



City of
Jonesville

265 E. Chicago Street, Jonesville, MI 49250

(517) 849-2104
(517) 849-9037 Fax
www.jonesville.org
manager@jonesville.org

**CITY OF JONESVILLE
DOWNTOWN DEVELOPMENT AUTHORITY AGENDA
JULY 14, 2020 - 7:45 A.M.**

Pursuant to Governor Whitmer's Executive Order 2020-129, participation in this meeting will be by Zoom Meeting. The Board, staff and public wishing to participate may do so by visiting the web address on a computer or electronic device or by calling the following telephone number. When prompted enter the Meeting ID and Password.

**WEB ADDRESS: www.zoom.us
CALL-IN TELEPHONE NUMBERS:
1-312-626-6799 or
1-929-205-6099**

**MEETING ID: 854 171 7576
PASSWORD: 200714**

1. CALL TO ORDER

2. PRESENTATIONS AND RECOGNITIONS

A. None

3. APPROVAL OF AGENDA

4. APPROVAL OF MINUTES – May 12, 2020 Regular Meeting

5. PUBLIC COMMENT

6. NEW BUSINESS

- A. Professional Services – DDA Capital Projects
- B. Façade Improvement Program Guidelines
- C. Project Updates
 - i. MDOT Signal Modernization Project

**[Action Item]
[Action Item]
[Information Item]**

7. OTHER BUSINESS

8. ADJOURNMENT– Next Scheduled Meeting: Tuesday, September 8, 2020 7:45 a.m.

**City of Jonesville
Jonesville Downtown Development Authority
Minutes of May 12, 2020**

Pursuant to Governor Whitmer's Executive Order 2020-75, participation in this meeting was by Zoom Meeting. The Board, staff and public were allowed to participate.

Present via Zoom Meeting: Don Toffolo, Don Germann, Gerry Arno, Joe Ruden and Ron Gow.

Absent: Abe Graves, Penny Sarles, Chris Fast and Gale Fix

Also Present via Zoom Meeting: Jeff Gray

The meeting was called to order at 7:49 a.m.

A motion was made by Ron Gow and supported by Gerry Arno to approve the agenda as presented. Roll Call Vote: Ayes: Don Germann, Gerry Arno, Joe Ruden, Ron Gow and Don Toffolo. Nays: None. Absent: Abe Graves, Penny Sarles, Christ Fast and Gail Fix+-. Motion passed.

A motion was made by Joe Ruden and supported by Ron Gow to approve the minutes of March 10, 2020, Regular Meeting. Roll Call Vote: Ayes: Don Germann, Gerry Arno, Joe Ruden, Ron Gow and Don Toffolo. Nays: None. Absent: Abe Graves, Penny Sarles, Christ Fast and Gail Fix. Motion passed.

Manager Gray advised the DDA Board that Resolution 2020-09 – Rules for Participation in Remote Meetings adopted by the Jonesville City Council which provides rules that all City boards may conduct such meetings. These rules will govern this meeting of the DDA.

Don Germann made a motion and supported by Joe Ruden to recommend City Council approve the proposed Fiscal Year 2020-21 budget, as recommended by the DDA Budget Committee. Roll Call Vote: Ayes: Don Germann, Gerry Arno, Joe Ruden, Ron Gow and Don Toffolo. Nays: None. Absent: Abe Graves, Penny Sarles, Christ Fast and Gail Fix. Motion passed.

Manager Gray provided updates on the Klein Tool building, Traffic Signal Poles on US-12 and M-99, and the City working through Covid-19.

The next scheduled DDA Meeting is July 14, 2020 at 7:45 a.m.

A motion was made by Ron Gow and supported by Joe Ruden to adjourn the DDA Meeting at 8:15 a.m. Roll Call Vote: Ayes: Don Germann, Gerry Arno, Joe Ruden, Ron Gow and Don Toffolo. Nays: None. Absent: Abe Graves, Penny Sarles, Christ Fast and Gail Fix. Motion passed.

Submitted by;

Cynthia D. Means
Clerk



To: Jonesville DDA Board
From: Jeffrey M. Gray, City Manager 
Date: July 10, 2020
Re: Manager Report and Recommendations – July 14, 2020 DDA Meeting

6. A. Professional Services – DDA Capital Projects

[Action]

The DDA budgeted \$12,500 for engineering design of the South Parking Lot improvements and \$9,500 for design of the Downtown streetscape in the current fiscal year budget that began on July 1. I have attached a brief summary of the scope of services for the design of each, and a preliminary estimate of work on the Downtown Streetscape. If the DDA is interested in proceeding with the design of both projects, I recommend a motion to authorize staff to execute an agreement with Wolverine Engineers & Surveyors, Inc. The next step will be to schedule the engineer to attend a DDA meeting to discuss the scope of these projects and seek input from the board on design. *Please refer to email correspondence from Wolverine Engineers and Streetscape Project Scope.*

6. B. Façade Improvement Program Guidelines

[Action]

The fiscal year budget includes \$20,000 in funds to support the Façade Improvement Program. In recommending this expenditure, the DDA Budget Committee recommended that the Façade Improvement Program Guidelines (copy attached to this report) be amended to address both of the following:

- Adjust the project match so that the \$2,500 grant is not more than 10% of the total project cost, rather than 50% in an effort to leverage larger private investments.
- Amend the Design Guidelines on page 2 to meet the Design Standards for Downtown buildings described in Section 9.04 of the Zoning Ordinance (attached). The purpose of this change is to encourage improvements that will result in durable improvements to buildings that will hold their value and will be more likely to have a long-term impact on DDA revenue.

I would ask the DDA to consider discussion on one other potential amendment. I have been approached by one Olds Street small business owner who is interested in working on their private parking area and landscaping that are located between the front of their building and the street. While this work would not be eligible for a grant, since it is not façade work, I wonder if the DDA would want to consider this type of work (or some percentage of it) eligible toward the grant match.

I recommend a motion to amend the Façade Improvement Program Guidelines, as determined appropriate by the DDA. Staff will formalize these amendments so that the availability of grant funds can be advertised to eligible properties in the district. *Please refer to the enclosed copy of the Façade Improvement Program Guidelines and Design Standards for Downtown Buildings.*

6. C. Project Updates

[Information]

This item is reserved to address status updates on a number of projects, as identified on the agenda and any others that members may have questions about.

Jeff Gray

From: Donald Heck <donh@wolveng.com>
Sent: Thursday, July 9, 2020 2:19 PM
To: Jeff Gray
Subject: RE: Proposals

Jeff:

We are well and working. Interestingly enough we are going to send Mike the plans for West Street later today.

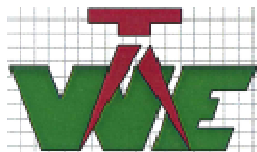
Regarding the DDA parking lot and the streetscape, we had included multiple meetings with the board in our fees.

In addition, we would be providing the following:

1. Meeting(s) with the DDA Board
2. Site topo
3. Plan and contract document preparation
4. Utility coordinations
5. Permitting as required
6. Advertising and bidding
7. Recommendation of Award (which can include a meeting with the Board if necessary)
8. Pre construction meeting
9. Contract Administration (Pay Requests, shop drawing review)
10. Construction Inspection and Testing

Let me know if you would like this in a more formal presentation.

Thanks.



Donald B. Heck, PE
Wolverine Engineers & Surveyors, Inc.
312 North Street
Mason, Michigan 48854-1169
Ph: 517.676.9200 Fx: 517.676.9896

donh@wolveng.com <http://www.wolveng.com>

From: Jeff Gray <JGray@jonesville.org>
Sent: Thursday, July 9, 2020 2:11 PM
To: Donald Heck <donh@wolveng.com>
Subject: RE: Proposals

Don,

Hope all is well with you and all around you are staying well.

I am planning to take the streetscape design and South Parking lot design to the DDA next week for their approval. I'd like to get design going with an aim toward possible construction next fiscal year. I recall us discussing meetings with the DDA to get input from the board before starting design on the projects. Can you confirm that these design numbers

include meetings with the board? Would you be able to provide a brief scope of work to inform the DDA of what is included? I have the professional services contract, but it is more boilerplate without specific project references.

Jeff

Jeffrey M. Gray · City Manager
City of Jonesville
265 E. Chicago Street · Jonesville, MI 49250
(517) 849-2104



From: Donald Heck <donh@wolveng.com>
Sent: Tuesday, April 21, 2020 2:53 PM
To: Jeff Gray <JGray@jonesville.org>
Subject: RE: Proposals

Jeff:

Please find following our fees for the projects as discussed.

Maumee Street:

Design: \$16,500
Inspection and Testing (MDOT Local Agency): \$24,500*

West Street:

Design: \$29,000
Inspection and Testing (Local/City Project Only): \$37,000*

Streetscape:

Design: \$9,500
Inspection: \$12,250*

South Parking Lot:

Design: \$12,500
Inspection and Testing: \$14,000*

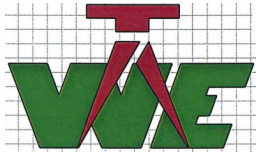
As discussed we have included meeting with the DDA in the Streetscape and Parking Lot Design fees. We based our streetscape fees on the attached estimate that had been previously prepared.

*Preference is to provide inspection on a time and materials basis as opposed to lump sum. These fees represent what we would anticipate the inspection and testing fees to total.

We propose to use the attached Professional services contract for these projects, modified as appropriate and as mutually agreeable.

We appreciate the opportunity to present these fees to the City of Jonesville and look forward to working with you and Mike on these projects.

Sincerely,



Donald B. Heck, PE
Wolverine Engineers & Surveyors, Inc.
312 North Street
Mason, Michigan 48854-1169
Ph: 517.676.9200 Fx: 517.676.9396

donh@wolveng.com <http://www.wolveng.com>

From: Jeff Gray <JGray@jonesville.org>
Sent: Tuesday, April 21, 2020 1:13 PM
To: Donald Heck <donh@wolveng.com>
Subject: RE: Proposals

Don,

I'll take budget numbers now, to be followed by proposals.

Jeff

Jeffrey M. Gray · City Manager
City of Jonesville
265 E. Chicago Street · Jonesville, MI 49250
(517) 849-2104



From: Donald Heck <donh@wolveng.com>
Sent: Tuesday, April 21, 2020 1:12 PM
To: Jeff Gray <JGray@jonesville.org>
Subject: Proposals

City of Jonesville

Main Street (US 12) Downtown Corridor

Executive Summary

Based upon a meeting and discussions with the City of Jonesville it is our understanding the US 12 corridor streetscape between M-99 South and M-99 North is aging and in need of updates. Included in these discussions are the removal and replacement of the street trees, sidewalk improvements (not including ADA crosswalks) and re-painting of the light poles.

It is further understood that MDOT will be completing a signal replacement project in 2019 replacing the mast arm signals with box spans and that US-12 is scheduled for repaving in 2021. Either or potentially both projects will have an impact on the crosswalk ramps which is why we have not included that work with our scope and estimates.

Additional discussions included improvements to enhance pedestrian and bicyclist safety, non-motorized connectivity, a potential “road diet” for traffic calming purposes and additional parking to serve the downtown businesses. These items will all require the coordination of efforts with MODT and design work to finalize pricing and as such are not included with the estimates provided herein. As discussed, it may be prudent for the Downtown Development Authority (DDA) to address these items through a Comprehensive “Master Plan” which involves representatives of all stakeholders within the corridor.

Discussion of Assumptions and Estimates

Pursuant to the discussions with the City of Jonesville, Wolverine Engineers & Surveyors, Inc. has reviewed the downtown corridor along Main Street (US-12) from M-99 South to M-99 North with emphasis on the street lights, street trees and the brick pavers.

In general, this segment of Main Street was reconstructed approximately 20 years ago likely utilizing MDOT Enhance Funds for many aspects of the project. While the facilities as constructed 20 years ago have all performed well, many things are at the end of their respective useful lives, including the trees and the brick pavers.

The estimate as attached provides for the removal of ALL areas that are currently finished in brick and replacing that detail with concrete that is stamped, colored and sealed in a decorative –pattern (assumed to be brick). The estimates include salvaging the existing brick and turning it over to the City. Our estimate does include some minor curb and gutter replacement, the adjustment of structures within the sidewalk and some minor bituminous (asphalt) hand patching. It does not include any ADA ramp work as it is understood this will be addressed on upcoming MDOT funded projects. Please note, replacement of brickwork stops at the bridge; however, replacement of sidewalk continues to the west and includes sidewalk, ramps and driveway upgrades.

All the existing street trees (assumed to be Bradford Pear) have outgrown their confines and have reached a height and spread whereby they are obscuring the view from the street to the downtown businesses. The estimate provides for the removal of the existing concrete “curbing” around the trees and the trees

themselves and the replacement of the trees. A specific tree has not been designated but it is our opinion the estimated value provided would allow for the City to have a reasonable choice in the selection of new tree species.

Finally, we have provided an estimate for the re-painting of the twenty-five (25) light poles within the study corridor. In addition, we have contacted the representative for Sternberg Lighting for specification of the original factory finishes and recommendations for re-finishing the lights. While the methods for re-painting the light poles would ultimately be the responsibility of a Contractor, we would anticipate the most economical methodology would be to remove the lights to a controlled setting for sand-blasting, cleaning and painted in lieu of attempting to re-finish the poles on site.

We provide a single estimate for all the items noted above. This was done to minimize costs incurred due to traffic control on a US highway; however, each segment may be completed as a stand-alone project with the recognition that the overall costs will be greater due to the traffic control requirements, mobilization and clean ups costs.

"Study Area" – US 12 from
M-99 South to M-99 North

25 Light Poles with Banner
Arms to be sandblasted,
cleaned and re-painted

Typical Street Tree –
Remove and Replace

Typical Brick Paver
Area – Remove and
Replace with
Stamped Concrete



VILLAGE OF JONESVILLE, MICHIGAN
US-12 (CHICAGO ST.) M-99 N. to M-99 S.
BRICK REPLACEMENT AND SIDEWALK IMPROVEMENT ESTIMATES
ENGINEERS OPINION OF PROBABLE COST
09-06-2018

ITEM	EST. QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
1	1,100	Syd	Remove Ex. Brick and Salvage to Village.	\$14.00	\$15,400.00
2	120	Cyd	Remove Excess Aggregate Subgrade to New Concrete Grade (Approx. 3 1/2").	\$30.00	\$3,600.00
3	9,500	Sft	Install, 6", Stamped, Colored and Sealed Decorative Concrete.	\$18.00	\$171,000.00
4	500	Lft	Remove and Replace Concrete Curb and Gutter.	\$30.00	\$15,000.00
5	2,500	Sft	Remove and Replace 4" Concrete Sidewalk, Plain.	\$6.00	\$15,000.00
6	2,000	Sft	Remove and Replace 6" Concrete Sidewalk or Driveway, Plain.	\$7.00	\$14,000.00
7	6	Ea	Adjust Ex. Manholes or Electric Handhole Boxes, in Walk	\$450.00	\$2,700.00
8	25	Ea	Sand Blast, Clean, Repaint Existing Decorative Light Poles.	\$1,000.00	\$25,000.00
9	380	Lft	Remove and Replace Concrete "E" Curb Around Tree Openings.	\$25.00	\$9,500.00
10	18	Ea	Remove and Replace Decorative Trees.	\$500.00	\$9,000.00
11	400	Lft	Sawcut Bit. Pavement for Curb Removal.	\$3.50	\$1,400.00
12	25	Tons	Bituminous Hand Patching.	\$140.00	\$3,500.00
13	1	LSum	Construction Signing and Traffic Maintenance.	\$14,000.00	\$14,000.00
14	1	LSum	Pedestrian Traffic Control and Maintenance.	\$9,000.00	\$9,000.00
15	1	LSum	Project Cleanup.	\$4,000.00	\$4,000.00
Total Estimated Construction Cost					\$312,100.00
NOTES: -The brick removal and replacement with stamped concrete include <u>ALL</u> existing brick areas along US-12 between M-99 North and M-99 South.					
No sidewalk ramp work is included in this scope.					
No road construction or improvements are included in this scope.					
Costs are included for curb, walk and drive replacement for these items that are damaged and or require replacement for ADA compliance.					



DOWNTOWN DEVELOPMENT AUTHORITY (DDA) FACADE IMPROVEMENT PROGRAM GUIDELINES

The purpose of the program is to encourage and stimulate improvements to the exterior of commercial buildings within the district. This includes the front, rear and sides of buildings where the public would regularly access the business. The Jonesville DDA finds that the creation and maintenance of a visually pleasing and inviting business sector is a public purpose which can be achieved in part through improvements to commercial building facades in the district. The improvement and maintenance of business facades will enhance our image as a consumer-friendly and economically prosperous community in which to shop, dine and do business. The intent of the facade improvement program is to strengthen the economic viability of the Downtown Development Authority district by providing financial incentives for improving the exterior appearances of its commercial buildings. The program provides an opportunity to preserve the architectural heritage of the downtown and enhance the other commercial sectors of our community.

Program Description:

Subject to funding availability and project approval, the Jonesville DDA may rebate up to 50% of the cost of eligible commercial building improvements. The total rebate for a facade improvement grant may not exceed **\$2,500.00** per project and **must be utilized entirely for exterior facade improvements. The 50% match may include structural improvements such as roof and foundation repair and/or electrical, HVAC, and plumbing upgrades.**

Eligible Applicants:

Owners, tenants with owners approval, or both who have structures located within the Downtown Development Authority district may apply for facade improvement program funds for a building in which commercial business is conducted.

Eligible Buildings:

Any existing commercial building located within the DDA district that is used by an eligible applicant and is currently used or occupied by an operating commercial business is eligible. Newly constructed buildings and additions to existing structures are also eligible subject to funding availability. Storage buildings and other accessory buildings not accessible to the public are not eligible for funding.

If a building under one ownership is divided into more than one unit for purposes of commercial tenancy, each separate unit which has an individual storefront, side or rear facade and an independent ground floor entry shall be eligible to receive funding provided however, that the funding shall not exceed **\$5,000.00** for the entire building, subject to funding availability.

Program Financing:

The Jonesville DDA will reimburse 50% (up to **\$2,500.00**) of total eligible facade grant program expenses. Once a building has reached the maximum amount of **\$2,500** in facade grant reimbursement the building may not be eligible for additional funding for a period of **3 years** from the date of the final reimbursement.

Design Guidelines:

Projects approved for facade improvement program funds must comply with all applicable City of Jonesville ordinances and applicable building codes. Most projects will need a building permit and some may require a site plan approval by the City Planning Commission. The fees and costs involved in these processes are not eligible for reimbursement by the facade grant program funds.

Eligible Exterior/Facade Improvements:

Materials and wages for improvements to the front, rear and side facades of eligible buildings that are open to public access, when completed in conjunction with a significant renovation project, such as, but not limited to the following items:

Awnings	Carpentry	Doors/Entryways
Lighting	Masonry Cleaning	Painting
Removal/Demolition	Restoration	Signs
Storefront Constructions	Windows	

Ineligible Exterior Façade Expenses:

All expenses incurred prior to the DDA's receipt, review and approval of a Facade Improvement Program application are ineligible.

Examples of additional ineligible expenses include, but not limited to the following items:

- Property acquisition
- Mortgage or land contract refinancing expenses and interest
- Loan Fees, Building Permit Fees, Site Plan Fees, Sign Permit Fees
- Appraiser, attorney, interior decorator fees
- Wages paid to the applicant or relatives unless licensed to perform such work
- Furnishings, trade fixtures, display cases, counters or other items considered "personal property"
- Reusable or removable items
- Interior building work or improvements
- Site improvements completed in conjunction with a Village of Jonesville special assessment district
- Any portion of expenses for which applicant pays a contractor in merchandise or service

Timetable:

Unless otherwise agreed in writing when the project is approved for Facade Improvement Program funding, in the event the actual physical construction on a project has not commenced within 90 days of the DDA funding commitment, the Jonesville DDA will re-evaluate the status of the project. At its discretion, the DDA reserves the right to cancel or extend the funding commitment.

Program Exceptions:

At the DDA's discretion and with a majority vote of the Board, an exception to any facade improvement program guidelines may be granted due to special conditions or situations which were not apparent at the time of the program's inception.

Application, Approval & Payment Procedures:

Contact the Jonesville City Hall for Facade Improvement Program information and application packet during normal business hours at 265 E. Chicago Street and review proposed facade improvement design with City Manager, City Zoning Administrator and/or DDA Chairperson.

Submit completed application, design plans, cost estimates to the Jonesville DDA via Jonesville City Hall, 265 E. Chicago Street, Jonesville, Michigan 49250. The DDA accepts applications throughout the year. The deadline for submission of facade improvement program applications containing all required information is the first of each month.

CONSTRUCTION WORK BEGUN PRIOR TO ISSUANCE OF A BUILDING PERMIT, IF REQUIRED, AND PRIOR TO DDA'S RECEIPT, REVIEW AND APPROVAL OF THE APPLICATION WILL NOT BE CONSIDERED AN ELIGIBLE EXPENSE AND WILL NOT BE REIMBURSED TO THE APPLICANT.

CITY OF JONESVILLE
DDA FACADE GRANT PROGRAM APPLICATION

Name of Applicant

Applicant Address

Address of Property for Improvement

☐ **Property Owner**

☐ **Business Owner (check one)**

Business Contact Person

Title

Business Phone & Fax Numbers

This request is being made for: Check what is applicable and indicate the cost estimate.

☐ **Awning \$**_____ ☐ **Signage \$**_____ ☐ **Window \$**_____ ☐ **Door \$**_____
☐ **Paint \$**_____ ☐ **Masonry \$**_____ ☐ **Lighting \$**_____
☐ **Exterior Carpentry \$**_____

Please check all that apply:

☐ **This is my first application for the Grant Program**
☐ **I already have one approved grant under the Grant Program**

Please attach an exact color photograph or drawing, in appropriate scale of the improvement being proposed. Signage information must include where and how it will be attached or mounted, size and material. Please also include exact colors including a written description of improvements. Lessee/Business owners must also include authorization from Property/Building Owner.

The estimated improvement cost is \$_____.

To be completed by the DDA

The Property at _____

Has been found to be: ____ **consistent** ____ **inconsistent** with DDA plans.

It is therefore: ____ **eligible** ____ **not eligible** for the grant program

Determined by: _____
Name Title Date

Total amount to be granted upon installation/completion: \$_____

percent (30%) of the façade. The first floor of any front façade facing a right-of-way in the D-2 sub-district shall be no less than fifty percent (50%) windows and doors, and the minimum transparency for facades facing a side street, site yard, or parking area shall be no less than thirty percent (30%) of the façade.

When property in both the D-1 and D-2 sub-districts have frontage on US-12 and another street, any other street frontage is considered a side street.

- b. Transparency requirements shall not apply to sides which abut an alley.
- c. Windows for building sides shall be concentrated toward the front edge of the building, in locations most visible from an urban open space or public right-of-way.

Figure 9-1. Transparency and Building Façade Features



2. Transparency Alternatives: The following alternatives may be used singularly or in combination. They may count toward no more than fifty percent (50%) of the transparency requirement.
 - a. Wall Design: Wall designs that provide visual interest and pedestrian-scale may count as a transparency alternative if they provide a minimum of three (3) of the following elements, occurring at intervals no greater than twenty-five (25) feet horizontally and ten (10) feet vertically:

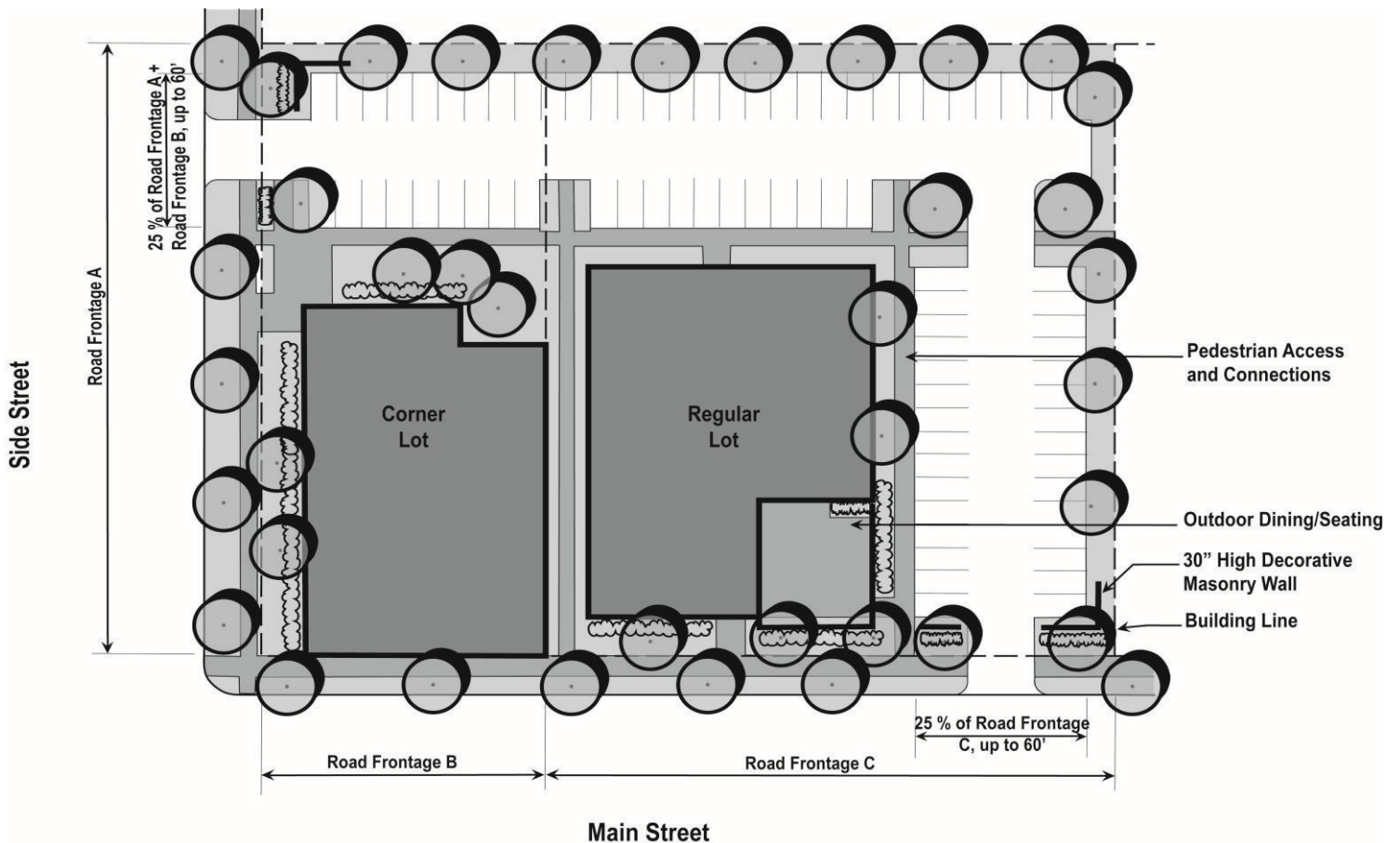
- i. Expression of structural system and infill panels through change in plane not less than three (3) inches.
 - ii. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters, and the like (See Figure 9-1 on previous page).
 - iii. System of horizontal and vertical reveals not less than one (1) inch in width/depth.
 - iv. Variations in material module, pattern, and/or color.
 - v. System of integrated architectural ornamentation.
 - vi. Green screen or planter walls.
 - vii. Translucent, fritted, patterned or colored glazing.
- b. Outdoor Dining/Seating: Outdoor dining/seating located between the building and the primary street zone lot line may count toward the transparency requirement. Such spaces must be permanently created by a wall or other permanent improvement defining the outdoor dining area.
- c. Permanent Art. Non-commercial art or graphic design of sufficient scale and orientation to be perceived from the public right-of-way and rendered in materials or media appropriate to an exterior, urban environment and permanently integrated into the building wall may count toward the transparency requirement.

D. Pedestrian Access/Entrance:

- 1. The primary entrance for a non-residential and/or mixed-use building shall be clearly identifiable, useable and located facing the right-of-way.
- 2. A pedestrian connection shall provide a clear, obvious, publicly-accessible connection between the primary street upon which the building fronts and the building. The pedestrian connection shall comply with the following (for those public entryways recessed from the public sidewalk):
 - a. Fully paved and maintained surface not less than five (5) feet in width.
 - b. Unit pavers or concrete pavers distinct from the surrounding parking and drive lane surface.
 - c. Located either within a raised median or between wheel stops to protect pedestrians from vehicle overhangs where parking is adjacent.

3. Additional Entrances: If a parking area is located in the rear or side yard, it must also have a rear entrance to the building that is consistent with the materials and quality to that of the primary entrance.
 4. Direct vehicular access to a building within the DFBC from the right-of-way is prohibited.
- E. **Parking:** Parking may be provided in the D-1 and D-2 sub-districts. When provided on-site, whether required or not required, parking must comply with the following:
1. When parking is located in a side yard (behind the front building line) but fronts on a required building line, no more than twenty-five percent (25%) of the total site's linear feet along the required building line or sixty (60) feet, whichever is greater, shall be occupied by parking.
 2. For a corner lot or lot with multiple frontages, no more than twenty-five percent (25%) of the total site's linear feet along the required building line or sixty (60) feet, whichever is greater, shall be occupied by parking on both frontages.

Figure 9-2. Parking Location



F. Landscape and Streetscape. Landscape and streetscape elements shall be required in accordance with the following:

1. Street furniture shall be provided at a ratio of one (1) element for every thirty (30) linear feet of frontage along a right-of-way. Street furniture may be located in the right-of-way or on private property, provided they are located between the front building line and the back-of-curb. Permitted street furniture features include:
 - a. A permanently mounted seating fixture constructed of decorative metal.
 - b. A permanently reserved planting bed with defined, durable edges. Such beds must be a minimum of twenty (20) square feet in area and should be raised or protected from the surrounding paved areas by a durable curb, edge, or other designed feature. Planting beds must be planted with hardy plants and general areas within planting beds must be planted with groundcover to reduce soil loss.
 - c. Waste receptacle constructed of decorative metal.
2. Parking areas which front a right-of-way shall be screened from the public right-of-way by a thirty (30)-inch decorative masonry wall. Such wall may be located directly along the front property line or may be recessed and buffered by a landscape bed three (3) feet in depth.

SECTION 9.05 FORM-BASED REGULATIONS

- A. Downtown Core (D-1) Sub-District:** Downtown core buildings and sites will be developed in a manner which contributes to the character of the area by maximizing the value of the property and continues to the traditional “street wall” of adjacent historic buildings. D-1 sites must comply with the following regulations:

Table 9.05A-1 D-1 Dimensional Requirements

Height	Minimum		1 Story / 15 Feet
	Maximum		3 Stories / 45 feet
	Ground Floor Maximum		15 feet
Placement	Front	Required building line*	0 feet. 75% of the building façade must meet the required building line, while up to 25% of the façade can be setback to allow for architectural consideration.*