**

### **III.CEO INFORMATIONAL BRIEFING**

#### **A. OLD AND NEW BUSINESS**



**Downtown Investment Authority**  
**Downtown Investment Authority Hybrid Meeting**  
***Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.***

**RESOLUTION 2024-01-04 CSX SIGN EXCEPTION APPEAL**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY AS THE APPEAL BODY FOR A WRITTEN DECISION OF THE DOWNTOWN DEVELOPMENT REVIEW BOARD (“DDRB”), [AFFIRMING, REVERSING OR MODIFYING, OR REMANDING BACK TO THE DDRB WITH SPECIFIC INSTRUCTION FOR FURTHER ACTION] A SPECIAL SIGN EXCEPTION WRITTEN DECISION OF THE DDRB (DDRB APPLICATION 2023-022) IN ACCORDANCE WITH SECTION 2 OF THIS RESOLUTION; INSTRUCTING ITS CHIEF EXECUTIVE OFFICER (“CEO”) TO TAKE ALL NECESSARY ACTIONS TO EFFECTUATE THE PURPOSES OF THIS RESOLUTION; PROVIDING AN EFFECTIVE DATE.**

Board Chair Citrano informed everyone that there was a new business item to review and discuss and open the floor to DIA staff to share the details.

Mr. Guy Parola explained the events that led to Resolution 2024-01-04, the process for review and discussion, and then reviewed the three options available to the Board.

- Option 1 – To affirm in part or in whole the DDRB recommendation.
- Option 2 – To reverse DDRB’s decision in part or in whole.
- Option 3 – To remand back to DDRB with instructions for further analysis and action.

Mr. Parola explained that the resolution was an appeal of the DDRB’s decision to grant CSX a Special Grant Exception but limited its signage to 1,201 square feet. He continued that after discussions, DIA staff would support an increase to 1,330 square feet. Using a presentation, he then described the existing and proposed signage dimensions and how it would operate. He reiterated the Board’s three options and shared DIA’s recommendation to approve with conditions.

Bryan Tucker (Vice President of Communications, CSX) expressed his appreciation for consideration of the project and shared his excitement. He spoke on the future of CSX and the City of Jacksonville as a whole. He mentioned that the current signage is old and outdated and that the new signage is an attempt to reinvigorate their building.

Board Member Gillam asked Mr. Tucker if they were asking for anything more than what DIA staff were recommending. Mr. Tucker answered no.

Board Chair Citrano asked for public comments concerning the appeal.



**Downtown Investment Authority**  
**Downtown Investment Authority Hybrid Meeting**  
**Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.**

*The following people made in-person public comments, made public comments virtually through Zoom, or provided comments that were read into the record by DIA Staff. Note: the subject matter of the comment(s) indicated to the right of each person:*

Tracy Arpen                      CSX Sign Exception Appeal

CEO Boyer further explained the staff’s recommendation was for the Board to go with their second option to make a final decision to adopt the DDRB’s decision with modifications.

Board Chair Citrano called for a motion to approve Resolution 2024-01-04 as presented.

**Motion:**            Member Gillam motioned to approve the resolution as presented.

**Seconded:**       Board Chair Citrano seconded the motion.

Board Chair Citrano opened the floor for discussion.

Board Member Worsham mentioned that she felt the 1,330.16 square feet looks better.

Board Member Gibbs echoed Member Worsham’s comments and added that things change and that maybe it was time to revisit sign regulations.

Board Member Krechowski thanked everyone for their work and stated that he was in support of Option 2.

Board Member Gillam spoke about City development and the financial support of it. He mentioned that CSX was a part of Downtown Jacksonville and that he agreed with previous comments about change being necessary.

Board Member Heavener stated that he agreed with everything that was stated.

Board Member Fetner echoed everyone comments stating she was also in agreement. She added that this project was a great example of DIA’s work.

Board Chair Citrano stated that he was in support of the motion and called for votes to approve the resolution.

**Vote:**                **Aye: 7            Nay: 0            Abstain: 0**

**THE MOTION PASSED UNANIMOUSLY 7-0-0**



**Downtown Investment Authority**  
**Downtown Investment Authority Hybrid Meeting**  
***Wednesday, January 17<sup>th</sup>, 2024, 2:00 p.m.***

Before moving to the CEO's Report, Board Chair Citrano spoke on the Trio Project and its sense of urgency. He mentioned conversations with DIA staff and the need to get the project off the ground. He finished that the Board and DIA would work diligently to do what is needed.

**B. DOWNTOWN PROJECT UPDATE AND CEO REPORT**

Using a PowerPoint presentation, C.E.O. Boyer described various project updates and then reviewed performance measures for the following:

- Mayoral Priorities
- Budget
- Legislation
- Parking RFP
- Grant Meeting
- Professional Services RFP's
- Capital Project Updates
- Development Updates
- Pending Legislation

Board Chair Citrano acknowledged Council Member Jimmy Peluso and gave him the floor for comments.

Council Member Jimmy Peluso spoke on the Laura Street Trio Project and mentioned that he recommended the project go to the Board. He stated that the council is empowering the Board and staff to find a way to get the project off the ground, to develop a package that the council will support, and that it should be done in haste but not rushed. He concluded by thanking everyone for their work.

**IV. ADJOURNMENT**

Before adjourning the meeting Board Chair Citrano welcomed Melinda Powers to the Board. He then adjourned the DIA meeting at 3:12 PM.

*The written minutes for this meeting are only an overview of what was discussed. For verbatim comments of this meeting, a recording is available upon request. Please contact Ava Hill at [avah@coj.net](mailto:avah@coj.net) to acquire a recording of the meeting.*



**TAB IV.B**

**RESOLUTION 2024-02-05 CH 656 ORD CODE CHANGES**

## RESOLUTION 2024-02-05

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY (“DIA”) IN SUPPORT OF ORDINANCE 2024-039, AMENDING CHAPTER 656, JACKSONVILLE CODE OF ORDINANCES, ATTACHED AS EXHIBIT ‘A’ TO THIS RESOLUTION; REQUESTING THAT CITY COUNCIL ADOPT ORDINANCE 2024-039; AUTHORIZING ITS CHIEF EXECUTIVE OFFICER TO TAKE ALL NECESSARY ACTIONS TO EFFECTUATE THE PURPOSES OF THIS RESOLUTION; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, as part of Mayor Deegan’s Economic Development Transition Committee, opportunities for permitting and development review efficiencies were prioritized; and

**WHEREAS**, in reporting to the Economic Development Transition Committee, DIA and Downtown Development Review Board (“DDRB”) staff identified several opportunities for development review efficiencies as they relate to Downtown Development; and

**WHEREAS**, via Resolution 2023-10-07 the DIA recommended that City Council adopt changes to the Ordinance Code necessary to further the aforementioned opportunities for development review efficiencies; and

**WHEREAS**, particular to DDRB and changes in process that require amendment of the Ordinance Code, these amendments are identified in Exhibit ‘A’ to this Resolution; and

**WHEREAS**, after receiving permission to file legislation pursuant to Resolution 2023-10-07, Ordinance 2024-039 was introduced at City Council on January 23, 2024; and

**WHEREAS**, Ordinance 2024-039 effectuates the recommended changes DIA proffered in its adoption of Resolution 2023-10-07.

**WHEREAS**, the DDRB has reviewed and is in support of the Ordinance Code amendments identified in Ordinance 2024-039; and

**WHEREAS**, the DIA requests that City Council adopt Ordinance 2024-039,

**NOW THEREFORE, BE IT RESOLVED** by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA supports Ordinance 2024-039, amending Chapter 656, attached as Exhibit ‘A.’

**Section 3.** The DIA Board hereby requests that the City Council adopt Ordinance 2024-039, amending Chapter 656, Jacksonville Code of Ordinances.

**Section 4.** The DIA authorizes its Chief Executive Officer to take all necessary action to effectuate the purposes of this Resolution. The DIA authorizes its Chief Executive Officer, as part of the legislative process, to make minor changes to Exhibit A providing that any changes are substantially consistent with the will of the DIA Board as expressed in this Resolution 2024-02-12 and Ordinance 2024-039 as introduced.

**Section 5.** This Resolution 2024-02-05 shall become effective on the date it is signed by the Chair of the DIA.

WITNESS:

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_ James Citrano, Chair \_\_\_\_\_ Date \_\_\_\_\_

VOTE: In Favor: \_\_\_\_ Opposed: \_\_\_\_ Abstained: \_\_\_\_

**EXHIBIT A RESOLUTION 2024-02-05**

1 Introduced by the Council President at the request of the DIA:  
2  
3

4 **ORDINANCE 2024-39**

5 AN ORDINANCE CONCERNING THE DOWNTOWN OVERLAY  
6 ZONE AND THE DOWNTOWN SIGN OVERLAY ZONE;  
7 INCORPORATION OF RECITALS; AMENDING SECTION  
8 656.361.7.1 (APPLICATION AND REVIEW PROCEDURE TO  
9 DDRB AND COUNCIL; APPEALS), SUBPART H (DOWNTOWN  
10 OVERLAY ZONE AND DOWNTOWN DISTRICT USE AND FORM  
11 REGULATIONS), PART 3 (SCHEDULE OF DISTRICT  
12 REGULATIONS), CHAPTER 656 (ZONING CODE),  
13 *ORDINANCE CODE*, TO REVISE THE PROJECT TYPES  
14 SUBJECT TO STAFF REVIEW AND TO DDRB REVIEW, AND  
15 TO CLARIFY AND REVISE THE REVIEW PROCESS AND  
16 PROCEDURES FOR SPECIFIED PROJECTS; AMENDING  
17 SECTION 656.361.8 (DEVIATIONS), SUBPART H  
18 (DOWNTOWN OVERLAY ZONE AND DOWNTOWN DISTRICT USE  
19 AND FORM REGULATIONS), PART 3 (SCHEDULE OF  
20 DISTRICT REGULATIONS), CHAPTER 656 (ZONING  
21 CODE), *ORDINANCE CODE*, TO ELIMINATE THE WORKSHOP  
22 REQUIREMENT FOR SELECT DEVIATIONS; AMENDING  
23 SECTION 656.1335 (DESIGN REVIEW), SUBPART B  
24 (DOWNTOWN SIGN OVERLAY ZONE), PART 13 (SIGN  
25 REGULATIONS), CHAPTER 656 (ZONING CODE),  
26 *ORDINANCE CODE*, TO ALLOW STAFF REVIEW OF CERTAIN  
27 SIGN APPLICATIONS; PROVIDING FOR AN EFFECTIVE  
28 DATE.  
29

30 **WHEREAS**, as part of Mayor Deegan's Economic Development  
31 Transition Committee, opportunities for permitting and development

1 review efficiencies were prioritized; and

2 **WHEREAS**, in reporting to the Economic Development Transition  
3 Committee, the Downtown Investment Authority ("DIA") and the Downtown  
4 Development Review Board ("DDRB") staff identified several  
5 opportunities for development review efficiencies as they relate to  
6 Downtown Development; and

7 **WHEREAS**, the DDRB has reviewed and is in support of the  
8 identified recommendations for Ordinance Code amendments; and

9 **WHEREAS**, the DIA requests that City Council amend the Ordinance  
10 Code as provided herein; and

11 **WHEREAS**, the purpose and intent of this Ordinance is to update  
12 the Downtown Overlay to implement permitting and development review  
13 efficiencies, consistent with Objective 2.3 of the *2045 Comprehensive*  
14 *Plan* Future Land Use Element to revise the list of project types that  
15 are subject only to administrative review, revise the development  
16 review process for specified projects and eliminate the workshop  
17 requirement for select deviations; and

18 **WHEREAS**, on October 18, 2023, the DIA Board approved Resolution  
19 2023-10-07, approving this amendment to Chapter 656 of the *Ordinance*  
20 *Code*, to clarify and streamline various review processes of the DDRB,  
21 a copy of which is attached hereto as **Exhibit 1**; now therefore

22 **BE IT ORDAINED**, by the Council of the City of Jacksonville:

23 **Section 1. Incorporation of Recitals.** The above recitals  
24 are incorporated herein and made a part hereof by this reference.

25 **Section 2. Amending Section 656.361.7.1 (Application and**  
26 **Review Procedure to DDRB and Council; Appeals), Subpart H (Downtown**  
27 **Overlay Zone and Downtown District Use and Form Regulations), Part 3**  
28 **(Schedule of District Regulations), Chapter 656 (Zoning Code),**  
29 **Ordinance Code.** Section 656.361.7.1 (Application and Review  
30 Procedure to DDRB and Council; Appeals), Subpart H (Downtown Overlay  
31 Zone and Downtown District Use and Form Regulations), Part 3 (Schedule

1 of District Regulations), Chapter 656 (Zoning Code), *Ordinance Code*,  
2 is hereby amended to read as follows:

3 **CHAPTER 656 - ZONING CODE**

4 \* \* \*

5 **PART 3. - SCHEDULE OF DISTRICT REGULATIONS**

6 \* \* \*

7 **SUBPART H. - DOWNTOWN OVERLAY ZONE AND DOWNTOWN DISTRICT USE**  
8 **AND FORM REGULATIONS**

9 \* \* \*

10 **Sec. 656.361.7.1. - Application and Review Procedure to DDRB and**  
11 **Council; Appeals.**

12 \* \* \*

13 D. *Classification of Projects.* Upon receipt of the  
14 application and required information, DDRB staff will  
15 classify the proposed developments as follows:

16 1. *Staff Review Only.*

17 (a) Landscaping sufficiency regarding number, species,  
18 size, and placement of trees; soil to tree ratio; and  
19 alternatives for irrigation;

20 (b) Streetscape elements that comply with the Pedestrian  
21 Zone requirements applicable to unconstrained rights-  
22 of-way;

23 (c) Minor structural changes to exterior facades or  
24 structures;

25 (d) Signs that comply with Subpart B of Chapter 656,  
26 Part 13 - Downtown Sign Overlay Zone;

27 (e) Projects that consist only of landscaping,  
28 hardscaping, street furnishings, and/or vehicle use area  
29 components, and do not require any Deviation;

30 ~~(d)~~ (f) Other classifications delegated to DDRB staff by  
31 DDRB; and

1           ~~(e)~~(g) Minor changes to applications previously  
2 approved by the DDRB.

3           2. *DDRB Review.*

4           (a) New construction;

5           (b) Major structural changes to exterior facade of  
6 existing structures;

7           (c) Signs, that require a special sign exception  
8 pursuant to Section 656.1333(j)~~656.1335~~ and  
9 comprehensive sign plans required by Section  
10 656.1333(b)(2)~~656.1337~~, which shall require only Final  
11 Approval by DDRB;

12           (d) Streetscape elements in constrained rights-of-ways  
13 where the generally required minimum Amenity Area,  
14 Pedestrian Clear Area, or Frontage Area is reduced in  
15 width, shared with the Vehicular Zone or encroaches on  
16 private property;

17           (e) Staff review classifications deemed appropriate by  
18 DDRB staff for review by the DDRB;~~and~~

19           (f) Significant changes to applications previously  
20 approved by the DDRB, which shall require only Final  
21 Approval by DDRB; and~~and~~

22           (g) Capital projects including, but not limited to,  
23 streetscape projects, road narrowing or lane elimination  
24 projects, and park projects, which shall require only a  
25 design review by DDRB, not approval, provided that any  
26 buildings proposed meet the requirements of Section  
27 656.361.6.2 without the need for Deviation.

28           E. *Staff Review.*

29           Projects classified as "Staff Review Only" will be reviewed  
30 by DDRB staff and approved, approved with conditions, or  
31 denied within ten working days of submittal of a complete

1 application. Staff will notify the applicant of an  
2 incomplete application within five days of receipt of the  
3 application.

4 F. *Procedures to be followed by the DDRB.*

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

10 2. The DDRB will review projects using a two-step process,  
11 except as otherwise provided in this section. The first  
12 step is a Conceptual Approval, whereby the applicant's  
13 project will be reviewed and conceptually approved,  
14 conceptually approved with conditions or denied based upon  
15 the District Regulations, the Downtown Design Guidelines,  
16 and the Riverwalk Park Design Criteria, if applicable. The  
17 second step is a Final Approval, whereby the applicant  
18 brings the project back to DDRB within one year~~six months~~  
19 to be reviewed and approved, approved with conditions, or  
20 denied based upon the Regulations and applicable  
21 Guidelines. Prior to consideration by the DDRB for Final  
22 Approval, it is the intent of this Section that the  
23 application and project will have received such reviews  
24 and approvals as DDRB staff deems necessary so that the  
25 DDRB is presented at Final Approval with as complete a  
26 project as possible, considering all design,  
27 architectural, engineering, traffic, utilities, fire and  
28 life safety, environmental, historic, landscape and  
29 streetscape and any other site and project development  
30 issues which may be associated with completion of the  
31 proposed project.



1 3. For multi-phase projects consisting of construction or  
2 renovation of two or more separate buildings or structures,  
3 DDRB review shall be conducted as follows:

4 (a) The two-step process outlined in subparagraph (2),  
5 above, shall first be applied to conceptual and final  
6 approval of the overall development site and consider  
7 compliance of the overall site plan with the  
8 requirements contained in this Subpart H relating to  
9 view corridors, setbacks, heights, street closures,  
10 river views and encroachment. Furthermore, the DDRB  
11 shall also consider streetscape plans and landscaping  
12 plans, if such are available; and

13 (b) Following final approval of the overall site plan,  
14 the applicant shall then present the development or  
15 redevelopment plans for each building or structure  
16 contained in the multi-phase project for individual  
17 consideration by the DDRB ~~using~~following the two-step  
18 process contained in subparagraph (2), above. The DDRB  
19 shall also consider all aspects of the project requiring  
20 DDRB review and approval pursuant to this Subpart and  
21 not considered in the initial site plan approval process  
22 described in subpart (a), above.

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

31 \* \* \*

1 7. Any locally or federally designated landmark, building,  
2 structure, site, or structure or site within a locally or  
3 federally designated historic district within the Downtown  
4 Overlay Zone subject to review under Chapter 307 shall be  
5 governed by the provisions of Chapter 307, and the  
6 provisions of this Section shall apply to the extent they  
7 do not conflict with Chapter 307. These structures are  
8 exempt from DDRB Conceptual Review but are required to  
9 receive Final Approval by the DDRB after issuance of any  
10 required Certificates of Appropriateness. ~~After conceptual~~  
11 ~~approval by DDRB, but prior to final approval consideration~~  
12 ~~by the DDRB, an applicant shall obtain necessary~~  
13 ~~Certificates of Appropriateness for the project.~~

14 \* \* \*

15 **Section 3. Amending Section 656.361.8 (Deviations),**  
16 **Subpart H (Downtown Overlay Zone and Downtown District Use and Form**  
17 **Regulations), Part 3 (Schedule of District Regulations), Chapter 656**  
18 **(Zoning Code), Ordinance Code.** Section 656.361.8 (Deviations),  
19 Subpart H (Downtown Overlay Zone and Downtown District Use and Form  
20 Regulations), Part 3 (Schedule of District Regulations), Chapter 656  
21 (Zoning Code), *Ordinance Code*, is hereby amended to read as follows:

22 **CHAPTER 656 - ZONING CODE**

23 **PART 3. - SCHEDULE OF DISTRICT REGULATIONS**

24 **SUBPART H. - DOWNTOWN OVERLAY ZONE AND DOWNTOWN DISTRICT USE AND**  
25 **FORM REGULATIONS**

26 \* \* \*

27 **Sec. 656.361.8. - Deviations.**

28 A. *General Considerations.*

29 1. The Form Regulations identify which body has authority  
30 to approve a Deviation from each section thereof. The DDRB  
31 has the authority to grant Deviations for all Form

1 Regulations in subsection 656.361.6.2 except as specified  
2 in subsection 656.361.6.2.H (Waterfront Design and River  
3 Views: setbacks, height and access corridors) and  
4 subsection 656.361.6.2.I (Creek Views and Creekfront  
5 Design), which require a final decision by the City Council  
6 for specified Deviations. Except as otherwise provided in  
7 this Section, Any request for a Deviation, whether the  
8 final Deviation decision rests with the City Council or  
9 the DDRB, shall be heard by the DDRB initially in a Workshop  
10 format. Participation by an applicant in a Workshop  
11 requires that the designer(s) of the project present the  
12 need for the Deviation along with potential alternative  
13 design solutions.

14 2. The following requests for Deviation are exempt from  
15 the Workshop requirement, unless the project fronts the  
16 St. Johns River, Hogans Creek, or McCoy's Creek:

- 17 (a) Existing buildings, when the requested Deviation  
18 would not expand or intensify the non-conformity;  
19 (b) Building entrance criteria for new construction; and  
20 (c) Rooftop criteria for new construction.

21 ~~2.3.~~ The Zoning Administrator shall not have the authority  
22 to grant Administrative Deviations in the Overlay Zone.

23 ~~3.4.~~ Certain Form Regulations must be met in their entirety  
24 in order for an economic incentive of any kind to be granted  
25 to a development. Although Deviations may be granted for  
26 design so that the project may be constructed, this does  
27 not amount to "meeting" the Regulation in order to  
28 establish eligibility for the economic incentive. Approval  
29 of an economic incentive by the DIA for a project shall  
30 not be taken into consideration by the DDRB in their  
31 deliberations regarding the project's consistency with the

1 Use or Form Regulations.

2 ~~4.5.~~ Approval by the DIA of an economic incentive assumes  
3 that the project will meet the Regulations as written,  
4 without a Deviation. See subsections 656.361.6.2.H  
5 and 656.361.6.2.I.

6 ~~5.6.~~ Deviations shall be approved by a 2/3 vote of the  
7 membership of the initial jurisdictional body, as well as  
8 any appellate procedure. Waiving this requirement shall be  
9 stated in the title of the resolution or ordinance  
10 pertaining to the Deviation, and shall adhere to the  
11 Council Rules regarding the waiver of an ordinance.

12 ~~6.7.~~ All Deviations must be based upon the General  
13 Deviation Criteria, in addition to any specific criteria  
14 contained in the Section pertinent to that Regulation. All  
15 of the General Deviation Criteria must be met, and an  
16 explanation of each must be provided by the  
17 developer/applicant. A separate positive determination  
18 must be made for each criterion by the reviewing body,  
19 based upon competent, substantial evidence, in order to  
20 grant the Deviation.

21 \* \* \*

22 **Section 4. Amending Section 656.1335 (Design Review),**  
23 **Subpart B (Downtown Sign Overlay Zone), Part 13 (Sign Regulations),**  
24 **Chapter 656 (Zoning Code), Ordinance Code.** Section 656.1335 (Design  
25 Review), Subpart B (Downtown Sign Overlay Zone), Part 13 (Sign  
26 Regulations), Chapter 656 (Zoning Code), *Ordinance Code*, is hereby  
27 amended to read as follows:

28 **CHAPTER 656 - ZONING CODE**

29 \* \* \*

30 **PART 13. - SIGN REGULATIONS**

31 \* \* \*

1                                    **SUBPART B. - DOWNTOWN SIGN OVERLAY ZONE**

2                                    \* \* \*

3    **Sec. 656.1335. - Design review.**

4                Applications for sign permits for any parcel submitted within  
5    the Downtown Sign Overlay Area shall be submitted to the DDRB staff,  
6    who will determine if the application can be reviewed and approved  
7    by staff pursuant to Sec. 656.361.7.1(D) or if it will be forwarded  
8    to be reviewed by the DDRB for a recommendation of approval or denial  
9    based on the following criteria:

10                                   \* \* \*

11                **Section 5.                Effective Date.**    This Ordinance shall become  
12    effective upon signature by the Mayor or upon becoming effective  
13    without the Mayor's signature.

14  
15    Form Approved:

16  
17              /s/ Carla A. Lopera          

18    Office of General Counsel

19    Legislation Prepared By: Carla A. Lopera

20    GC-#1600921-v5-Ord\_Amd\_Ch\_656.docx

**SUPPLEMENTAL INFORMATION**  
**RESOLUTION 2024-02-05 CH 656 ORD CODE CHANGES MEMORANDUM**



# Downtown Investment Authority

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## MEMORANDUM

**TO:** Strategic Implementation Committee

**THROUGH:** Micah Heavener, Committee Chair

**FROM:** Lori Boyer, CEO  
Downtown Investment Authority

**SUBJECT:** Resolution 2024-02-05  
Ordinance 2024-039: Amendments to Downtown Overlay Zone

**DATE:** February 16, 2024

---

The Downtown Investment Authority (DIA) and Downtown Development Review Board (DDRB) identified several opportunities for development review efficiencies regarding downtown development as part of the Mayor's Economic Development Transition Committee.

In October 2023, via Resolution 2023-10-07, the DIA recommended that certain changes to the Ordinance Code necessary to further the identified opportunities for development review efficiencies be adopted. After receiving permission to file legislation pursuant to Resolution 2023-10-07, Ordinance 2024-039 was introduced at the City Council on January 23, 2024. Ordinance 2024-039 effectuates the recommended changes DIA proffered in its adoption of Resolution 2023-10-07.

If approved by the DIA, this Resolution 2024-02-05 forwards the DIA Board's recommendation that the City Council adopt Ordinance 2024-039.

Specifically:

- The legislation clarifies and streamlines various review processes of the DDRB.
  - The changes specify that signs that comply with Subpart B of Section 656.1334 will be reviewed and approved by staff; noting, that DIA staff cannot waive or permit deviations from the regulations, with that power remaining with the DDRB Board; and
  - Projects that consist only of landscaping, hardscaping, street furnishings, and/or vehicle use area components, and do not require any Deviation, be subject to staff review only. Again, staff cannot waive or permit deviations from the regulations.
- The legislation specifies that capital projects, including but not limited to streetscape projects, lane elimination projects, and park projects, shall require only a design review by DDRB if they do not require a Deviation.

- The legislation would only require Final Approval by the DDRB, eliminating the need for Conceptual Approval, when a locally or federally designated landmark within a locally or federally designated historic district has been issued Certificate of Appropriateness from the Historic Preservation Section.
- The legislation eliminates the Workshop requirement for requests for Deviations for:
  - existing buildings when the requested Deviation would not expand or intensify the non-conformity;
  - building entrance criteria for new construction;
  - Rooftop criteria for new construction.

Note: notwithstanding the above, properties that front or are adjacent to the St. Johns River, Hogans Creek, or McCoy's Creek must have a workshop.



**TAB IV.C**

**RESOLUTION 2024-02-06 SB AFFORDABLE HOUSING SUPPORT LOAN**

**RESOLUTION 2024-02-06**

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY (“DIA”) ACTING AS THE DOWNTOWN ECONOMIC DEVELOPMENT AGENCY (“GRANTOR”) APPROVING THE AWARD OF AN AFFORDABLE HOUSING SUPPORT LOAN TO LOFTS AT SOUTHBANK, LTD. (OR OTHER SUCH CLOSELY HELD ENTITY OF VESTCOR INC.); TO FACILITATE DEVELOPMENT OF 100 UNITS OF AFFORDABLE HOUSING IN THE SOUTHBANK NEIGHBORHOOD OF THE SOUTHSIDE COMMUNITY REDEVELOPMENT AREA OF DOWNTOWN JACKSONVILLE; AUTHORIZING THE CEO OF THE DIA TO NEGOTIATE A LOAN AGREEMENT WITH TERMS AS SET FORTH IN EXHIBIT A TO THIS RESOLUTION; AUTHORIZING THE DIA CEO TO EXECUTE SUCH AGREEMENTS; AND FINDING THAT THE PROVISION OF AFFORDABLE HOUSING IN THE SOUTHSIDE CRA IS CONSISTENT WITH THE DIA’S BUSINESS INVESTMENT AND DEVELOPMENT PLAN, INCLUDING THE SOUTHSIDE CRA PLAN (“BID PLAN”); AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Vestcor, Inc. (the “Developer”) proposes to construct the Lofts at Southbank, a project consisting of approximately 100 new multi-family apartment units for families in the Southside neighborhood of the Southbank CRA.

**WHEREAS**, the project will result in the investment of approximately \$38,756,178 for the construction of the apartments and associated improvements; and

**WHEREAS**, the Developer is seeking an allocation of Low-Income Housing Tax Credits (“LIHTCs”) from the Florida Housing Finance Corporation, under Request for Applications (“RFA”) 2024-202 under the Large Counties program; wherein Duval County is a FHFC designated Large County; and

**WHEREAS**, the RFA permits the Jacksonville Housing Finance Authority (“JHFA”) to set the criteria and score the applications received for Duval County in order to receive an allocation of LIHTCs under the Large Counties program; and

**WHEREAS**, the JHFA plans to issue a Notice of Funding Availability (the “NOFA”) which will set forth local government support loan criteria for consideration of scoring; and

**WHEREAS**, the Developer is seeking to maximize the point total for its application for LIHTCs and is therefore requesting a Low-Income Housing Support Loan from the DIA that will meet the requirements of the NOFA and RFA; and

**WHEREAS**, the Downtown Investment Authority (“DIA”) is authorized per section 55.108 of the City Ordinance Code to serve as the Economic Development Agency to promote the general business interests in Downtown, and to utilize Downtown Economic Development Funds

to foster the economic development activity in accordance with the BID Plan within Downtown;  
and

**WHEREAS**, sufficient Downtown Economic Development Loan Funds are available for the Affordable Housing Support Loan and are available for use in accordance with the BID Plan;  
and

**WHEREAS**, to assist Developer in completing their application for LIHTCs and maximize their application score to construct the 100 affordable housing units, \$600,000.00 in financial assistance from the Downtown Investment Authority is a contributing factor; and

**WHEREAS**, the Developer will seek additional funding from the City through the City Council or other City agency as may be determined appropriate; and

**WHEREAS**, the financial assistance to the project will be in the form as detailed on the attached Term Sheet and in compliance with the requirements of the Local Government Support Loan; and

**WHEREAS**, the proposed financing is consistent with the BID Plan for funding of a project under Goal 2 - Increase rental and owner-occupied housing Downtown targeting diverse populations identified and the related Strategic Objective of *“Improve the breadth and diversity of housing options across Downtown to provide all types, and varied price ranges, of rental and owner-occupied opportunities, including mixed income and mixed-use structures”*; and

**WHEREAS**, facilitating development of affordable housing within a broader project that includes self storage units which were opposed by the DIA Board, does not imply endorsement of the larger development project of which the affordable housing is a part or bind DIA in any other review or determination it may be asked to make with regard to the overall project ; and

**NOW THEREFORE, BE IT RESOLVED**, by the Downtown Investment Authority:

**Section 1.** The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA hereby authorizes the CEO of the Downtown Investment Authority to negotiate a Loan Agreement with the Developer, or an affiliate of the Developer substantially in accordance with the term sheet attached hereto as Exhibit A.

**Section 3.** The DIA hereby authorizes the CEO of the Downtown Investment Authority to execute such agreements.

**Section 4.** This Resolution, 2024-02-06, shall become effective on the date it is signed by the Chair of the DIA Board.

(SIGNATURES ON THE FOLLOWING PAGE)

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_  
Witness

\_\_\_\_\_  
James Citrano, Chairman

\_\_\_\_\_  
Date

VOTE: In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

**Ex A - TERM SHEET**

**Project Name: Lofts at Southbank** (A multifamily development utilizing Low Income Housing Tax Credits)

**Developer/ Applicant: Lofts at Southbank, Ltd.** (or other Single Asset Entity to be formed by Vestcor (or an affiliate company) to serve as General Partner in the subject development.)

**Total Development Costs (estimate):** \$38,756,178

**Equity (proposed):**

Limited Partner via Low Income Housing Tax Credit investment	\$21,880,712 (56.5% of TDC)
General Partner via Deferred Developer Fee	\$4,941,051 (11.0% of TDC)

**DIA Funding:** Affordable Housing Support Loan **\$600,000** (1.6% of TDC)

**Additional COJ Commitments:**

Infrastructure: No city of Jacksonville infrastructure improvements are contemplated.

Land: No land or building owned by the City of Jacksonville land is requested by the project.

City Funding: \$6,000,000 in construction and permanent financing is being sought through COJ City Council or the Mayor’s Administration.

**Affordable Housing Support Loan Terms:**

Amount	\$600,000
Source:	Downtown Economic Development Fund
Maturity:	20 Years from date of funding
Interest Rate	1.00% interest rate (payable semi-annually)
Payments:	Interest only, semi-annually

The principal balance of the note will be due at the end of the term or upon sale, transfer, or refinance of the project. There will be no annual payments of principal required on the \$600,000 loan. The Loan would be funded concurrent with the development’s receipt of Certificate of Occupancy.

Eligibility for the Affordable Housing Support Loan requires adherence with the following minimum requirements:

1. The Developer/Applicant shall meet the minimum eligibility criteria as set forth in the related Jacksonville Housing Finance Authority (“JHFA”) Notice of Funding Availability (“NOFA”) and the Florida Housing Finance Corporation (“FHFC”) Request for Funding Applications (“RFA”).
2. The Developer/Applicant must also make an application to the JHFA under its NOFA that will determine the Local Government Areas of Opportunity Designation as further defined by the FHFC in a given year. If the name of the Designation as defined by FHFC shall change in any year, this program shall then adopt the new name for such Designation that provides bonus points in the scoring rubric.

3. Only applications made for affordable housing, or mixed-income housing development to be constructed on non-riverfront or non-creek front properties within the Northbank or Southside CRA boundaries of the DIA will be considered.
4. Development applications that remove the subject property from the property tax rolls shall not be eligible for funding.
5. All development work and design features must comply with all applicable city codes, ordinances, the established Downtown Development Review Board Guidelines and the Downtown Zoning Overlay without waiver (subject to amendment).
6. Each recipient of a DIA Multifamily Housing REV Grant must agree to promote Downtown activities and events organized by the City to its residents using electronic or static bulletin boards, newsletters, emails, and/or other standardized methods of internal communication.

**Minimum Contribution:**

- Completion and delivery of not less than 100 multifamily affordable housing units meeting the minimum set-aside requirements to be set forth in RFA 2024-202.

**Performance Schedule:**

- Following the requisite approvals by JHFA and FHC, and upon entering into a Redevelopment Agreement to establish the “Effective Date,” the Developer agrees to pull all required permits within twelve (12) months of that Effective Date, which then establishes the “Commencement Date.” Note: FHFC guidelines provide up to 3 months for adjudication if protests are filed on awards as announced, followed by a formal underwriting period of up to 12 months. Further, FHFC Guidelines also contemplate an 18-24 month timeline for the completion and occupancy of developments. Final approval of FHFC shall be determined as the point where such protests or underwriting have passed or have otherwise been finalized.
- The Developer further agrees to a Construction Completion Date of twenty-four (24) months from Commencement Date.
- The Redevelopment Agreement shall allow the DIA CEO to extend the performance schedule for up to six (6) months in her sole discretion for good cause shown by Developer.

**Additional Limiting Conditions**

This Term Sheet is limited by the following conditions:

- Downtown Investment Authority review of all development and construction timelines; and
- The successful commitment and closing of construction/senior debt agreements and any private junior lien loan agreements and commitments.
- Evidence of marketable title by the Developer.

There may be additional terms, conditions, rights, responsibilities, warranties, and obligations for both parties which shall be determined in a later negotiated mutually agreeable written contract (or multiple written contracts as is deemed necessary).

**SUPPLEMENTAL INFORMATION**

**RESOLUTION 2024-02-06 SB AFFORDABLE HOUSING SUPPORT LOAN STAFF REPORT**



# Downtown Investment Authority

---

## STAFF MEMO

### Affordable Housing Support Loan LOFTS AT SOUTHBANK

**Project Name:** Lofts at Southbank  
**Developer/ Applicant:** Lofts at Southbank, Ltd. (A Vestcor Entity)

**DIA Funding:** Affordable Housing Support Loan **\$600,000** (1.6% of TDC)

#### Project Summary:

Vestcor, through its related entity, Lofts at Southbank, LTD., proposes to develop a 100-unit affordable housing project as a condominium component within a larger development in a single building that includes mini-storage and retail space. The site is located at 1004 Hendricks Avenue located in the Southbank Neighborhood of the Southside CRA of Downtown Jacksonville.

The overall development opportunity was introduced in City Council as Ordinance 2021-0821 to amend Downtown District regulations that would allow for self-storage facilities within all overlay districts in Downtown, which was ultimately withdrawn. That legislation was formally opposed by the DIA Board in resolution 2022-01-07, except for locations within 500 feet of the Downtown boundary, which followed the recommendations of the Downtown Development Review Board (DDRB).

Alternative legislation was proposed in Ordinance 2023-007, which received a tie vote of 9 for and 9 against and was determined to be a denial by City Council. However, the Applicants filed a Request for Relief pursuant to Section 70.51, Florida Statutes, seeking, inter alia, a resolution between the Parties to permit the uses proposed in the Rezoning Application (the "FLUEDRA Action"), which led to settlement agreement between the Self-Storage developer and the City which if implemented, would "rezone the Property from CCBD to PUD to permit a ten (10) story mixed-use development with ground floor retail, leasing offices, and parking, vertically integrated with structured parking on the second floor, four (4) floors of personal property self-storage, and four (4) floors of multi-family affordable residential units (the "Revised Rezoning Application"). Applicants agree that there shall be a minimum of one hundred (100) multi-family residential units and the overall multi-family portion of the Revised Rezoning Application shall meet the requirements for the nine percent (9%) tax credit program with the Florida Housing and Finance Corporation ("FHFC)."

Accordingly, Vestcor, as developer of the affordable housing component, seeks approval of an Affordable Housing Support Loan from the DIA to satisfy requirements of Florida Housing Finance Corporation ("FHFC") Request for Applications ("RFA") 2024-202. In that RFA, (which has not yet been released to the public), scoring requires that support from the local government be provided to the affordable housing



development which is consistent with RFAs in previous years for Florida’s large counties, of which Duval County is included.

DIA created the Affordable Housing Support Loan in 2022 to provide a non-competitive funding program for developers of affordable housing participating in competitive financing arrangements through FHFC. The DIA has a vested interest in facilitating housing development that meets the needs of workers in the Downtown area covering a wide range of income levels. The DIA includes *“Improving the breadth and diversity of housing options across Downtown to provide all types and varied price ranges of rental and owner-occupied opportunities, including mixed-income and mixed-use structures”* among its strategic objectives in BID Goal #2, related to increasing the housing opportunities within Downtown.

The project will result in the investment of approximately \$38,756,000 for the construction of the apartments and associated improvements, which will be capitalized principally via by third-party investment in Low Income Housing Tax Credits estimated at \$21,881,000 along with Deferred Developer Fee of approximately \$4,941,000 from the General Partner (Lofts at Southbank).

The Developer is also engaged in conversation with the City of Jacksonville through City Council members, other departments and agencies, and the administration to appeal for an additional \$6,000,000 loan to finance construction and provide permanent capital for the project. DIA is not the reviewing or governing body for the consideration or approval of that request and it is our understanding that any underwriting of this request will be handled by JHFA in their review of the tax credit application.

As captured in the subject Resolution 2024-02-06, facilitating development of affordable housing within a broader project that includes self-storage units which were opposed by the DIA Board, does not imply endorsement of the larger development project of which the affordable housing is a part or bind DIA in any other review or determination it may be asked to make with regard to the overall project.

**Affordable Housing Support Loan Terms:**

Amount	\$600,000
Source:	Downtown Economic Development Fund
Maturity:	20 Years from date of funding
Interest Rate	1.00% interest rate (payable semi-annually)
Payments:	Interest only, semi-annually

The principal balance of the note will be due at the end of the term or upon sale, transfer, or refinance of the project. There will be no annual payments of principal required on the \$600,000 loan. The Loan would be funded concurrent with the development’s receipt of Certificate of Occupancy.

Additional terms and conditions are found in the Ex. A Term Sheet to Resolution 2024-02-06.

**TAB IV.D**

**RESOLUTION 2024-02-07 PARKING CODE UPDATES**

## RESOLUTION 2024-02-07

**A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY REQUESTING THAT CITY COUNCIL AMEND CHAPTER 802 IN A MANNER SUBSTANTIALLY SIMILAR TO THE ATTACHED EXHIBIT A; AUTHORIZING ITS CHIEF EXECUTIVE OFFICER TO CONTINUE TO WORK WITH THE OFFICE OF GENERAL COUNCIL ON SPECIFIC LANGUAGE IN EXHIBIT A, PROVIDED THAT THE CHANGES RECOMMENDED TO CITY COUNCIL ARE SUBSTANTIALLY SIMILAR TO THOSE FOUND IN EXHIBIT A; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, by its adoption of Ordinance 2016-140, the City Council amended the Ordinance Code to create Chapter 55.116 stating, “The Office of Public Parking shall be responsible for all City parking lots and parking garages and for the enforcement of parking laws. To the extent the ordinance code refers to the “Public Parking Officer”, for purposes of this ordinance, such terms shall be defined and shall mean the Downtown CEO or his or her designee.”; and

**WHEREAS**, since 2016, the Office of Public Parking operates as a division of the Downtown Investment Authority; and

**WHEREAS**, the DIA has undertaken a review of pertinent Ordinance Code sections for updates and changes; and

**WHEREAS**, DIA and OPP seeks to clarify and update Chapter 802 – Public Parking and other parking related code sections to allow for new strategies and technologies for parking in Downtown Jacksonville.

**NOW THEREFORE, BE IT RESOLVED** by the Downtown Investment Authority:

**Section 1.** The DIA finds the recitals set forth above are true and correct and are incorporated herein by this reference.

**Section 2.** The DIA Board hereby requests that the City Council amend Chapter 802, Chapter 121, and Chapter 122 in a substantially similar manner to the changes recommended in Exhibit A.

**Section 3.** The DIA Board authorizes its Chief Executive Officer to continue to work on Exhibit A with the Office of General Counsel to refine and amend Exhibit A, so long as the amendments brought forward to City Council are substantially similar to the Exhibit A approved by the Board.

**Section 4.** This Resolution shall become effective on the date it is signed by the Chair of the DIA Board.

WITNESS:

**DOWNTOWN INVESTMENT AUTHORITY**

\_\_\_\_\_

\_\_\_\_\_

Jim Citrano, Chair

\_\_\_\_\_

Date

VOTE: In Favor: \_\_\_\_ Opposed: \_\_\_\_ Abstained: \_\_\_\_

**SUPPLEMENTAL INFORMATION**  
**RESOLUTION 2024-02-07 PARKING CODE UPDATES MEMORANDUM**



# Downtown Investment Authority

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DATE: February 15th, 2024

TO: Downtown Investment Authority Board

THRU:

FROM: Todd Higginbotham, Downtown Parking Strategy Coordinator, Downtown Investment Authority

RE: Overview of Downtown Parking

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## **The DIA and Parking**

The Office of Public Parking (OPP) was moved under the DIA since many functions of OPP directly impact the master plan and economic redevelopment in Downtown. OPP was previously housed under the Office of Economic Development. DIA manages the operations of the Office as well as establishes the goals and direction for City-owned and operated facilities under the control of the Office. In addition, DIA in its capacity as the Northbank CRA manages the three MPS owned garages Downtown.

## **The Office of Public Parking**

OPP manages certain operations of City parking, including staffing, collection of revenue, and vendor and contract management. OPP does not manage capital maintenance (Public Buildings), rates and leases (DIA Board and City Council), free parking, and voucher programs (City Council), or meters taken out of services for traffic management (Special Events, JSO). OPP is an Enterprise Fund (a business unit of the City that funds its expenses through revenue) that generates revenue through parking garage and meter revenue and parking enforcement throughout the City. For example, OPP issues tickets for vehicles illegally parked in loading zones, handicap spaces, and expired meters Downtown. Of the revenue that OPP collects through tickets, 30% is transferred to the Police and Fire Pension Fund per Ordinance 121.113.

## **Goals of DIA and the Office of Public Parking**

DIA has several goals that guide how OPP provides parking and the rates that it submits to City Council. Our main goals are to use our City garages to provide safe and convenient parking for City employees, use rates to balance the supply and demand of off-street parking and to provide convenient short-term parking for people going to the permit office, City Hall, and the Library.

DIA also has goals to provide evening parking for restaurants and entertainment, provide parking for businesses, including those wanting to move Downtown, and to generate revenue to support the Enterprise Fund.

## **City-Owned Garages**

OPP manages all City-owned garages, all of which are located within the Downtown CRA boundaries. The City owned garages are:

1. Duval Street Garage (586 spaces)
2. Ed Ball Building Garage (340 spaces)
3. Yates Building Garage (626 spaces)
4. Water Street Garage (1,497 spaces)
5. St. James Building Garage (83 spaces)

### Duval Street Garage

The Duval Street Garage is a 586-space garage located at the corner of Duval Street and Main Street, one block East of City Hall and on the same block as the Main Branch of the Jacksonville Public Library. It was constructed with bonds that require a public purpose use. This garage currently has 325 spaces leased monthly to City employees and the Public Defender's Office. City employees and Public Defender employees receive a 50% discount on the posted rate. Due to this, there is a City employee waitlist for this garage. The listed rate for this garage is \$80.00 a month. City and Public Defender employees therefore pay \$40.00 a month.

The garage also provides monthly parking for 24 city vehicles, 78 other employees, and 12 free parkers. There are also 100 spaces held out for Library use and City Hall visitor parking, both of which are free with a voucher. Hourly parking in this garage is provided to the public, with a charge of \$3.00 for an hour and a maximum charge of \$10.00 a day.

### Ed Ball Garage

The Ed Ball Garage is a 340-space garage attached to the Ed Ball Building. The entrance is located near the corner of Monroe Street and Julia Street. It was constructed with bonds that require a public purpose use. This garage currently has 210 spaces leased to City employees. City employees receive a 50% discount on the posted rate. Due to this, there is a City employee waitlist for this garage. The listed rate for this garage is \$100.00 a month. City employees therefore pay \$50.00 a month.

This garage also provides 18 spaces for organizations that lease commercial and retail space in the garage, 17 spaces for the U.S. Courts, and 30 spaces for customers visiting the permit counters. Hourly parking in this garage is provided to the public and is designed to encourage significant turnover in spaces. People can park in the Ed Ball Garage in half hour increments, with the first half hour costing \$1.08, but increasing to \$10.75 for two hours, and \$53.75 for a stay of over four hours.

### Yates Garage

The Yates Garage is a 626-space garage attached to the Yates Building. It faces Adams Street, with an entrance near the corner of Adams Street and Newnan Street. This garage currently has 253 spaces leased to City employees. City employees receive a 50% discount on the posted rate, however, there is no waitlist for this garage. An additional 305 are leased to private customers and 16 are provided for free. The listed rate for this garage is \$60.00. City employees therefore pay \$30.00 a month. The Yates Garage is open all day and has recently re-instituted evening hours to provide hourly parking for local businesses and event parking for the Florida Theatre. Hourly parking is provided to the public at roughly \$1.00 an hour, with a maximum daily charge of \$7.03.

### Water Street Garage

The Water Street Garage is a 1,497-space garage at the corner of Water Street and Broad Street. It currently has 54 spaces leased to City employees. An additional 141 are leased to private customers. City employees receive a 50% discount on the posted rate, however, there is no waitlist for this garage. The listed rate for this garage is \$70.00 a month. City employees therefore pay \$35.00 a month. This garage lost major tenants, such as CSX, due to Covid-19 and has a significant number of spaces available. This garage is available for hourly use and special event parking. Hourly parking is provided to the public at roughly \$1.00 an hour, with a maximum daily charge of \$7.03.

### St. James Garage

The St. James Garage is an 83-space garage located under City Hall with an entrance on Church Street. The use of this garage is determined by the City Council and the Mayor's Office. It is fully leased to City employees and is not available for hourly parking.

### Overall availability in the City Garages and Employee Parking

The Duval Street Garage and Ed Ball Garage are the two closest garages for most City employees that work Downtown. As a result, these garages are oversold and have a combined City employee waitlist of over 200. A significant reason for the high demand in these garages is that an employee discount provides a relatively low cost to City employees to park there. If a City employee is provided a space in an OPP garage, they will pay less than the market rate at garages that are further away from their place of work. Based on discussions with THA Consulting, DIA has recommended in the past eliminating the discount for City employees to allow for more natural market conditions, to disperse City employees to other locations, and reduce the demand at Duval Street and Ed Ball. In 2023, the City Council voted to make the discount permanent.

### Surface Lots

OPP manages certain City-owned surface lots throughout the City. In Downtown there are a total of seven lots. This includes some lots that are leased from other City and State agencies to be made available for parking. These lots are listed below (some do not have official names and are listed based on location). Many of them have specific or designated uses and that has also been included:

1. Brooklyn Lot (overflow retail parking)
2. Lot West of the Duval County Jail (JSO parking)
3. Lot East of the Duval County Jail (JSO parking)
4. Lot under Acosta Bridge (leased from FDOT for river access parking)
5. Lot under Acosta Bridge (leased from FDOT for river access parking)
6. Lot under Acosta Bridge (leased from FDOT for river access parking)
7. Bay and Ocean Lot (Leased from JEA for monthly and restaurant valet parking)

OPP does not manage the surface lots surrounding Everbank Stadium or the Convention Center. Those lots are managed by ASM Global on behalf of the City.



### **Off-Street Parking**

In addition to all off-street parking spaces outside of Downtown, OPP manages 1,431 metered on-street parking spaces and all non-metered spaces in Downtown. Metered spaces are found exclusively in the Combined Northbank CRA; there are no meters in the Southbank CRA. Of the metered spaces, 513 are older mechanical meters and 918 are digital screen meters that were upgraded to 4G in 2020. Currently the rate is set at \$2.00 an hour and meter zones have variable maximum time limits, from thirty minutes to four hours. The price is set in relation to off-street parking, with the goal of encouraging short-term transient parking on-street and daily or monthly parking off-street. This creates turnover on-street that allows more retail customers and Downtown visitors to use these spaces throughout the day and space availability. In addition to paying at a meter, people can pay to park through the Park Mobile app at all metered on-street spaces. The app can also be used to purchase more time at a meter without having to return to physically deposit coins or swipe a credit card. Meter parking is currently enforced from 8:00 A.M. to 6:00 P.M. Monday through Friday. DIA has the authority to extend enforcement hours to include weekday evenings but has determined that there is currently not enough demand to cover the cost of enforcement. Further current code precluded the implementation of variable rate pricing such as pricing the meters at \$10 for an evening event. DIA is currently not permitted to charge at any time on the weekend by ordinance.

OPP conducts enforcement and management of on-street meters in Downtown. It is responsible for writing tickets and booting vehicles when directed to by code. It also manages the temporary removal of meters for city or construction vehicles, other construction or installation equipment, and dumpsters. Applicants who wish to do this must apply and pay a fee to OPP before the requested rental date. This fee varies depending on the number of meters that will be temporarily removed, and ranges from \$30.00-\$100.00 depending on the number of meters to be removed. The applicant can request that only the meter be removed, or the meter and the post together. Removal labor and storage of the meter cost \$10.00 per meter, and \$50.00 per meter and post. There is also a daily rental fee that is 2 times the meter revenue for 8 hours a day. This would come to \$16.00 per meter per day. If the meter is removed for 31 days or more, this increases to 3 times the meter revenue, or \$24.00 per meter per day.

The DIA, through Board approval, sets the rates for on-street and off-street parking at City-owned lots within the CRA. The CEO of the DIA files a rate sheet with the Council Secretary after it has been approved by the Board. The rate sheet becomes effective immediately unless and until the City Council enacts an ordinance to the contrary.

### **MPS Garages Operated by the CRA**

Metropolitan Parking Solutions, LLC (MPS) constructed three garages as part of the Better Jacksonville Plan, and they remain privately owned by MPS. MPS currently owes the CRA more than \$90,000,000.00 for funds loaned to MPS for operating losses incurred during MPS operation. On April 21<sup>st</sup>, 2022, the City of Jacksonville and the DIA entered into a mediated settlement agreement with Metropolitan Parking Solutions, LLC. This settlement agreement gave the DIA, as the Community Redevelopment Agency (CRA), operational control over the garages. The CRA is responsible for bond debt service on these garages, which leads to a net loss on the garages despite them generating significantly greater net operating revenue since the settlement agreement. The

debt payment is approximately \$2,000,000 a year and continues through 2041. Before the settlement agreement, the garages averaged an operating loss of \$170,579.71, prior to debt payments. In the first 12-months after the settlement agreement, the garages generated \$1,140,948, prior to debt payments and the debt payments themselves were lowered by refinance.

DIA has a contract for garage operations in all three garages with Reef Platform U.S. Operations, LLC (Reef). This contract was originally entered into by MPS and Reef in 2020 and was assigned to DIA as part of the settlement agreement.

The garages are:

1. Courthouse Garage (1,350 spaces)
2. Arena Garage (480 spaces)
3. Sports Complex Garage (957 spaces)

#### Courthouse Garage

The Courthouse Garage is a 1,350-space garage located at 116 Pearl Street, directly across from the Duval County Courthouse. It is open daily and provides parking for monthly users, daily Courthouse visitors, and free parking for jurors. The number of jurors parking for free in the Courthouse Garage varies throughout the week. This peaks on Mondays when up to 400 jurors park in the garage. Even on these peak days the Courthouse Garage generally has 700 vacancies.

#### Arena and Sport Complex Garages

The Arena Garage is a 480-space garage located at 999 Adams Street, and the Sports Complex Garage is a 957-space garage located at 500 A. Philip Randolph Blvd. Both garages are used solely for event parking for the Jacksonville Fairgrounds, Vystar Veterans Memorial Arena, 121 Financial Ball Park, Everbank Stadium, and the future Armada Soccer Complex. Outside of event times, these garages are closed. DIA is currently reviewing the Arena Garage to determine how to make it available for hourly parking to support local businesses.

The DIA is in the process of issuing two RFPs for garage operators and seeks to enter into new garage operations contracts. On June 27<sup>th</sup>, 2023, the Jacksonville City Council voted to approve Resolution 2023-355 “encouraging and requesting the DIA to explore opportunities to competitively procure services for operation of the Courthouse Garage, Arena Garage, and Sports Complex Garage”. DIA decided to issue two RFPs due to the differences in the operations of the garages. The Courthouse Garage is primarily used for daily and monthly parking, while the Arena and Sports Complex Garages are currently only open for special events. By issuing two RFPs, the DIA was able to require differences in ability and experience for each type of garage operations.

#### THA Consulting Study

In March 2019, the DIA received a final report from Tim Haahs Consulting (now THA Consulting) that made policy recommendations for Downtown parking. This study completed an inventory of all public and privately owned parking within the defined boundaries of the Combined Northbank CRA and the Southbank CRA. This

inventory included a count of the number of spaces, occupancy counts, and rate comparisons. This data was then used to calculate deficiencies and surpluses in the parking supply. THA Consulting made a list of recommendations to the DIA that fall into three major categories, improving the management of on-street spaces, using existing surpluses to create economy lots, and investing in newer parking technologies or policy changes.

**On-Street Parking Recommendations**

The study found that in the City Center, there was a shortage of on-street parking at peak times, stating, “The high utilization of the on-street parking spaces is a direct result of the current pricing structure.” Furthermore, THA Consulting found that on-street parking rates were lower and did not compare to peer cities. A high priority was placed on recommendations to adjust the pricing structure and efficiency for on-street parking, the most critical of these being to adjust the rate structure. This was implemented in April 2022 with the goal of creating more turnover in on-street spaces and encouraging long duration parkers to find off-street spaces.

One of the first recommendations to be implemented was to disable on-street credit card transactions below \$1.00. After paying the processing fees for the credit card charge, the City was losing money on these transactions. DIA has also implemented a mobile pay solution with Park Mobile. Users can now pay for on-street parking through an app and pay for additional time if needed. This option currently only exists for metered, on-street parking, and payments through Park Mobile now make up 25% of all meter payments. Park Mobile has also allowed for License Plate Recognition (LPR) enforcement by requiring users to enter in their license plate number at the time of payment.

On March 17<sup>th</sup>, 2021, the DIA Board approved Resolution 2021-03-05, which updated the meter bagging policy based on a recommendation from the THA Consulting study. This was done to resolve the issue of meters being taken out of service by a single business for extended periods of time and large areas of on-street parking being removed from service in high demand areas. Applicants who wish to temporarily bag meters to remove them from service must apply to OPP and pay an application fee plus a daily fee per meter removed. Resolution 2021-03-05 did not apply to any meter bagging done by the Jacksonville Sheriff’s Office, which holds authority to bag meters in advance of events.

DIA periodically reviews the demand for on-street parking after 6:00 P.M. and has determined that there is not enough demand to cover the cost of enforcement for this time. DIA is not prohibited by ordinance to change the hours of enforcement during the week to cover more evening hours when it is determined that it will provide a benefit. At this time the rate charged would remain the same as daytime hours.

<b>On-Street Parking Recommendations</b>	<b>Priority</b>	<b>Implementation Status</b>
<b>Disable on-street credit card transactions below \$1.00</b>	High	Implemented Immediately after Study
<b>Implement mobile payment services</b>	High	Implemented April 2022

<b>Adjust Parking Rates</b>	High	On-Street Implemented April 2022
<b>Evaluate the credit card fees associated with the current on-street parking meters</b>	Moderate	Ongoing, these fees are negotiated by the Finance Department
<b>Evaluate parking equipment vendor pricing for cost savings</b>	Moderate	Implemented, review indicated that current vendor has not increased prices in 11 years and negotiated a free meter upgrade
<b>Revise meter bagging procedures</b>	Low	Implemented January 2022
<b>Evaluate increasing the on-street hours of enforcement as growth continues</b>	Low	Evaluation implemented, determined no need for evening enforcement

### **Off-Street Parking Recommendations**

THA Consulting made a series of high priority recommendations to create economy lots near Everbank Stadium, moving juror parking there, and encourage City employees to park there by offering free parking. These recommendations were made due to the high demand in garages, and lots located around City Hall. All recommendations that involved creating daily or monthly economy lots near the stadium and moving parkers to and from those lots were not implemented because of the current employee discount at City-owned garages. The employee discount provides the least expensive parking for City employees at locations that are close to their place of work. In this scenario it would be unlikely that any City employees would take advantage of highly reduced economy lots that would require them to be in a less convenient location. Covid-19 also changed the proposed solution to resolving demand around City Hall; using the spaces in the City core vacated due to the pandemic. In September 2023, DIA identified over 1,000 vacancies in garages near City Hall, with the recommendation to make changes to the employee discount so it could be used at those garages and disperse demand. This option would also eliminate the expense of a shuttle service that would have provided transportation to economy lots near the stadium.

Other recommendations for off-street parking include better utilizing the Courthouse Garage. This recommendation was originally designed to take advantage of the removal of juror parking, but even with jurors still parking there, there is sufficient room to sell more monthly passes.

<b>THA Consulting Recommendations</b>	<b>Priority</b>	<b>Implementation Status</b>
<b>Activate economy parking locations (near the stadium)</b>	High	Not implemented due to existing employee discount. Reduction in demand due to Covid-19 has caused a pivot to other solutions
<b>Coordinate with JTA on the implementation of a Downtown shuttle to connect with the new economy parking locations with Downtown</b>	High	Not implemented due to existing employee discount. Reduction in demand due to Covid-19 has caused a pivot to other solutions
<b>Relocate jurors from the Courthouse Garage to an economy parking location</b>	High	Not implemented due to existing employee discount. Reduction in demand due to Covid-19 has caused a pivot to other solutions
<b>Replace City employee parking discount program with free economy parking</b>	High	Not implemented due to existing employee discount. Reduction in demand due to Covid-19 has caused a pivot to other solutions
<b>Encourage MPS to increase Courthouse Garage permit sales</b>	High	Focus of new RFP
<b>Adjust Parking Rates</b>	High	Off-street implemented November 2020

### **Technology and Policy Changes**

THA Consulting lastly recommended changes regarding parking technology. The overall goal of these recommendations is to implement newer payment and access options for both on-street and off-street parking. Two recommendations apply to both on-street and off-street parking. The first is the use of License Plate Reader (LPR) enforcement. OPP uses two LPRs for enforcement daily to enforce violators in the garages and those who pay through Park Mobile for on-street spaces. The second is investment in marketing and wayfinding to help people find available parking.

For on-street, the recommendation was to convert system wide to a pay-by-plate (PBP) system that would replace metered parking Downtown. In 2020, the DIA Board approved Resolution 2020-06-08, which describes several key reasons why the Board decided to postpone this conversion:

1. Based on a THA Consultants recommending an evaluation of existing parking meters, IPS, the current meter vendor, negotiated an upgrade of existing 3G meters to 4G at no charge.
2. These new 4G meters had a remaining lifespan of two to six years at the time.
3. Replacing these upgraded meters with kiosks would cost \$854,840.

Given these considerations, it was determined by the DIA Board that replacement of any on-street meters with kiosks would occur after 2022 and only when other projects facilitate this conversion. The first meters will be removed and replaced by kiosks as part of the two-way street conversion of Adams Street and Forsyth Street. This project requires the removal of existing meters as part of construction, and therefore facilitates the conversion.

For off-street parking, the recommendation was to shift monthly access cards to digital permits, with the goals of allowing monthly parkers more flexibility by allowing them to make online changes to their parking permit and reduce costs by no longer needing to manage card inventory or reorder stock.

Finally, THA Consulting recommended exploring the implementation of a payment-in-lieu parking program for future Downtown projects. This would be a parking fund used to offset the cost associated with new parking facilities or infrastructure to support existing facilities. Since Downtown does not impose minimum parking requirements, this solution is not viable, but we have provided incentives for shared use parking. The new Downtown overlay, which included removing parking minimums, was passed at nearly the same time THA Consulting provided its study.

<b>THA Consulting Recommendation</b>	<b>Priority</b>	<b>Implementation Status</b>
<b>Improve marketing/wayfinding</b>	Moderate	DIA Priority
<b>Explore the implementation of a payment-in-lieu of parking program for future development and redevelopment projects</b>	Moderate	Not applicable, the Downtown overlay already has no required parking minimums
<b>Purchase LPR equipment for enforcement</b>	Moderate	Partially implemented
<b>Convert systemwide equipment to PBP pay stations</b>	Moderate	Ongoing as part of street improvement capital projects based on DIA Board action 2020-06-08; need to move

		more quickly and begin conversion from available resources
<b>Convert monthly access cards to digital permits</b>	Moderate	Not Implemented

In addition to this list of recommendations, THA Consulting also recommended that the DIA and OPP cancel or not renew any free or reduced rate monthly parking agreements. Some OPP garages have already eliminated all free or reduced rate parking, and DIA is opting not to renew reduced rate agreements as they expire.

**Priorities of Non-Implemented Recommendations**

DIA is continuing to evaluate recommendations for the THA Consulting study that have not been implemented. The recommendation with the highest implementation priority is increasing the number of monthly parkers in the Courthouse Garage. It is currently an underutilized asset that could be leveraged to support the parking needs of the area. The garage is positioned well to be a parking solution for City, courthouse, and private business employees. Currently, free juror parking in the garage would not impact increasing the number of permits sold, and filling the garage to the point where moving juror parking would again be considered would be in line with other recommendations from the THA Consulting study. This is one of the focuses of the garage operator RFP process the DIA is currently undertaking.

A second priority is reviewing changes to the employee parking discount. This discount distorts the market and creates high demand for City-owned garages near City Hall while other garages in the area are under capacity. Encouraging City employees to park at other garages will provide more availability in the Duval Street Garage and Ed Ball Garage for daily parking. This in turn would pull these parkers off the street and free up on-street parking spaces in the areas where they are in the highest demand.

A third priority is to improve signage and wayfinding for parking Downtown. This includes signs at both on-street and off-street locations. DIA is evaluating how to better implement and expand the coverage and signage for Park Mobile. Park Mobile could be expanded to cover more meter zones and can allow for mobile pay only zones while creating a uniform parking and wayfinding experience. For example, a mobile pay only zone is being considered as a solution for on-street parking on the Southbank, where there is currently no charge. Park Mobile could also be extended to the City-owned and CRA managed garages to allow the app to show all City-owned and managed parking in one place, making it easier for people to find affordable parking. DIA is also reviewing signage and wayfinding improvements for the City-owned and CRA managed garages.

**Current Projects Underway**

OPP is in the process of installing close circuit television (CCTV) cameras to the Duval Street and Yates garages, with the goal of providing additional security. These are the two garages that the DIA wants to use for nighttime parking. This is especially true of the Yates Garage, which is already open late into the evening to provide parking

for events and businesses. Thirty of thirty-six cameras have been installed at Duval Street Garage and installation at the Yates Garage will begin soon. Camera feeds are monitored throughout the day by OPP and Department of Public Works staff, with the eventual goal of 24/7 monitoring.

OPP is also in the process of transferring funds to the Public Works Department for structural inspections of the Ed Ball and Duval Street Garages. Once that transfer is approved by City Council, Public Works will formalize a timeline and issue purchase orders for the inspections to proceed.

Currently, City employees must apply through OPP for a space in a City-owned garage, or to be placed on a waitlist, but there is no online or automated application process. There are only two ways to pay for monthly parking at City-owned garages; payment in person at the OPP office in the Yates building or deduction from a City employee's payroll. DIA and OPP would like to work with the City IT department to determine steps to create a portal where City employees and other users can register and pay for monthly parking online.

DIA has a contract with Valcourt Building Services as a project manager for periodic capital maintenance at the MPS Garages. Much of this capital maintenance was identified by a structural report that was completed on each garage in 2022. Current maintenance projects include the resealing of joints and replacement of roof structures on all three garages. Resealing is complete in the Sports Complex Garage and still underway at the Arena and Courthouse garages. The roofs for the elevator shafts on all three garages have been replaced, with that project being completed in late 2023. The contractor is also working on a structural repair at the Sports Complex Garage. This repair is not hindering garage operations and will be completed in the first quarter of 2024.

DIA is working on the conversion of Adams and Forsyth Streets back to two-way streets. This construction will involve the removal of all the meters on those two streets, which will be replaced with parking kiosks after the project is completed. Riverplace Blvd is also under review to create an equipment-free, mobile solution for paid parking on the Southbank. Currently all on-street parking on the Southbank is free.

### **Future Board Actions**

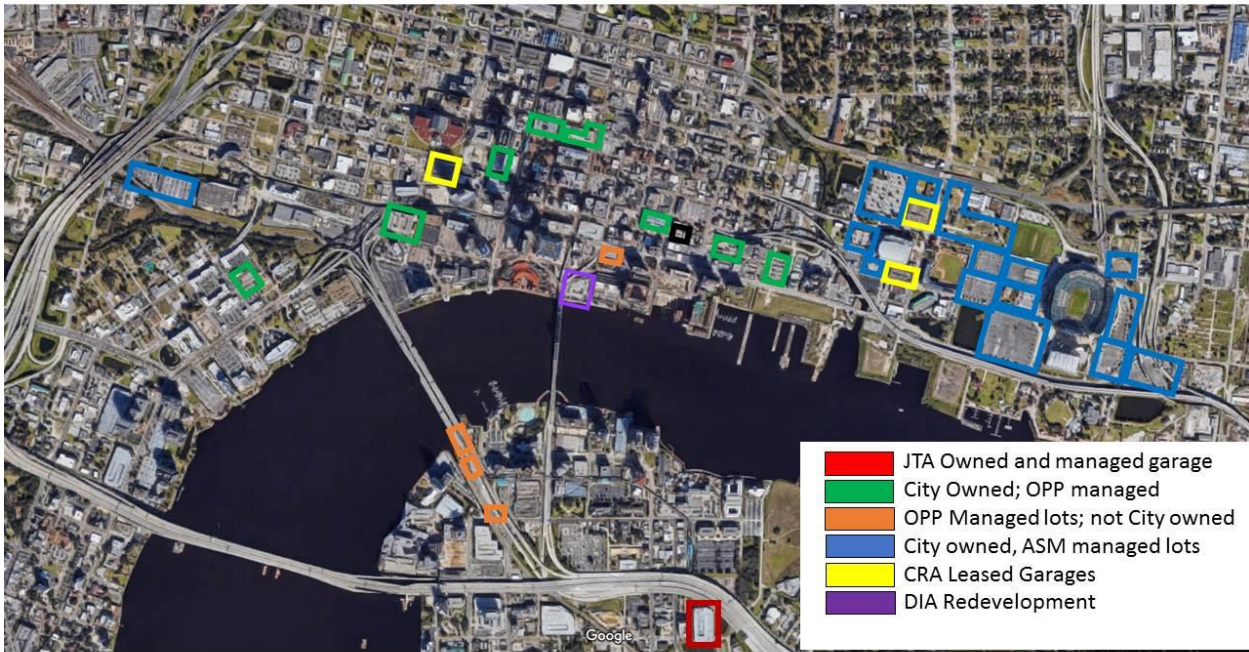
DIA staff anticipates several parking resolutions to come to the DIA Board in the next several months:

1. A list of recommended changes to all parts of the ordinance code that deal with parking will be provided to the Board for approval in February. These changes are designed to update the code to allow for more flexibility and parking solutions Downtown.
2. One of the recommended ordinance code changes would be to allow for a nighttime parking voucher program for parking in the City-owned garages. Once this change has been passed by City Council, a program will be created to provide this free nighttime parking to businesses and will require approval by the Board.
3. DIA staff will bring a resolution to the DIA Board to enter into a parking agreement with the Hyatt Hotel for employee parking in the former Jacksonville Landing Lot.
4. After the two RFPs for a garage operator at the MPS Garages have been scored, DIA staff will bring the final contracts back to the Board for approval.
5. Once a new contract is in place for an operator, a resolution to install equipment to allow for hourly parking at the Arena Garage will likely be brought to the Board.



6. As we are now reaching the end-of-life period of the 2020 meter upgrade, DIA will start a review of where to begin conversions from meters to kiosks in addition to the project for Adams Street and Forsyth Street. Approval and authorization of funds for these conversions will be brought to the Board.
7. DIA will evaluate branding, marketing, and wayfinding options based on the suitability of each area of Downtown and will provide recommendations to the Board on implementation.

**Appendix A- Map of All Government Controlled Off-Street Parking**



**Resolution 2024-02-07**  
**Exhibit A**  
**Chapter 802 PUBLIC PARKING<sup>1</sup>**

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<sup>1</sup>Charter reference(s)—Sheriff, Art. 8.

State law reference(s)—Authority to regulate or prohibit stopping, standing and parking, F.S. § 316.008(1)(a); stopping, standing and parking, F.S. § 316.194 et seq.; liability for parking tickets and local parking violations, F.S. § 316.1967.

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### **Sec. 802.101. Concurrent authority of Sheriff.**

The Sheriff and all police officers, Zoning Code Enforcement Officers provided for in Chapter 609, Ordinance Code, and the Parking Enforcement Specialists provided by this Chapter shall have the concurrent duty and authority to enforce violations of parking ordinances, including violations within the City's Second, Third, Fourth, and Fifth Urban Service Districts as provided by this Chapter, and violations of Section 656.411, Ordinance Code.

(Ord. 69-173-138, § 3; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 98-182-E, § 4; Ord. 2006-673-E, § 3)

Note(s)—Former § 310.101.

### **Sec. 802.102. Paid on-street Parking ~~meter~~-zone designation.**

The Public Parking Officer, with the approval of the Sheriff, and in consultation with the Downtown Investment Authority Chief Executive Officer, for Downtown zones pursuant to the definition of Downtown in Chapter 55, Ordinance Code, is authorized to establish from time to time paid on-street parking ~~meter~~ zones in the City, except within the Second, Third, Fourth and Fifth Urban Services Districts, to designate parking spaces for automobiles-motorized vehicles on the streets of the City within established paid on-street parking ~~meter~~-zones and to fix the time limitations for lawful parking in those zones in a manner consistent with the schedule of paid on-street parking ~~meter~~-zones from time to time established by law. All paid parking zones shall be identified by the installation of meters, payment kiosks, or pay-by- app signage. ~~No person utilizing a parking space within an established parking meter zone during the hours commencing at 12:01 a.m. on Saturday and continuing until 12:01 a.m. on Monday shall be required to make payment for the use of the space and neither the Sheriff nor the Public Parking Officer shall enforce collection at a meter in the City during this period of time.~~ The Public Works Department shall be responsible for the location and installation and replacement of parking meter posts and other parking equipment.

(Ord. 69-173-138, § 4; Ord. 70-650-526; Ord. 71-397-181; Ord. 82-1083-542, § 1; Ord. 83-591-400, § 1; Ord. 2006-406-E, § 1; Ord. 2012-674-E, § 3; Ord. 2014-560-E, § 18)

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

Note(s)—Former § 310.101.5.

### **Sec. 802.103. Installation and removal of parking meters and posts or other devices.**

- (a) The Public Parking Officer, in consultation with the Downtown Investment Authority Chief Executive Officer, for Downtown zones pursuant to the definition of Downtown in Chapter 55, Ordinance Code, shall cause parking meters or other parking equipment to be installed under the authority of this Chapter and to be placed upon the curbs adjacent to the designated parking places. Where physical meters are utilized, a meter shall be placed and constructed to display by a signal that the period of time permitted by the parking meter for vehicle parking has or has not expired. Each meter shall carry upon its face the period of time permitted adjacent to the meter and, when operated, shall indicate by dial or pointer the period of time legally remaining for vehicle parking adjacent to the meter.
- (b) Parking meters and parking meter posts , and parking kiosks where installed, may be temporarily removed by the City to facilitate companies doing construction, insulation installation or repair work within the City. A company desiring such temporary removal of a parking meter and/or parking meter post and/or kiosk shall apply to the Office of Public Parking for a permit and pay a permit fee as found in [www.coj.net/fees](http://www.coj.net/fees) . In addition to the removal permit fees provided for herein, the permit holder shall pay to the Office of Public

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Parking the rental permit fee and the monthly or daily parking meter rental charge as set forth in Section 802.105(c). [A company desiring the temporary removal of kiosk or non-metered spaces in paid on-street parking zones from public use shall apply to the Office of Public Parking for a permit and pay a permit fee as found in \[www.coj.net/fees\]\(http://www.coj.net/fees\). In addition to the removal permit fees provided for herein, the permit holder shall pay to the Office of Public Parking the rental permit fee and the monthly or daily space rental charge \(to be the same as the meter rental charge\) as set forth in Section 802.105\(c\).](#)

(Ord. 69-173-138, § 5; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 88-40-64, § 2; Ord. 2012-674-E, § 3; Ord. 2014-560-E, § 18; Ord. 2017-665-E, § 41; Ord. 2021-753-E, § 3)

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

Note(s)—Former § 310.102.

### **Sec. 802.104. Parking spaces marked.**

- (a) The City Traffic Engineer shall clearly mark designated parking spaces by placing painted lines upon the curbs and streets of the City ~~adjacent to parking meters~~. It shall be unlawful to park a vehicle across a line or marking so that the vehicle is not entirely within the area for parking designated by lines or markings, all vehicles parked at meters shall be parked within the marked spaces, which shall be deemed legally parked. Section 804.1004 shall not apply to vehicles parked at meters.
- (b) When a parking space in a [paid on-street parking meter](#) zone, whether marked by lines or not, is parallel with or diagonal to the adjacent curb or sidewalk, a vehicle shall be parked in the space so that the foremost part of the vehicle shall be nearest to the parking meter [or curb, and in the direction of the adjacent travel lane](#), and it shall be unlawful to park a vehicle in the parking space in any other manner.
- (c) A person convicted of unlawful parking in violation of this Section shall be punishable by a fine of not more than \$20 if paid as directed by the ticket.
- (d) In City owned or operated parking facilities, it shall be unlawful for a vehicle to be backed or positioned in a marked parking space as to prevent the license plate from being seen from the driving lane.

(Ord. 69-173-138, § 6; Ord. 70-762-401, § 1; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 98-182-E, § 5; Ord. 2006-406-E, § 1; Ord. 2013-209-E, § 23)

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

Note(s)—Former § 310.103.

### **Sec. 802.105. ~~Metered p~~Parking charges; overtime parking; exemptions for certain officials; registry of "Public Official" seals; renting of parking meters, exemptions for vehicles displaying disabled placards and disabled veterans license plates.**

- (a) When a vehicle is parked in a space [in a paid on-street parking zone, adjacent to which a parking meter is located](#), the vehicle operator shall, upon entering the parking space, immediately [provide payment in any acceptable form for that parking space. deposit or cause to be deposited in the parking meter a coin of the United States or other form of payment required for the parking according to a rate to be displayed upon the face of the meter.](#) Upon the payment, ~~of the meter fee~~ the parking space may be lawfully occupied by the vehicle during the period of parking time which has been prescribed for the part of the street in which the parking space is located or for that portion of time covered by the payment ~~so deposited~~, whichever is less. If the vehicle remains parked in the parking space beyond the parking time fixed for that parking space or the parking time paid for, ~~as deposited in the meter~~, whichever is less, the vehicle shall be deemed illegally

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parked. When a vehicle is parked within a timed parking zone, and the vehicle remains parked beyond the time fixed by signage for the parking zone, the vehicle shall be deemed illegally parked. The time limitation in a zone may be longer than the length of time allowed by ~~the space~~~~the meter~~, in which case the driver of the vehicle may make an additional payment in any acceptable form for that space. ~~insert more money at the end of the allowed meter time~~ up to the limit of time allowed in the zone.

- (b) Vehicles of elected City officials, members of the Legislature elected in whole or in part by electors residing in the City and elected officials of the Urban Services Districts, upon request, shall be exempt from the overtime parking provisions of this Chapter; provided, that the overtime parking violation occurred while the official was pursuing his official duties; and further provided, that the vehicle bears a seal captioned *Public Official* issued by the Mayor. The Mayor is directed to issue the seals to elected City officials, members of the Legislature elected in whole or in part by electors residing in the City and elected officials of the Urban Services Districts, upon request, and to maintain a registry of the seals issued by him.
- (c) The Office of Public Parking is hereby authorized to issue permits and to rent parking ~~meters-spaces~~ in the City to 1) construction, ~~insulation~~ installation and repair companies, only, for the purpose of facilitating the temporary needs of these companies for working space on City streets during the period of time in which such work is being performed 2) any business for a use other than for employee or customer parking. An application fee as found in [www.coj.net/fees](http://www.coj.net/fees), per parking ~~meters~~space shall be paid to the Office of Public Parking for issuance of either a monthly or daily rental permit. Meter bags or other signage to show this rental use shall be placed over each meter or at each space so rented and shall be issued by the Office of Public Parking at the rate as found in [www.coj.net/fees](http://www.coj.net/fees), per month per bag. Companies desiring to rent parking ~~meters-spaces~~ for a period shorter than one month may rent these bags or signs at a daily rate as found in [www.coj.net/fees](http://www.coj.net/fees), excluding City holidays and weekends. A deposit as found in [www.coj.net/fees](http://www.coj.net/fees), shall be required for each meter bag or sign issued under this subsection, which shall be refunded upon return of the meter bag in satisfactory condition to the Office of Public Parking.
- (d) Vehicles which possess disabled placards and/or permits pursuant to F.S. § 316.1964(5), shall be exempt from ~~paid on street~~metered parking fees, as prescribed by this Section, for a maximum of four (4) hours, but shall be subject to the time limits established pursuant to this Chapter.
- (e) Vehicles which possess disabled veterans license plates, pursuant to F.S. § 320.0848, shall be exempt from ~~paid on street~~metered parking fees and fines and time limits established pursuant to this Chapter.

(Ord. 69-173-138, § 7; Ord. 73-328-145, § 1; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 88-40-64, § 1; Ord. 98-182-E, § 6; Ord. 2001-745-E, § 1; Ord. 2006-406-E, § 1; Ord. 2012-674-E, § 3; Ord. 2017-665-E, § 41)

### **Sec. 802.106. Additional parking prohibited.**

- (a) It is unlawful for a person to permit a vehicle registered in his name or operated by him to be illegally parked. It is unlawful for a person to deposit an additional coin or make any other alternative form of payment in a paid on street parking ~~zone~~ ~~meter~~ for the purpose of increasing or extending the parking time for a vehicle beyond the lawful parking time which has been established for the zone in which the meter-space is located.
- (b) It shall be unlawful for a person to utilize a timed parking zone beyond the time limit specified in the posted area within a 12-hour period, ~~except as permitted in Section 802.105(f)~~. A person convicted of violating this Section shall be punishable by fine of not more than \$15 if paid as directed by the ticket.

(Ord. 70-762-401, § 1; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 98-182-E, § 7; Ord. 2006-406-E, § 1; Ord. 2012-674-E, § 3)

Note(s)—Former § 310.105.

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### Sec. 802.107. Rates and charges established for specific zones.

- (a) The Chief Executive Officer (CEO) of the Downtown Investment [Authority](#), for Downtown zones pursuant to the definition of Downtown in Chapter 55, Ordinance Code, shall develop rates and charges for each [paid on-street parking meter](#)-zone, and the times and days when these charges shall be enforced. Rates shall be designed to provide for the most efficient use of on-street parking spaces, to be competitive with off-street parking facilities, and to achieve other downtown revitalization goals as determined by the Downtown Investment Authority. The CEO shall file the rate schedule and any subsequent change to the rate schedule with the Council Secretary, and such rates shall become effective upon such filing, unless and until the Council enacts an ordinance to the contrary.
- (b) The CEO may develop a discount program for on-street parking to encourage short term parking in the downtown area. Such a discount program may involve graduated rates, payment using smartcards which may be sold at a discount, the waiving of parking citations under certain conditions, and any other policy or program designed to improve the perception, availability or value of on-street parking. The CEO shall file any discount program and any subsequent change to the discount rate program with the Council Secretary, and such discounts shall become effective upon such filing, unless and until the Council enacts an ordinance to the contrary.
- (c) [The CEO may develop a variable rate or dynamic rate program for on-street parking to encourage turnover, and regulate demand for on-street parking spaces, and to charge rates during special events consistent with off street rates.. This program shall also be designed to achieve downtown revitalization goals as determined by the Downtown Investment Authority. The CEO shall file any variable or dynamic rate program program with the Council Secretary, and such discounts shall become effective upon such filing, unless and until the Council enacts an ordinance to the contrary.](#)

(Ord. 69-173-138, § 9; Ord. 70-650-526; Ord. 71-397-181; Ord. 79-953-443, § 1; Ord. 83-591-400, § 1; Ord. 84-609-361, § 2; Ord. 91-43-8, § 1; Ord. 93-985-1391, § 1; Ord. 2012-215-E, § 1; Ord. 2012-674-E, § 3; Ord. 2014-560-E, § 18; Ord. 2021-753-E, § 3)

Note(s)—Former § 310.106.

### Sec. 802.108. Counterfeit coins prohibited.

It is unlawful for a person to deposit or cause to be deposited in a parking meter in the City a false coin, slug or object other than a lawful coin of the United States or other form of lawful payment. A person convicted of violating this Section shall be punishable by a fine of not more than \$100 or by imprisonment for not more than five days, or by both a fine and imprisonment.

(Ord. 69-173-138, § 10; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 2012-674-E, § 3)

Note(s)—Former § 310.107.

### Sec. 802.109. Damage to ~~meters~~ parking equipment or signs prohibited.

It shall be unlawful and a class D offense against the City for a person to deface, injure, tamper with, open, impair the usefulness of or otherwise damage any parking ~~equipment-meter~~ [or signs located within the right of way](#).

(Ord. 69-173-138, § 11; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1; Ord. 88-40-64, § 3)

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Note(s)—Former § 310.108.

**Sec. 802.110. Unlawful removal of coins from parking meters.**

It is unlawful for a person, except an authorized employee of the [Office of Public Parking, Parking Facilities and Enforcement Division](#), to remove or cause to be removed money or coins from a parking meter. A person convicted of unlawful removal shall be punishable by a fine of not more than \$100 or by imprisonment for not more than 30 days, or by both a fine and imprisonment.

(Ord. 69-173-138, § 12; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1)

Note(s)—Former § 310.109.

**Sec. 802.111. Unlawful to destroy or fix tickets.**

It shall be unlawful for a person to cancel, destroy, fix or attempt to fix a parking ticket; provided, that nothing herein shall be construed to preclude a disposition of the ticket in the manner provided by law.

(Code 1965, § 41-61; Ord. 70-650-526; Ord. 71-397-181; Ord. 83-591-400, § 1)

Note(s)—Former § 310.110.

**Sec. 802.112. Immobilizing of vehicles.**

- (a) The Public Parking Officer or an authorized employee of the Office of Public Parking or authorized personnel of the Disabled Services Division is authorized to attach a device that is capable of immobilizing a motor vehicle so that it cannot be moved under its own power without damage to the motor vehicle:
  - (1) When three or more citations for unlawful or illegal parking involving any motor vehicle bearing the license plate that has been cited, have been outstanding for more than 15 days and have not been disposed of by payment of the fine or cancellation of the citations as provided in Section 636.104; or
  - (2) When five or more daily parking invoices, any one of which is over 15 days old, have been incurred on any City parking facility and have not been resolved by payment; or
  - (3) When the vehicle is not lawfully displaying a license plate in accordance with F.S. § 316.605, or the vehicle identification number is covered in such a manner as to prohibit a law enforcement officer or parking enforcement specialist or authorized personnel of the Disabled Services Division from reading it;
  - (4) When the vehicle has an altered registration, license plate, citation, or validation sticker in violation of Section 804.709; or
  - (5) As set forth in Section 804.1012.
- (b) The immobilizing device shall be attached to the motor vehicle at the place where it is found, except that no motor vehicle shall be immobilized within the traveled portion of a street or on a portion of a street when immobilization at that place would create a hazard to the public or to traffic on the street. At the same time as the immobilizing device is attached to the motor vehicle, a notice shall be affixed to the windshield or other prominent place on the motor vehicle stating that the immobilizing device has been so attached, cautioning the operator not to attempt to operate the motor vehicle while the immobilizing device is still attached and informing the owner or operator of the motor vehicle of the number and age of and total fines and charges assessable under the citations for which the motor vehicle is immobilized (including the removal charge for removal of the immobilizing device and all citations that are outstanding and incurred at the time



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of immobilization) and where he must go in order to pay the fines and charges and have the immobilizing device removed from the motor vehicle.

- (c) The immobilizing device shall be removed from the motor vehicle upon correction of any violation and payment to the Public Parking Division of the total fine and charges for which the motor vehicle is immobilized. The Public Parking Officer or his designated assistant may approve the removal of the immobilizing device upon obtaining payment of the fines and charges and upon correction of any violation.
- (d) The Sheriff, Public Parking Officer or his designee may tow or cause to be towed and impounded a motor vehicle immobilized under this Section if payment of fines and charges or satisfactory arrangements in lieu thereof have not been paid or obtained within 24 hours of the attaching of the immobilization device. The Sheriff, Public Parking Officer or his designee may also tow or cause to be towed and impounded a motor vehicle that has been immobilized under this Section if the immobilizing device has been removed without the authorization set forth in this Section. Under certain circumstances, such as the driver or owner threatening to remove the immobilizing device, the Public Parking officer shall have the option of towing the vehicle at the time the vehicle is immobilized. All expenses for towing or impounding shall be borne by the owner of the motor vehicle. All towing or impounding hereunder shall be done in accordance with Chapter 804.
- (e) It shall be unlawful and a class D offense for a person, except for the Public Parking Officer or his designee, to remove or cause to be removed the immobilizing device. A fine imposed pursuant to this Section, in addition, may include all costs of repairs of an immobilizing device that has been damaged by being removed.

(Ord. 78-861-460, § 1; Ord. 83-591-400, § 1; Ord. 86-805-446, § 1; Ord. 86-1429-819, § 1; Ord. 98-182-E, § 8; Ord. 2000-22-E, § 3; Ord. 2005-59-E, § 2; Ord. 2007-319-E, § 2; Ord. 2012-674-E, § 3)

Note(s)—Former § 310.111.

**Sec. 802.113. Withholding of license plates and revalidation stickers.**

- (a) The City of Jacksonville's Public Parking Officer shall prepare and supply the State of Florida, Department of Highway Safety and Motor Vehicles, with a magnetically encoded computer tape reel or cartridge or send by other electronic means data which is machine readable by the installed computer system at such Department, listing persons who have (1) three or more outstanding parking violations in the City of Jacksonville or (2) who have any outstanding violations for offenses occurring on and after October 1, 1990, of F.S. § 316.1955 or any similar local ordinance regulating parking in spaces designated for use by disabled persons.
- (b) Reserved.
- (c) Pursuant to the authority granted in F.S. §§ 316.1967 and 320.03, this Section shall be applicable throughout Duval County as a County ordinance, including but not limited to Urban Services Districts Two, Three, Four and Five; provided, however, that the applicable chief local official responsible for enforcement of parking violations in each municipality shall be responsible for preparing and supplying the applicable list of persons who have (1) three or more outstanding parking violations within his or her respective jurisdiction or (2) who have any outstanding violations for offenses occurring on and after October 1, 1990, of F.S. § 316.1955 or any similar local ordinance regulating parking in spaces designated for use by disabled persons.

(Ord. 88-667-355, § 1; Ord. 89-1018-497, § 1; Ord. 90-734-328, § 1; Ord. 2012-674-E, § 3)

**Sec. 802.114. Parking for City Council Meetings.**

The City shall provide parking for up to four hours, at no cost upon validation of attendance voucher, to any citizen attending any committee meeting, council meeting or special governmental function or event at City Hall. This service shall be provided at the City-owned parking garage located at Duval Street. Sufficient signage shall be provided by the City to lead citizens to the parking garage closest to City Hall so they are easily aware of its location and cost.

(Ord. 2012-215-E, § 2)

PART 2. MUNICIPAL PARKING ~~FACILITIES~~ LOTS

**Sec. 122.201. Definitions.**

As used in this Part 2:

- (a) ~~Courthouse West Parking Lot means the off-street parking facility bounded on the South by Coastline Drive, on the West by Market Street, on the North by Courthouse Drive and on the East by Liberty Street. The entrance to this facility is 300 Courthouse Drive.~~
- (b) *Water Street Parking Garage* is the City-owned parking garage bounded on the South by West Water Street, on the West by Broad Street. On the North by Bay Street, the easterly boundary is adjacent to and runs parallel to the most westerly boundary of the Federal Building. This parking garage has two entrances; one at 541 West Water Street, the other at the most southerly end of Clay Street.
- (c) *Yates Building Parking Garage* means the City-owned parking facility located at all of Block 3, Hart's Map of Jacksonville, bounded on the South by Forsyth Street, on the North by Adams Street, on the

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West by Newnan Street and on the East by Market Street. The entrance to this parking garage is 200 East Adams Street.

- (d) *Duval Street (Library) Garage* is the City-owned parking garage facility bounded on the South by Duval Street, on the West by Laura Street, on the North by Church Street, and on the East by Main Street.
- (e) *Ed Ball Garage* is the City-owned parking garage facility bounded on the South by Adams Street, on the West by Julia Street, on the North by Monroe Street, and on the East by Hogan Street.
- (f) *Bay and Ocean* is the off-street parking facility bounded on the South by Independent Drive, on the West by Ocean Street, on the North by Bay Street and on the East by Newnan Street. [This lot is owned by JEA and is leased to the Office of Public Parking.](#)
- (g) *St. James Building* is the garage beneath the St. James Building, bounded on the South by Duval Street, the West by Hogan Street, the North by Church Street and the East by Laura Street.

(Ord. 69-67-111, § 1; Ord. 70-31-15, § 1; Ord. 70-650-526; Ord. 71-397-181; Ord. 77-904-384, § 1; Ord. 78-1162-674, § 6; Ord. 83-591-400, § 1; Ord. 83-871-480, § 2; Ord. 83-1340-731, § 1; Ord. 86-932-487, § 2; Ord. 86-1476-841, § 1; Ord. 93-1263-1405, § 1; Ord. 95-779-474, § 1; Ord. 2007-813-E, § 10.9; Ord. 2022-163-E, § 5)

Note(s)—Former § 114.101.

### **Sec. 122.202. Parking rates at municipal parking facilities lots.**

- (a) ~~The Economic Development Officer~~ [The Downtown Investment Authority Chief Executive Officer](#) shall develop hourly, monthly and special event rates for each municipal parking lot facility managed by the Office of Public Parking as found in [www.coj.net/fees](http://www.coj.net/fees). Rates shall be designed (1) to be competitive with similar private facilities, (2) to provide for the most efficient use of facilities, and (3) to achieve other economic development and downtown revitalization goals as determined by the [Downtown Investment Authority Office of Economic Development](#). ~~The Economic Development Officer~~ [Downtown Investment Authority Chief Executive Officer](#) shall present any proposed rates for downtown, as defined in Part 3, Chapter 55, to the Downtown Investment Authority Board for review and for the Downtown Investment Authority Board to make an advisory recommendation with respect to such rates. ~~The Downtown Investment Authority Chief Executive Officer~~ [Economic Development Officer](#) shall file the rate schedule and any subsequent change to the rate schedule with the Council Secretary and the Council Auditor and emailed to each Council Member, and such rates shall become effective 30 days after such filing, unless and until the Council enacts an ordinance to the contrary.
- (b) ~~The Economic Development Officer and t~~ [the Downtown Investment Authority Chief Executive Officer](#) shall ~~jointly~~ develop a discount program (1) for customers of the Office of Public Parking who lease large numbers of parking spaces or who commit to yearly or longer contracts, (2) to provide incentives to certain targeted employer types, or (3) to further other economic development or downtown revitalization goals, ~~and provide such discount program to the Downtown Investment Authority Chief Executive Officer for review and comment. Upon the mutual agreement of the Economic Development Officer and the Downtown Investment Authority Chief Executive Officer regarding such discount program, the Economic Development Officer~~ [The Downtown Investment Authority Chief Executive Officer](#) shall present the proposed discount program for downtown, as defined in Part 3, Chapter 55, to the Downtown Investment Authority Board for review and for the Downtown Investment Authority Board to make an advisory recommendation with respect to such discount program. ~~The Downtown Investment Authority Chief Executive Officer~~ [Economic Development Officer](#) shall file any discount rate program and any subsequent change to the discount rate program with the Council Secretary and the Council Auditor and emailed to each Council Member, and such discounts shall become effective 30 days after such filing, unless and until the Council enacts an ordinance to the contrary. The term "discount" as used in this Section shall mean no more than a ten percent discount off of the existing rates in effect at the time of the proposed rates.

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- (c) ~~The Economic Development Officer, with the assistance of t~~The Downtown Investment Authority Chief Executive Officer, shall negotiate lease agreement terms for retail and commercial space located in downtown parking garages. Upon the mutual agreement of ~~the Economic Development Officer,~~ Downtown Investment Authority Chief Executive Officer, and lessee, ~~the Economic Development Officer and~~ the Downtown Investment Authority Chief Executive Officer shall present the proposed retail and commercial lease agreement terms to the Downtown Investment Authority Board for review and approval of such lease agreement terms.
- (d) Effective October 1, 2014, all City employees (which term shall include all City of Jacksonville employees and employees of the Duval County Supervisor of Elections, Duval County Property Appraiser, Duval County Tax Collector, and Duval County Clerk of Court and to employees of the Office of the Public Defender of the Fourth Judicial Circuit, who are monthly parkers at municipal owned parking facilities operated by the Office of Public Parking, shall be entitled to a reduced monthly parking rate, which shall be 50 percent of the established, monthly parking rate for the given facility through September 30, 2023. The Downtown Investment Authority shall file the employee rate schedule and any subsequent change to the employee rate schedule with the Council Secretary, and such rates shall become effective upon such filing unless and until the Council enacts an ordinance to the contrary.

(Ord. 69-67-111, § 2; Ord. 70-650-526; Ord. 71-397-181; Ord. 77-904-384, § 2; Ord. 78-1365-669, § 1; Ord. 83-591-400, § 1; Ord. 83-871-480, § 3; Ord. 83-1340-731, § 2; Ord. 84-390-181, § 1; Ord. 85-458-208, § 1; Ord. 86-482-210, § 1; Ord. 86-932-487, §§ 1, 2; Ord. 86-954-493, § 1; Ord. 86-1476-841, § 2; Ord. 87-617-299, § 1; Ord. 88-1528-723, § 1; Ord. 89-834-447, § 1; Ord. 89-872-405, § 1; Ord. 93-1263-1405, § 2; Ord. 95-779-474, § 2; Ord. 2000-22-E, § 1; Ord. 2004-1003-E, § 2; Ord. 2005-807-E, § 10.4. Ord. 2005-1193-E, § 1; Ord. 2007-813-E, § 10.10; Ord. 2011-732-E; Ord. 2012-674-E, § 1; Ord. 2014-438-E, § 1; Ord. 2014-560-E, § 14; Ord. 2016-215-E, § 1; Ord. 2017-665-E, § 4; Ord. 2018-525-E, § 1; Ord. 2020-568-E, § 1; Ord. 2021-80-E, § 1; Ord. 2021-587-E, § 1; Ord. 2022-680-E, § 1)

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

Note(s)—Section 3 of Ord. 2005-1193-E stipulates "The Council hereby waives the conflicting provisions of Chapter 106.106 (Balance Budget and a Budget Stabilization Reserve), Ordinance Code, to allow for funds appropriated in Section 5 to be expended prior to fully funding Budget Stabilization fund."

Note(s)—Former § 114.102.

### **Sec. 122.203. Use of revenues.**

All permit fees and other revenues arising from use of the municipal parking ~~facilities lot, City annex lot and Courthouse parking lot~~ under this Part shall be deposited in the Off-Street Revenue Fund.

(Ord. 70-31-15, § 2; Ord. 70-650-526; Ord. 71-397-181; Ord. 78-1162-674, § 8; Ord. 83-591-400, § 1)

Note(s)—Former § 114.103.

### **Sec. 122.204. Reserved.**

**Editor's note(s)—The provisions of former § 122.204, relative to administrative adjustment of parking rates for Water Street parking garage, were deleted as part of the Super Supplement to the Code. Former § 122.204 derived from Ord. 83-871-480, § 4.**

### **Sec. 122.204. Nighttime Parking Voucher Program.**

The Chief Executive Officer of the Downtown Investment Authority may develop a nighttime parking voucher program applicable to the Ed Ball Garage for Downtown food and beverage establishments and event space venues located in the Laura and Hogan Food and Beverage District and applicable to the Yates Garage for

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Downtown food and beverage establishments and event space venues located in the Elbow Food and Beverage District. The program will allow the qualified businesses to provide their patrons with vouchers that will allow free or substantially reduced rate parking after normal business hours. The goal of the program is to provide safe and reliable nearby parking for patrons of these businesses in the designated food and beverage corridors and encourage the redevelopment of these corridors into compact dining districts. The details of the program and its implementation will be presented by the Chief Executive Officer of the Downtown Investment Authority to the Downtown Investment Authority Board for review and approval. The CEO shall file any voucher program and any subsequent change to the voucher program with the Council Secretary and the Council Auditor and email to each Council Member, and such program shall become effective 30 days after such filing, unless and until the Council enacts an ordinance to the contrary.