

CITY OF JACKSONVILLE
DOWNTOWN DEVELOPMENT REVIEW BOARD
MEETING

Proceedings held on Wednesday, November 10, 2021, commencing at 2:00 p.m., at City Hall, Lynwood Roberts Room, 117 West Duval Street, Jacksonville, Florida, before Diane M. Tropaia, FPR, a Notary Public in and for the State of Florida at Large.

BOARD MEMBERS PRESENT:

J. BRENT ALLEN, Acting Chairman.
BRENNNA DURDEN, Secretary.
TREVOR LEE, Board Member, via Zoom.
MATT BROCKELMAN, Board Member.
CRAIG DAVISSON, Board Member.
WILLIAM J. SCHILLING, JR., Board Member.
BRENNNA DURDEN, Board Member.
JOSEPH LORETTA, Board Member.

ALSO PRESENT:

LORI BOYER, DIA, Chief Executive Officer.
GUY PAROLA, DIA, Operations Manager.
LORI RADCLIFFE-MEYERS, Redevelopment Coordinator.
SUSAN GRANDIN, Office of General Counsel.
XZAVIER CHISHOLM, Administrative Assistant.

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1 motion. Mr. Harden seconded the motion.
2 All in favor, say aye.
3 BOARD MEMBERS: Aye.
4 THE CHAIRMAN: Any opposed?
5 BOARD MEMBERS: (No response.)
6 THE CHAIRMAN: That carries. Thank you.
7 First on the agenda today is DDRB
8 2021-014. It's 1 Riverside Avenue, master site
9 plan final approval.
10 Can the applicant please come forward.
11 (Ms. Trimmer approaches the podium.)
12 MS. TRIMMER: Do we have a staff report?
13 THE CHAIRMAN: Yeah. Thank you so much
14 for the reminder.
15 Can we have the staff report.
16 MR. PAROLA: Thank you, Mr. Chairman.
17 And the echo in the audience back there
18 (inaudible), which I assume is Ms. Trimmer.
19 This is probably the fourth time, I think,
20 we've seen this particular item. You're acting
21 on this -- this application is the master site
22 plan. I'm not going to give as long a
23 presentation as I've done before, simply
24 because, again, it's, like, the third time
25 you've seen it.

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1 PROCEEDINGS
2 November 10, 2021 2:00 p.m.
3 - - -
4 THE CHAIRMAN: All right, everyone. It's
5 2 o'clock. We're going to call the
6 November 10th, 2021, meeting to order.
7 With us today, we have Susan Grandin from
8 the Office of General Counsel, Lori
9 Radcliffe-Meyers with the Downtown Development
10 Review Board. Lori Boyer will join us at some
11 point today. Guy Parola with DIA and DDRB.
12 Mr. Harden is present. Mr. Loretta is present.
13 Mr. Brockelman is present. Ms. Durden is
14 present. Mr. Schilling and Mr. Davisson. And
15 we have Mr. Lee on Zoom, I believe.
16 Is he logged in?
17 MR. CHISHOLM: Yes.
18 THE CHAIRMAN: Wonderful.
19 I'm going to move for approval of the
20 October 14th, 2021, DDRB regular meeting
21 minutes.
22 Do I have a motion?
23 BOARD MEMBER BROCKELMAN: So moved.
24 THE CHAIRMAN: Do I have a second?
25 BOARD MEMBER HARDEN: Second.
THE CHAIRMAN: Mr. Brockelman moved the
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1 If you can go to the next slide, please.
2 Just as a reminder that the DIA adopted a
3 resolution and a term sheet. A, B, and C are
4 the public requirements or the public
5 responsibilities and opportunities that the
6 City is going to undertake. I just wanted to
7 point out that our resolution has now become an
8 ordinance, and the ordinance is working its way
9 through City Council for the redevelopment, as
10 well as A, B, C requirements.
11 Slide, please.
12 At conceptual review, the DIA board -- or
13 I should actually say DDRB. My bad. DDRB made
14 several recommendations. They involved a
15 couple of different subject matters, Leila
16 Street and May Street, and I just wanted to
17 point out that -- without going over each one
18 of those recommendations and how they are
19 addressed because I think the applicant is
20 going to do that, I want to point out, if it's
21 got a check box next to it, that means staff
22 looked at it. It was addressed to what we
23 believe was the intent of that particular
24 recommendation.
25 So there's still some work to be done on

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1 Leila Street, or if the work cannot be done,
2 then the applicant will explain why they landed
3 where they landed.

4 Slide, please.

5 There were other internal recommendations
6 that came out of the, I think, one, two, three,
7 four, five, six shown on there. All but one --
8 I believe it's the first one -- just -- it was
9 not addressed or they could not work around it.
10 I think that's the better way to say it. For
11 engineering reasons or planning reasons, they
12 just couldn't work around it.

13 Slide.

14 So if I were to look at those text on the
15 previous pages that said all these
16 recommendations and say, at what point were
17 those recommendations centered around and did
18 they do anything about them, those circles tell
19 us where the recommendations were and how they
20 were resolved at least on the site plan.

21 So speaking to the top left-hand circle,
22 there were some traffic-calming measures put in
23 there, the revised site plan, since conceptual,
24 including a tabletop to slow traffic down.

25 If we went to the topmost circle on the
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1 right-hand side, that was referred to as the
2 May Street T, I believe. And that used to be a
3 vehicular drive. You can see right now it's a
4 pedestrian route, and it now connects to a
5 bridge that goes over to McCoy's Creek that
6 will go to the park.

7 The contiguous circle to the south or to
8 the bottom of that is the end of May Street.
9 You will recall, there was a lot of
10 conversation that -- at conceptual -- that dead
11 end, and it was still a vehicular area. Right
12 now, it's taken just as far south as necessary
13 to provide access to the buildings to the east,
14 when those Phase 2 buildings come on line, with
15 the remainder of it being a pedestrian
16 promenade.

17 There were two recommendations -- or this
18 is final, so there are two conditions that
19 we've asked the board to adopt in our staff
20 report. And that is that they include a
21 minimum of ten parking spaces dedicated for the
22 benefit of the public for a park, and that on
23 Leila Street and May Street, the pedestrian
24 clear zone -- so that area commonly referred to
25 as a sidewalk -- be at least 10 feet in width.

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1 I do want to say this -- and Lori
2 Radcliffe-Meyers will get into this -- you have
3 two applications running today. You have this
4 one, which is the master site plan, and I think
5 following this, you have the Phase 1 for the
6 residential. The site plans did not match up.
7 The controlling site plan will be this, and I
8 believe Lori Radcliffe-Meyers will talk about
9 overlaying the Phase 1 on top of whatever site
10 plan is approved today as a condition that may
11 not otherwise be in her staff report.

12 That concludes my presentation. I don't
13 know if we have anyone from the Parks
14 Department here. I know at conceptual --
15 Ms. Enz is over there. Maybe we can hear from
16 her and talk about the park and McCoy's Creek
17 and how that works together. I know that came
18 up from at least one board member.

19 THE CHAIRMAN: Thank you, Mr. Parola.

20 MR. PAROLA: Could we afford Ms. Enz an
21 opportunity to (inaudible)?

22 THE CHAIRMAN: Absolutely.

23 Can you step forward, please. Thank you.

24 The microphone is working over there.

25 (Ms. Enz approaches the podium.)

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1 THE CHAIRMAN: Can you state your name and
2 address for the record, please.

3 MS. ENZ: Jill Enz, Parks Department, Ed
4 Ball Building, Jacksonville, Florida.

5 THE CHAIRMAN: Thank you.

6 MS. ENZ: I just wanted to state that this
7 is a unique opportunity for the confluence of
8 the McCoy's Creek and the St. Johns River.

9 So from an activation standpoint, McCoy's
10 Creek is vital to downtown and the connection
11 of the neighborhoods to the riverfront. And
12 the park space adjacent to it is going help
13 from a floodplain standpoint, living shoreline
14 standpoint, and kind of activating parts of the
15 Riverwalk.

16 So some of the issues we have with the
17 current Riverwalk is that it's just really
18 narrow. And so having some additional
19 greenspace adjacent to the Riverwalk and kind
20 of destination parks dotted along the way is a
21 great opportunity.

22 So Tampa Riverwalk has a lot of park space
23 adjacent to the their Riverwalk, and this is
24 kind of one of the first key connections that
25 we could have from a larger park space. And

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1 that would kind of tie into what's happening at
 2 Riverfront Plaza from a redevelopment
 3 standpoint.
 4 And we really looked from a planning
 5 standpoint to make this an asset along the
 6 Riverwalk and program it adjacent to the --
 7 like, all the rest of what's happening from a
 8 McCoy's Creek standpoint for paddle boards,
 9 kayaks, water activation, some greenspace and
 10 lawn for people to play in, people to bring
 11 their kids to.
 12 And also, this morning during Waterways,
 13 there was a discussion about, how do you really
 14 activate it from a waterfront standpoint, too?
 15 Because there's going to be some submerged land
 16 leases associated with the park space, and
 17 could we provide floating docks for people to
 18 tie up to and/or the water taxi to stop here as
 19 well?
 20 I just wanted to say a few words about how
 21 much of an improvement this development offers
 22 from increasing park space and the confluence
 23 of those two river systems.
 24 THE CHAIRMAN: Thank you so much.
 25 Will you be around for the rest of the
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1 presentation in case some board members have
 2 questions from you?
 3 MS. ENZ: I have to attend to some family
 4 matters, so ...
 5 THE CHAIRMAN: Are there any questions of
 6 the board right now?
 7 Ms. Durden.
 8 BOARD MEMBER DURDEN: Thank you very much,
 9 Mr. Chair.
 10 Thank you for being here and taking the
 11 time out. I have a question about the dock
 12 that -- you know, for the taxi and the
 13 activation. I think that's really important
 14 because one of the things that this board
 15 talked about was its concern about how we're
 16 going to get people to this land area.
 17 I know that Ms. Boyer told us that the
 18 submerged lands just off the main lands are
 19 actually owned by the City. Is that -- or is
 20 it owned by the current landowner, Times-Union?
 21 MS. ENZ: I believe part of the
 22 negotiation -- and correct me if I'm wrong,
 23 Lori and Guy -- is that when the park space is
 24 created, whatever is associated with it from an
 25 upland interest would allow the submerged land
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1 lease to continue into the river where the park
 2 space is located.
 3 BOARD MEMBER DURDEN: I think what -- if
 4 we don't know for certain the answer, what I
 5 would like to see the City Parks Department and
 6 OGC make sure of is that when we become the
 7 owner of the park parcel, that we also become
 8 owner the submerged lands that are off, you
 9 know, the park parcel itself so that we could,
 10 in fact, control what is dockage there and that
 11 kind of thing.
 12 It definitely is the main question that we
 13 had, the programming of it. Right now, we've
 14 just got the one bridge that's going to go
 15 over -- that we see here anyway -- as far as
 16 pedestrian access.
 17 Is that still the thinking or is there
 18 some other ideas that you could share with us?
 19 MS. ENZ: I mean, outside of the -- so I
 20 think there's going to be a pedestrian bridge
 21 that accesses the parcel. I don't think it
 22 warrants a vehicular bridge from a cost
 23 standpoint and just an overall width
 24 standpoint.
 25 Really, it's to start creating more
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1 walkable park spaces downtown and along the
 2 Emerald Trail, because the Emerald Trail is
 3 going to run on the west side of McCoy's Creek
 4 at this location and tie into kind of the other
 5 park amenities that are located upstream.
 6 This portion along McCoy's Creek is still
 7 in the design process, so it's going through a
 8 lot of engineering work and refinement. So as
 9 that gets refined, I think one pedestrian
 10 crossing is more than enough for a park of this
 11 size and kind of how it's constrained.
 12 BOARD MEMBER DURDEN: The one pedestrian
 13 bridge? Because the green -- the Emerald Trail
 14 is, as you said, on the west side, so -- of the
 15 creek. So it still doesn't -- so that the only
 16 way that I see that people are really going to
 17 get to this -- and maybe that's a question.
 18 The only way -- is that the only way, is the
 19 pedestrian bridge?
 20 MS. ENZ: The pedestrian bridge, kayak,
 21 canoe, paddle board from a waterways
 22 standpoint.
 23 BOARD MEMBER DURDEN: But that's if you're
 24 already on the water?
 25 MS. ENZ: Yeah. Right. And likely that
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1 pedestrian bridge would also serve for service
 2 trucks and things like that, too. So if we
 3 have to go collect trash or fix light fixtures
 4 or build something out, that it would be ample
 5 and strong enough to allow kind of more
 6 utilitarian use when it's not being a
 7 pedestrian bridge.
 8 BOARD MEMBER DURDEN: Thank you.
 9 I would just ask -- and I'm not speaking,
 10 of course, for my other board members, but from
 11 my perspective, it would be wonderful if there
 12 was some other -- an additional access for
 13 pedestrians to access that large land area.
 14 And I don't know if there is. It's just a --
 15 basically, an ask on my part to say, you know,
 16 it would be a great benefit, an opportunity to
 17 have more than just the one pedestrian bridge.
 18 MS. ENZ: Yeah. And I think as the design
 19 processes happens, that's something we can look
 20 into.
 21 BOARD MEMBER DURDEN: Thank you.
 22 MS. ENZ: So thanks for sharing.
 23 BOARD MEMBER DURDEN: Thank you,
 24 Mr. Chairman.
 25 THE CHAIRMAN: Any other questions from
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1 board members?
 2 BOARD MEMBERS: (No response.)
 3 THE CHAIRMAN: Thank you.
 4 BOARD MEMBER LORETTA: I'll just comment
 5 really quick to what Ms. Durden said. And I
 6 appreciate and understand exactly what you're
 7 stating.
 8 I do think that it would be pretty simple
 9 to -- since there's going to be the elevated
 10 bridge kind of creating on the boardwalk, the
 11 elevated pedestrian bridge that you can see in
 12 some of the cross-sections and on the plan, you
 13 wouldn't be able to -- maybe not ADA
 14 accessibility, but you would be able to take
 15 that elevated bridge straight down to this
 16 section of the park pretty easily as well.
 17 And so that's really kind of outside the
 18 scope of what we're talking about here. But,
 19 you know, it is a decent size park, so it would
 20 be great for multiple means of ingress and
 21 egress. But that would be a pretty easy
 22 solution based on what I see right here in plan
 23 and cross-section.
 24 Thank you.
 25 THE CHAIRMAN: Anything else from the
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1 board?
 2 BOARD MEMBERS: (No response.)
 3 THE CHAIRMAN: Thank you so much. I
 4 appreciate that.
 5 MS. ENZ: Thank you.
 6 THE CHAIRMAN: Ms. Radcliff-Meyers, did
 7 you have a report in addition to Mr. Parola's,
 8 or ...
 9 MS. RADCLIFFE-MEYERS: No, I did not.
 10 THE CHAIRMAN: Thank you.
 11 Ms. Trimmer, can we hear from you, please.
 12 Cyndy Trimmer, the applicant, please.
 13 MS. TRIMMER: Thank you so much.
 14 Who has the clicker?
 15 MR. CHISHOLM: I don't think the clicker
 16 will reach that far, but give it a shot.
 17 MS. TRIMMER: So that's a fun challenge,
 18 because I need to jump around a lot today.
 19 MR. CHISHOLM: You could take the
 20 microphone from the stand.
 21 MS. TRIMMER: So with that preview, I am
 22 going to jump around today because I want to
 23 try to --
 24 THE CHAIRMAN: Can you say your name and
 25 address?
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1 MS. TRIMMER: I apologize.
 2 Cyndy Trimmer, 1 Independent Drive, Suite
 3 1200, on behalf of the applicant.
 4 So we've given you guys a package and time
 5 to digest it. Rather than working through a
 6 page turn, today I'm going to jump around and
 7 talk about all of the feedback that we got when
 8 we were here last time and how we've addressed
 9 that. So I ask that you bear with me while I
 10 do try to flip around on the various pages.
 11 High-level issues, before we get into it,
 12 just to kind of address, through the Chair, to
 13 Ms. Durden's comment. In terms of the
 14 submerged land, my understanding is that the
 15 negotiation with DIA does require that the
 16 submerged land lease in front of the park will
 17 travel with the park as -- with its dedication
 18 to the City. So the City should control the
 19 submerged land in front of the park space.
 20 And in terms of the access to that, if
 21 you're looking at the site plan, there is
 22 access that is programmed along May Street.
 23 I'm going to call it May Street for ease of
 24 reference.
 25 And if anybody remembers or sat through
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1 the Lunch and Learns that Lori Boyer has been
2 in, the prior plan for this called for a
3 connection at Magnolia, north of the May Street
4 connection, which is north of the JTA
5 transportation site that would be just above
6 where you're seeing that little connectivity
7 point.

8 One of the reasons that that plan has been
9 abandoned and substituted for this plan is any
10 type of access that comes along the creek on
11 the eastern side of the creek starts
12 implementing a bunch of different ownership
13 groups. You have to deal with JTA. You get
14 into a TECO parcel. And there's Florida East
15 Coast railway land all along that eastern side
16 of the creek.

17 So it's not for lack of trying or lack of
18 desire to have more vehicular or pedestrian
19 access along that eastern corridor. It's just
20 that side is really, really challenging. And
21 the City and the developers don't have the
22 right to dictate that side. So we are
23 providing all of the access that we can along
24 the western side of the project.

25 And that's where the McCoy's Creek

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1 improvements, the Emerald Trail improvements,
2 everything that Groundwork Jax is partnering on
3 with the City are going to come on line. And
4 I'll show you those kind of as we go through
5 the presentation.

6 Ms. Boyer, I saw you come in. There had
7 been some questions, I just wanted to confirm
8 the representation. The submerged land lease
9 in front of the park will convey to the City.

10 MS. BOYER: It's not actually a lease;
11 it's ownership.

12 It's not actually a lease; it's ownership,
13 and it will convey to the City. So that
14 portion in front of the park, in front of the
15 new creek, all of that will be City-owned as
16 part of the City parcel.

17 MS. TRIMMER: Thank you so much.

18 Do you guys mind if I sit --

19 THE CHAIRMAN: Please.

20 MS. TRIMMER: -- so I can multitask with
21 the thing?

22 So backing up, then, I have with me today,
23 the Prosser design team: Brad Davis, Shawn
24 Bliss, Tim O'Reilly. Online we have the Fuqua
25 team. And then in-house we have the TriBridge

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1 team, which also includes all of their entire
2 design team. So hopefully, between all of us,
3 we can answer any questions that come up about
4 where we have landed.

5 So I'm going to try to track the comments
6 from the conceptual report and what you just
7 heard from Guy in terms of the overall outline
8 so that we've got the feedback in order.
9 Maybe.

10 Hey, Xzavier. Is there something
11 (inaudible)?

12 (Technical discussion held off the
13 record.)

14 MS. TRIMMER: So one of the conditions
15 from the original report and the questions
16 asked was, you have shown us volumetric
17 analysis for the Phase 1 development, what
18 happens in Phase 2? Are you sure everything is
19 still compliant? Is that going to trip any
20 issues?

21 Phase 2 is not fully designed yet. There
22 are some constraints that we know. For
23 example, the intent is to integrate those
24 buildings with vertical parking integrated into
25 the structures. So that's kind of dictating

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1 the widths of the building. So we've taken
2 that worst-case scenario, plugged it in, run
3 updated volumetric calculations, and confirmed
4 in an absolute worst-case scenario, we're still
5 compliant, wouldn't need any deviations there.
6 So that one is checked off the list.

7 Could you go to Page 6?

8 In terms of site planning, one of the
9 comments that we had was, could you look at
10 whether it is possible to widen the Leila
11 Street corridor? And that comment came up
12 because I believe Ms. Durden looked at the site
13 plan, saw that there was wiggle room on the
14 western side of the multifamily building, and
15 wanted to know if it was possible to shift
16 anything back.

17 We looked at all the site planning,
18 designing, and the (inaudible) that we have
19 along that western side for fire access, that's
20 also where -- those rooms have view corridors.
21 I mean, that is the rear end of those units
22 that would be facing the Haskell building or
23 anything else that's developed on the
24 undevelopable portion of that.

25 So that 15-foot corridor that we have

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1 along the western side of the building really
2 is essential to preserve the views for those
3 units and the access. We widened it nominally,
4 but I can't tell you that we got to the full
5 50 feet. We are compliant with the 40-foot
6 view corridor. And we'll have, through the
7 other slides, showing kind of what we have done
8 to activate that corridor and make it clear so
9 that we're not providing the condition that --
10 there was concern expressed about where it's
11 not open and active and you can tell you can
12 get to the water through that corridor.

13 Reducing the amount of surface parking
14 along Leila and providing more pedestrian
15 engagement. So this was, candidly, the
16 toughest issue we faced.

17 If you can work to Page 15.

18 And we all have a strong desire on here to
19 create the best possible experience coming into
20 this site and implementing best urban design
21 practices. We've got the challenge of
22 balancing those best urban design practices
23 with what the market demand is. And we went
24 back to the grocer, talked through the issues,
25 expressed all the concerns. Their retort was,

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1 actually, they want more surface parking.
2 Definitely got the point across that that's
3 never happening.

4 So we couldn't eliminate that row of
5 surface parking along Leila. So we shifted the
6 focus to what can we do to really enhance that
7 corridor, to give it a wow factor, to make it
8 inviting and soften the fact that we do have
9 parking along that corridor.

10 As you can see coming in, the immediate
11 upper right-hand corner of Leila, we created a
12 pedestrian open space to mirror what we have on
13 the other side of the street. And with that,
14 we have the opportunity for imported, inviting
15 public art, something that's a nice statement
16 piece to really mirror those, before you come
17 into the shaded pedestrian corridor where we
18 have really focused on getting trees and
19 screening in the form of landscaping,
20 shrubbery, green wall, all along that corridor.

21 If you can go to what I believe is 16.

22 Thank you.

23 So these two cross-sections highlight that
24 experience and the corridors that (inaudible)
25 coming into the project where you have this

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1 nice shaded walkway. You'll see the beautiful
2 buildings in the background. And we've got
3 this hardscape that provides activity in those
4 areas as well.

5 We understand working with staff, since
6 we've submitted the package, that they would
7 like us to prioritize hardscape a little more
8 than landscape coming down Leila and widen that
9 to 10 feet. That's not a problem. We can do
10 that. The space is there throughout the
11 majority of that side of the site. So if the
12 desire is to widen it, we can do so.

13 The western side -- if you switch back to
14 the site plan page. Perfect. Thank you.

15 We've pulled the parking lot back from
16 Leila that is behind the stand-alone retail
17 parcel. And we have a jog in that sidewalk so
18 that it lines up both with the Riverside
19 crosswalk and the crosswalk further south.
20 Reconfigured that so that we could also get
21 that meaningful buffer along both sides of that
22 lot as well.

23 If there's alternate screening or
24 activation that anybody wants to see, that's
25 something that we can look at, but that was the

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1 intent behind the experience that we created
2 coming into the site.

3 Moving on to Page 13.

4 Another of the conditions that we had
5 coming out of the conceptual was to look at
6 traffic-calming alternatives for this condition
7 that we have with a turn lane coming into the
8 site.

9 I've been instructed by all of the traffic
10 professionals at the City not to call it a slip
11 lane. It is a dedicated turn lane. When you
12 are coming down Riverside Avenue, all of
13 Riverside is a three-lane. And then when you
14 get to Stonewall, which is the intersection
15 immediately west of us in front of Haskell,
16 that's where this lane starts to become a
17 dedicated turn lane into the site.

18 So in terms of traffic-calming
19 alternatives, Brad Davis can talk in more
20 detail about the work that's been done in
21 coordinating with the City and the discussions
22 that we've had. But we've come up with this
23 palette of traffic-calming alternatives that
24 would both activate the space, create
25 opportunities for art, lighting engagement,

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1 that would also satisfy the concern about the
2 refuge island that we have and the additional
3 crossing of the turn lane.

4 I do want to be clear. That refuge island
5 we have is an appropriate traffic-planning
6 measure. I would like -- Mr. Schilling, back
7 me up on anything of that. But that actually
8 is considered an appropriate traffic-planning
9 mechanism and is not in itself an inherently
10 unsafe condition.

11 And then, Mr. Davis from Prosser did go
12 and look at crash/pedestrian/accident data and
13 anything that was available in this realm to
14 see if there had been any issues in this
15 intersection or intersections like this, and
16 there was nothing significant that gave rise to
17 a level of concern that this condition had to
18 be eliminated.

19 That said, we did look at whether it was
20 possible to eliminate this condition and what
21 alternatives might exist to be able to have the
22 turn lane go through the signalized
23 intersection or to eliminate it altogether.

24 So in terms of having the turn lane come
25 through the signalized intersection, when we

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1 started to approach the City's traffic engineer
2 and talk about, hey, you know, you have this
3 road diet study out there. You know, what
4 implications does that have? What does that
5 mean for us?

6 The first thing he explained is that is a
7 Phase 1, highly conceptual, best-case scenario,
8 what we would like to see from best urban
9 planning practices, but doesn't necessarily
10 take any traffic considerations into account or
11 existing conditions, or things along those
12 lines. That that would come as part of a
13 Phase 2 study where they would actually start
14 doing the corridor analysis, doing the
15 intersection analysis.

16 And that road diet study, again,
17 contemplated reducing the entirety of Riverside
18 Avenue in all of Brooklyn down to a two-lane
19 condition with on-street parking, so that this
20 would basically be the last intersection
21 addressed before you get to downtown.

22 So when we talked about, could this be
23 eliminated, the answer was, that creates a
24 really difficult condition. I can't answer
25 that in a vacuum. We would have to do the

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1 corridor studies. We would have to do the
2 intersection analysis. Just looking at it in a
3 vacuum, it would be difficult because you're
4 going from three lanes before Stonewall, and
5 then you'd be trying to merge in and then stop
6 and turn. So that would be a difficult
7 challenge.

8 Is it possible to reconfigure this
9 intersection such that the island would pull
10 back basically to the curb and that you would
11 have that turn lane, go through the signalized
12 intersection? Again, that would be great urban
13 design and might be something that could be
14 possible, but that would still require the
15 intersection analysis, the corridor study.

16 We did get rough estimates. And I would
17 default to Mr. Schilling, but the rough
18 estimates that we received would be north of
19 \$600,000 just to move the masthead and deal
20 with the signalized intersection improvements,
21 not even all of the configuration that that
22 would trigger the rest of the way down
23 Riverside.

24 So again, I'm not saying that any of these
25 things can't be done in the long run and might

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1 be something explored, but because of all of
2 the additional implications that it triggers I
3 think agreeing we could take it out today or
4 that we have a solution beyond the traffic
5 measure -- or the calming measures that we have
6 provided for pedestrian safety is kind of
7 beyond the scope of this board. And it's
8 beyond what I can commit my developers to doing
9 today.

10 We can absolutely do traffic-calming
11 measures. And since the condition really is
12 about pedestrian safety, we think that this is
13 the good, right step for this project right
14 now, but we can address that with the
15 development team and the rest of the analysis
16 that went into it as we move forward.

17 Moving on to the next condition --
18 BOARD MEMBER HARDEN: Pardon me. Can I
19 say one thing?

20 Through the Chair to the applicant, we
21 have a lot of conditions that we've talked
22 about. I know some of them the applicant has
23 decided now to meet, prior to coming to this
24 meeting. In the interest of time, before we go
25 to vote, could we -- could you state those

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1 conditions that you're agreeing to as you work
 2 through this so that we can have that for a
 3 motion?
 4 MS. TRIMMER: Yes.
 5 BOARD MEMBER HARDEN: Because otherwise,
 6 we're going to have to aggregate quite a few
 7 conditions. And there's going to be public
 8 comment and comment from this board. So I
 9 think the things that we're in agreement with,
 10 it would be great to go ahead and state now.
 11 MS. TRIMMER: Sure.
 12 BOARD MEMBER HARDEN: I don't know if it's
 13 best. Since you guys have prepared the staff
 14 report and you have seen the changes that have
 15 been made, maybe it's best if you guys -- sorry
 16 to task you with this, but due to technical
 17 expertise, I think you would be the best served
 18 to do it.
 19 And I think a lot of it exists in the
 20 staff report that we all received on Monday or
 21 Friday, so ...
 22 MR. PAROLA: Through the Chair, I would
 23 agree. I think we just acknowledge, yes, we've
 24 met it. And then the line in the staff report
 25 where we (inaudible) that we got to take care
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1 here, staff's recommendations coming out of the
 2 meeting based on their analysis, and then the
 3 development team's responses to all of those.
 4 And that's how you've gotten to the point where
 5 today you have a staff report with a
 6 recommendation of two conditions.
 7 And the first is to provide a minimum of
 8 ten parking spaces for the benefit of the
 9 public. We are doing that. The second is to
 10 increase the minimum pedestrian clear zone to
 11 10 feet on Leila. We have confirmed that's
 12 absolutely possible on May street. It doesn't
 13 really make sense to, because of the Emerald
 14 Trail improvements that are planned for the
 15 immediate opposite sides of the buildings.
 16 Xzavier, could I get the last two slides?
 17 Oh, that's so much faster. One more.
 18 MR. CHISHOLM: That's as far as it goes.
 19 MS. TRIMMER: Oh, it's in your hard copy,
 20 then. I apologize. The last two pages of your
 21 hard copy are slides that we got from
 22 Groundwork Jax. We conferred with them to make
 23 sure that we were correct, that the Emerald
 24 Trail and the McCoy's Creek improvements that
 25 they've coordinated at the City do intend to
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1 of that. So long as we meet it -- and if they
 2 can't meet it, the board says, okay, there's a
 3 great reason. None of that is going to slide
 4 into another condition. So it's not like we
 5 have to look at every single one of these
 6 recommendations and vote, yes, they did; no,
 7 they didn't.
 8 BOARD MEMBER HARDEN: Through the Chair,
 9 for example, the sidewalk on the site plan that
 10 we're seeing is at 8 feet. You're saying
 11 you're okay with moving it to 10 feet. That's
 12 a perfect example of -- that's the first
 13 condition, that those sidewalks would be
 14 10 feet.
 15 MS. TRIMMER: Through the Chair, getting
 16 to the punch line very quickly, we have worked
 17 extensively with staff. And God bless them and
 18 thank them for the incredible amount of time
 19 that everybody has devoted going through the
 20 transcript, creating the summary of all of the
 21 issues that were raised, and then working with
 22 the development team.
 23 We have an entire rubric that we didn't
 24 want to bore you all with today, but an entire
 25 chart with the recommendations we got from
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1 have the Emerald Trail run, in essence, in that
 2 20-foot-wide area that will be available on the
 3 western side of the creek.
 4 And then they have also included the
 5 imagery plans for what they have, working
 6 through -- this isn't fully engineered, fully
 7 designed, but the important takeaway from it is
 8 that the entire western side of McCoy's Creek
 9 is intended to be a pedestrian, bike/ped
 10 multiuse path with an entire promenade there.
 11 So that's really going to be the main point of
 12 access on the Riverwalk on that eastern side of
 13 the property behind the Phase 2 buildings, but
 14 we can absolutely make the larger pedestrian
 15 clear zone on the Leila Street corridor.
 16 So that's the high-level points of the two
 17 conditions that we have remaining today.
 18 Go back to Page 6, if you would, please.
 19 Kind of picking up on May Street. So we
 20 covered -- we're going to provide the
 21 additional parking available for the park. The
 22 site plan highlights that there are five spaces
 23 in the parking garage at grade where the park
 24 connection is. We've upped that to ten, and we
 25 are agreeable to that being a condition of
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1 today's approval.
2 We also got a lot of feedback in terms of
3 the space between the two Phase 2 buildings
4 that lead into the park, and then the southern
5 portion of May Street where we have the
6 hardscape surface, both of those designed
7 primarily for emergency access.

8 So we've turned both of those into
9 pedestrian plazas. The one between the
10 buildings, we've made the connections that you
11 can see. It'll be nice and open with the paved
12 pedestrian paths in and the greenspace.

13 The southern one we have made mirror to
14 the path that we have at the connection of
15 Leila where we have that hardscape surface,
16 outdoor seating areas, and opportunities for
17 engagement there. So the surfaces that are
18 there will still provide for the appropriate
19 emergency access, but we have softened and
20 activated those.

21 Moving on to the garage. Let's start with
22 Page 6.

23 I will take all of the blame for not
24 painting the picture for how this site is laid
25 out and how they really cleverly engineered

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1 this to take advantage of the topography
2 changes and the controlled access to the
3 different areas of the garage that are really
4 all intended for three distinct uses.

5 The ground-floor level of the garage,
6 which is what connects between May Street and
7 Leila, it's basically the pass-through
8 underneath that uses the down ramp that is
9 marked on your site plan. That is the only
10 connection between the two sides of the
11 property.

12 Because of the topography changes -- and
13 it's not entirely clear when you look just at
14 the site plan. The area between the grocer and
15 the parking garage does not connect over to
16 this road. This is a steep drop-off that has
17 stairs to give pedestrian access down to it,
18 but that is not a vehicular connection.

19 The only vehicular connection is through
20 the ground level of that garage. That will
21 have on-grade parking available for public
22 access to the park. It will be used primarily
23 as that pass-through between -- which we
24 anticipate is really going to be delivery
25 vehicles, things along those lines. It's not

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1 intended to be a high-trafficked connection,
2 but that is your point of connectivity.

3 The main point of access for general
4 retail or people visiting the site otherwise is
5 this initial space between the two buildings.
6 Those have access points to the garage on the
7 left and right of the garage.

8 That floor, which is at grade with the
9 grocer, is controlled access, entirely
10 dedicated for the retail. That is not intended
11 to be resident use or things along those lines.
12 It truly is going to be for the retail, and
13 that's why that access is controlled in that
14 manner.

15 The ramp up to the garage, which is the
16 northern ramp that is marked on your site, is
17 where you start getting into the upper floors.
18 And that is the dedicated resident access. It
19 will be controlled for them. That is not
20 intended to be retail coming and going.

21 So we really do have those three distinct
22 layers with the three distinct uses, and that's
23 why the access is controlled in the way that it
24 is.

25 But now that we have all had an

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1 opportunity to see the architecture -- and
2 we've given you images in the packages. If you
3 can go to Page 15, you can kind of see a little
4 bit better on this one in terms of the
5 hardscaping and where the buildings are.

6 But if we go to 18, which should be one of
7 the cross-sections. On this first
8 cross-section, you can see how this point
9 between the grocer and parking garage is not a
10 connection point to the road. This is where we
11 have that hard stop-off, and then the garage
12 goes underneath to drop everything down to
13 grade. And on the bottom slide of that, you
14 can see the pedestrian connection that comes
15 down.

16 Don't worry. When you see the
17 architecture, I promise it's not going to be a
18 big gray wall. There is a plan for that.

19 But you can see how it slopes down. And
20 then this is really your pass-through to the
21 other side of the property.

22 In additional cross-sections -- if you
23 want to move on to 17. So talking about the
24 connectivity to the park and all of the plans
25 that are involved, we looked at the

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1 pass-through between the two Phase 2 buildings.
2 In talking through with the board and then
3 going back and taking those comments, we wanted
4 to provide additional connectivity to the park,
5 at least adjacent to the Riverwalk.

6 So this is the point at which the
7 Riverwalk begins to go above grade. And you
8 have got the ramp that now has the beautiful
9 art on it, but we have incorporated into the
10 design a separate, distinct park access --

11 Switch back to 15.

12 -- that runs from the Riverwalk across so
13 that you've got an on-grade option south of the
14 buildings. If you're on the Riverwalk and want
15 to get over here, you don't have to know that
16 you have to come up and cross in the middle.
17 You will have a very clear line of sight to be
18 able to access the park coming from the
19 Riverwalk, or when you come down off of the
20 ramp, you will see that point of connection
21 available as well.

22 And then we talked about the Emerald Trail
23 improvements.

24 So I think, with that, it covers all of
25 the comments that were outlined, that we've

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1 worked through with staff. Again, we're okay
2 with the two conditions in terms of providing
3 10 spaces and providing 10-foot pedestrian
4 clear zones on Leila.

5 And I will stop there for questions.

6 THE CHAIRMAN: Thank you so much.

7 I think I'd like to hear from public
8 comments before we go to board questions and
9 comments.

10 Are there any public speakers?

11 MR. CHISHOLM: Through the Chair, we have
12 a hand raised on Zoom.

13 Nancy Powell, you have three minutes to
14 speak.

15 THE CHAIRMAN: Ms. Powell, can you please
16 state your name and address for the record,
17 please.

18 Thank you.

19 ZOOM MEMBER: Nancy Powell, 1848 Challen
20 Avenue, Jacksonville, Florida 32205.

21 THE CHAIRMAN: Thank you.

22 MS POWELL: Yeah. My comment is really
23 around the Emerald Trail.

24 We all know that we're all very excited
25 about the Emerald Trail. This is going to be a

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1 key place where the people are coming in from
2 inland to the river and along this property.
3 And it's not clear to me really how -- well, I
4 wish we had shown the Emerald Trail. I guess
5 it's number 11 there. That's where the Emerald
6 Trail is going to be, from what I can gather
7 from the conversation.

8 But to get from the existing Riverwalk,
9 which is the red area there, to the Emerald
10 Trail, an 8-foot path that kind of winds around
11 the buildings just doesn't seem sufficient. I
12 think, you know, the Emerald Trail is going to
13 be, like, 20 or 25 feet generally, and so I
14 have a concern there that that is just not
15 sufficient.

16 I know that there's the elevated ramp that
17 goes over the creek, so that's a constraint.
18 But, you know, we had provided feedback to the
19 developer that 12-foot paths really are what
20 should be required here, especially when you
21 have -- like, on Leila Street, you've got a
22 45-foot-wide crossing there. That's just a lot
23 of lanes. There's four lanes.

24 So to have wider paths really would be
25 better -- you know, more than 10 feet. I think

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1 12 feet would be better, but especially on this
2 number 13 area. That connection to the
3 (inaudible) Emerald Trail is going to one of
4 the most populated things, I personally
5 believe, because of the popularity of the
6 Emerald Trail, and then getting over to that
7 park, et cetera.

8 So that's my comment.

9 Thank you.

10 THE CHAIRMAN: Thank you.

11 Any other speaker cards or hands raised,
12 please?

13 MR. CHISHOLM: To the Chair, we do not
14 have any speaker cards for this item.

15 THE CHAIRMAN: Thank you, Mr. Chisholm.
16 We'll turn now to board comments and
17 questions. I'll start to my right.

18 Mr. Davisson.

19 BOARD MEMBER DAVISSON: I think most --
20 most of the changes have been addressed, or at
21 least my concerns from the initial conceptual
22 phase.

23 I'm still a little fuzzy as -- and again,
24 I think the discussion was on 13 area, how does
25 the public access the park, and it's

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1 addressed -- it's addressed, but I think you
 2 still need to see it happen or at least the
 3 City provide us what's going to happen. Later
 4 on, not today.
 5 Also, I think the 40 to 50 -- you know,
 6 although the staff's made a comment, the 40- to
 7 50-foot corridor -- I think sometimes when we
 8 do these view corridors they are based on
 9 quantity when we have an unknown project
 10 because anybody could come in and do something
 11 that may be objectionable. But when you have
 12 something you understand not only -- not only
 13 the quantity, but you know the quality of the
 14 space -- and I see what they have done here in
 15 this portal with the stairs going down to the
 16 river, you know, which I think is one of the
 17 better river accesses that I've seen put in
 18 front of us.
 19 So I wouldn't make a big issue out of
 20 that, but I do want to continue the discussion
 21 about this public access to the park. I mean,
 22 I think -- again, having the -- you know, the
 23 street not dead end at the river and creating
 24 that pedestrian access, I don't know what you
 25 can do in that turnaround.

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1 I ask myself, if I were coming down there
 2 to enjoy the park, if I were even to have a
 3 kayak, how does that happen, you know, through
 4 a garage? Maybe you just have to come in a
 5 different way.
 6 So that's all my comments.
 7 THE CHAIRMAN: Thank you, Mr. Davisson.
 8 Mr. Schilling.
 9 BOARD MEMBER SCHILLING: Thank you,
 10 Mr. Chairman.
 11 And through the Chair to staff, a couple
 12 of questions. One is on -- and maybe also the
 13 applicant. But on the ten parking spaces to
 14 the benefit of the public park, I'm assuming
 15 the intent is those would be signed as spaces
 16 specifically for park patrons?
 17 MR. PAROLA: Through the Chair, yes, we
 18 would want some visual cue to the public that
 19 that belongs to that.
 20 BOARD MEMBER SCHILLING: Okay. That was
 21 my assumption, but I just wanted to make sure,
 22 I guess, that I was clear, that they would be
 23 signed.
 24 And, then, I had the same question as
 25 well on the second condition of the minimum of

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1 10 feet, if the intent -- if staff's intent was
 2 that -- for that just to be along Leila or
 3 through the project, throughout the project?
 4 I think Ms. Powell made a great point that
 5 there are certain other walkways that should
 6 likely be at least 10 feet wide. I agree with
 7 her that -- if you look on Page 15, the walkway
 8 that has the 13 label on it and the access to
 9 park -- to the park, which is labeled number 12
 10 on that sheet, I think those should be at least
 11 10 feet as well.
 12 So I wanted to get your input on that.
 13 MR. PAROLA: Through the Chair, if we
 14 could put up the site plan, I'll try to kill
 15 two birds with one stone here.
 16 Going to Mr. Davisson's comment about if I
 17 have a kayak here, a slide that probably should
 18 have been put in here is the extension of May
 19 Street as it goes underneath FDOT. We have a
 20 plan for public parking spaces along there.
 21 If you look at the northernmost eastern
 22 building of Phase 2, you see the concrete
 23 section going east to west there? We would
 24 like to explore with the developer of putting
 25 parking spaces that would be head-in or

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1 60-degree or 30-degree, some orientation that
 2 would be right up against the overpass there.
 3 So a couple of things. One, yes, there
 4 are ten spaces for the park. Are those the
 5 only parking spaces? The answer is, no, we
 6 have more public spaces that we plan on
 7 constructing as part of our Capital Improvement
 8 project.
 9 To your question, Mr. Schilling, I don't
 10 know how it escaped me on number 13. I do want
 11 to thank Ms. Powell for this. Yeah, at 13,
 12 that should be as wide as we could possibly
 13 make it. And if I'm looking at all that
 14 greenspace -- you know, I hate to put the
 15 developer on the spot right now, but I get it.
 16 To have that be as wide as -- if not as wide as
 17 the Riverwalk, certainly 12 feet. And that
 18 makes sense to me.
 19 BOARD MEMBER SCHILLING: All right.
 20 MR. PAROLA: I think Ms. Boyer probably
 21 has something to augment my comment with.
 22 MS. BOYER: Through the Chair, can you
 23 hear me?
 24 THE CHAIRMAN: Yes. Thank you.
 25 MS. BOYER: I would just comment that the

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1 Riverwalk easement in this location is wider
2 than the Riverwalk as you see it depicted
3 there.

4 So the City, as the holder of the
5 easement, happy to work with the developer.
6 But to your point, yes, we expect in the area
7 of 13 there to be a wider connection there, but
8 some of it may end up being on our easement
9 property.

10 BOARD MEMBER SCHILLING: Mr. Chairman, I
11 launched right into questions. I probably
12 should have started with officially declaring
13 ex parte, that I did speak with Ms. Trimmer
14 earlier today about the different changes the
15 applicant was considering, as well as the
16 changes related to the traffic calming up at
17 the intersection of Leila and Riverside. So I
18 need to share that.

19 Ms. Trimmer, through the Chair, I was
20 going to ask you as well. I know on the
21 traffic calming on the sheet that was presented
22 there are several different, what I see them
23 as, options. Is there one that's preferred,
24 that is the preferred option? And I recognize
25 there are a lot of moving parts there. I

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1 signal-head. We talked about that. We could
2 do it with a raised -- with the use of high
3 (inaudible) striping. We could do it with
4 other sorts of flashing -- not flashing beacons
5 necessarily, but other lighted crosswalks.

6 So does the developer have a strong
7 preference? No. I would say probably, if we
8 had to answer that question right now for
9 Fuqua, I would say high (inaudible) striping
10 and maybe a raised (inaudible).

11 BOARD MEMBER SCHILLING: Okay. Thank you.

12 And I recognize that there's the player of
13 FDOT in this mix with the Acosta Bridge, right?
14 The ramp's right there, so they're a player in
15 this as well.

16 MR. DAVIS: Yeah, I would suspect that Tom
17 (inaudible) and Jim Knight would want to be
18 involved in all of these conversations.

19 As you're driving east and, I guess, north
20 and east towards the bridge, there's a context
21 there that the vehicular driver is going to
22 have to look at as well. So we want to make it
23 as safe as possible for pedestrians, but we
24 don't want to have a counter side effect of
25 having vehicular crashes.

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1 wonder if you might elaborate on that a little.

2 MS. TRIMMER: If I could let Brad Davis
3 speak to that.

4 THE CHAIRMAN: Absolutely.

5 Mr. Davis, could you state your name and
6 address for the record, please.

7 AUDIENCE MEMBER: Certainly. Brad Davis,
8 Prosser, 13901 Sutton Park --

9 BOARD MEMBER SCHILLING: And it's
10 Page 13 --

11 MR. DAVIS: Brad Davis.

12 Now we're talking.

13 Prosser, 13901 Sutton Park Boulevard [sic]
14 Drive South, Suite 200. I'm a civil engineer
15 for the applicant.

16 Mr. Schilling, to answer your question,
17 we've given you many options there. What I
18 would really like to do is meet with the
19 appropriate staff, which would be traffic, with
20 Chris LeDew, probably Public Works, and
21 Ms. Boyer and Guy and come up with a best
22 solution that meets all parties.

23 The key is to provide a safer situation
24 than what's there today. We could do that in a
25 multitude of ways. We could do that with a

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1 Ms. Trimmer mentioned a moment ago, we did
2 go back and look at the five-year crash data
3 for this intersection, and there's not a single
4 pedestrian crash over the last five years at
5 this intersection.

6 BOARD MEMBER SCHILLING: And those are all
7 design considerations that you will be looking
8 at as a part of the construction plan
9 preparation phase of the project?

10 MR. DAVIS: Yeah. I think as we produce a
11 product like this, it's going to bring people
12 there, right? That's what we're hoping. We
13 want pedestrian traffic. We want bicycle
14 traffic. We want those (inaudible). So we
15 would want to look at all these options with
16 staff, with DIA, and with Public Works.

17 BOARD MEMBER SCHILLING: Okay. Great.
18 All right. Thank you.

19 And then -- let's see. Also, I was going
20 to ask, on the parking deck, on the
21 entrance on -- it was on Page 6. So the
22 entrance, the ramp that goes to the apartment
23 parking, is that coming -- it was hard for me
24 to tell, but is that coming in on Floor 3 of
25 the parking structure?

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1 MS. TRIMMER: It comes in on Floor 3 of
2 the parking structure. So Floor 1 is the one
3 that's at grade with the multifamily below
4 deck. And then you have the ground floor that
5 we call ground floor at grade with the retail.
6 That's Floor 2. And then Floor 3 and above is
7 the multifamily-dedicated parking.

8 BOARD MEMBER SCHILLING: And will all the
9 floors in the parking structure be
10 interconnected? So once you're in the garage,
11 you'll be able to go to all --

12 MS. TRIMMER: Three and above, for the
13 multifamily. But the ground floor one is --
14 that's the dedicated pass-through. And then
15 Floor 2 is only accessible by the two access
16 points between the grocer and the garage, not
17 from the ramps at all.

18 BOARD MEMBER SCHILLING: So Floor 3 will
19 really be entirely dedicated to the
20 residential?

21 MS. TRIMMER: Through the Chair, that's
22 correct.

23 BOARD MEMBER SCHILLING: And then the last
24 item, which is a comment, I know we talked a
25 little bit about it, I think, at the last

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1 has gone into trying to address some of the
2 conditions. I will tell you I'm not completely
3 satisfied with the changes that have been made.
4 I think there's some opportunities that are
5 missing. And again, they will be all about
6 pedestrian and walkability issues.

7 I just want to say, I totally agree with
8 Ms. Powell and my fellow board members in
9 regards to the area around 13. My opinion is
10 that all of the walkways should be 12 feet. I
11 was looking at one -- at the -- I forget what
12 the -- let me see if I can find the page.

13 The --

14 MS. TRIMMER: Cross-sections?

15 BOARD MEMBER DURDEN: The cross-sections.
16 Thank you.

17 And we basically have 43 feet there.

18 MS. TRIMMER: Through the Chair, I just
19 want to clarify that one point. I believe the
20 pages that you're looking for are 18 --

21 BOARD MEMBER DURDEN: Thank you.

22 MS. TRIMMER: -- starting there. I
23 apologize. Go back two.

24 BOARD MEMBER DURDEN: No, not 18.

25 MS. TRIMMER: Stop.

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1 meeting. And maybe this will be an item that's
2 more appropriate when we get to review of the
3 grocery building, but I know there was a lot of
4 talk of the view and seeing the roof of that
5 building. And I was just going to make the
6 comment -- again, this is probably more
7 appropriate when that building is going to be
8 reviewed.

9 But I know we've seen another application
10 now that had rooftop visibility from I-95.

11 They did special treatment to the roof to make
12 it look not just like an all-white or
13 all-asphalt, rolled roof. So I think that will
14 be important as well and maybe just to note for
15 future when we come back to that building.

16 But those are all the questions I have.

17 And I would share that I can definitely see the
18 changes that y'all have made in several of the
19 comments that I made earlier, so thank you
20 (inaudible).

21 Thank you, Mr. Chair.

22 THE CHAIRMAN: Thank you, Mr. Schilling.
23 Ms. Durden.

24 BOARD MEMBER DURDEN: Thank you.

25 First, I can see that a great deal of work

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1 BOARD MEMBER DURDEN: Maybe 17.

2 MS. TRIMMER: 17. So if you glance behind
3 you --

4 BOARD MEMBER DURDEN: And also 16.

5 MS. TRIMMER: If you kind of glance behind
6 you, the area we're referring to here, this is
7 the widest spot. And then there are, right
8 behind this, much narrower areas that -- if you
9 switch back to 15.

10 So the area that is wide is this area
11 immediately behind the retail right here. It
12 is not a 45 width the entire way through the
13 site. The spot that is a little further south
14 right here is narrower and --

15 BOARD MEMBER DURDEN: Do you know how
16 wide?

17 MS. TRIMMER: I'm sure that one of my
18 engineers does. I don't have the blown-up site
19 plan in front of me, but they will work on
20 getting that dimension as we're talking.

21 BOARD MEMBER DURDEN: Okay. So the
22 concept is -- the idea, in my strong opinion,
23 is that the pedestrian areas -- what were we
24 calling them? The pedestrian clear area. They
25 need to be 12 feet on Leila. In my opinion,

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1 they -- that should be a minimum, quite
2 frankly, for the area around 13.
3 And I will tell you that I'm significantly
4 concerned about May Street because, to me,
5 it's -- when I try to think about really
6 pedestrian use of that, it's very narrow. It
7 is not going to be engaging and inviting to a
8 pedestrian to try to use May Street with the
9 sizes and -- of the pedestrian clear area
10 there.

11 I'm trying to really think about the
12 usefulness and the feeling as a pedestrian,
13 whether or not that becomes really an area that
14 is going to be inviting and engaging and draw
15 people to it. And it's important that it does
16 do that because it is going to be the main area
17 for citizens like me who are going to park up
18 here, somewhere underneath the Acosta, and try
19 to access where the pedestrian bridge is. The
20 only way that I see that that's proposed right
21 now is coming all the way down to what we used
22 to call the T.

23 So, you know, was there ever a discussion
24 about a connection to the Emerald Trail -- and
25 maybe this is a question for -- well, I can ask

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1 you -- closer to the Acosta?
2 You know, at the entrance there, it looks
3 like there's an area that could be a connection
4 to the Emerald Trail. And I'm assuming that --
5 as the Emerald Trail comes south towards the
6 pedestrian bridge, that there will be a
7 connection there from the Emerald Trail onto
8 the pedestrian bridge.

9 So, you know, I'm -- I have -- I have real
10 concerns about May Street and the kind of area.

11 I am very happy to see that it's a
12 pedestrian in 14, that -- you know, it's -- I'm
13 not sure what people are going to do if they
14 end up driving down there, but I am happy to
15 see that that's turned into more of a
16 pedestrian view area.

17 So that's part of my conversation.
18 Coming back to Leila Street, I have some
19 specific questions about that. The crosswalk
20 and the artistic -- by the way, the staff
21 report says it prefers an artistic pattern. I
22 don't know if the applicant agrees with that.

23 The crosswalk and -- it says that the --
24 that the existing crosswalk is going to stay in
25 place. And crossing from -- as you're

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1 traveling, you know, across Leila -- that's
2 about the best way I can describe it, crossing
3 Leila. It says that the existing crosswalk is
4 going to remain.

5 Is that accurate, Cyndy?
6 MS. TRIMMER: Through the Chair, meaning a
7 crosswalk --

8 BOARD MEMBER DURDEN: Yes.
9 MS. TRIMMER: Crossing this way?

10 This intersection has existing designated
11 pavers that have the cross-sections at this
12 intersection, which are the condition the
13 entire way up and down Riverside.

14 BOARD MEMBER DURDEN: Right.
15 MS. TRIMMER: There isn't an intention to

16 dig that up or change anything there. The one
17 that we were asked to focus on was between the
18 island and the site to cross the turn lane. So
19 that was the area that we were talking about
20 and looking at in terms of trying to slow cars
21 down when they were turning into the site from
22 there.

23 BOARD MEMBER LORETTA: If I may interject,
24 I believe what Brenna is stating, it was in the
25 report -- it maybe conflicts itself because it

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1 states in one area that you're not going to
2 adjust that, and then you showed an exhibit
3 showing traffic-calming measuring that would
4 adjust it.

5 So I think the question is, which one are
6 we doing?

7 MS. TRIMMER: The turn lane.
8 BOARD MEMBER DURDEN: Just the turn lane

9 is going to have the artistic traffic calming?
10 MS. TRIMMER: Through the Chair, that's

11 the one that we had been asked to look at when
12 we came out of conceptual, yes.

13 BOARD MEMBER LORETTA: So not going all
14 the way through the whole entry on Leila on
15 this property?

16 MS. TRIMMER: If that's something the
17 board wants us to go look at, we can absolutely
18 go look at it, but the one we were focusing on
19 coming out of conceptual with those comments
20 was the turn lane specifically.

21 BOARD MEMBER DURDEN: So -- and I can
22 understand why you definitely want it on the
23 turn lane. I mean, because there's a definite
24 concern about cars flying down Riverside and
25 seeing that they have got an easy turn -- a

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1 right turn into the project.
 2 I'm a little bit concerned about this --
 3 just keeping the existing sidewalk -- or the
 4 existing crosswalk. I'm looking at 13, and
 5 it's -- it shows in yellow a traffic-calming
 6 device, but it stretches all the way across.
 7 So I don't know what is what, which one, you
 8 know --
 9 MS. TRIMMER: Through the Chair, that's
 10 entirely fair. I would, again, defer to
 11 Mr. Davis from Prosser.
 12 MR. DAVIS: Ms. Durden, I would venture to
 13 say that was a graphical mistake on our part,
 14 and I apologize for that.
 15 It looks like -- as Ms. Trimmer said a
 16 moment ago, we were focusing on the path to the
 17 (inaudible). And that crosswalk that you're
 18 describing, which I guess -- and I'm
 19 struggling, too, because of the direction. I
 20 would say either east or northeast. Whatever
 21 the case may be, it meets all codes today as it
 22 relates to -- the best we can tell, based on
 23 DOT and on State codes, as well as local codes,
 24 City of Jacksonville codes. So we have no
 25 intention of changing that.

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1 to that yellow line right there?
 2 So when we have this meeting that I'm very
 3 much looking forward to with the traffic
 4 engineering, we're going to assume that he'll
 5 want to know, was it a mistake? And we're
 6 going to be looking for a traffic-calming
 7 measure along that entire section right there.
 8 And then let me explain why.
 9 MR. DAVIS: Okay.
 10 MR. PAROLA: When people are leaving, we
 11 understand there's a light there. So if you're
 12 making a left or going straight, you know
 13 there's a condition that's going to even make
 14 you stop or go. And that same visual cue will
 15 be there for the pedestrian. You also have a
 16 right-turn lane out onto the ramp.
 17 So we'll be looking for a visual cue or
 18 physical cue for people using that right-turn
 19 lane out there to also have to slow down
 20 regardless of whether the light is red or
 21 green. And that's something we'll work through
 22 prior to permitting.
 23 I just wanted to give you that heads up,
 24 where staff's head was at.
 25 MR. DAVIS: Okay. Thank you.

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1 But if that is something that you want us
 2 to look at, we're happy to. I will say,
 3 there -- that crosswalk essentially heads to
 4 the Riverside bridge, to the DOT bridge that's
 5 going up. Obviously, it could go west to
 6 north, I guess, across Riverside, if they
 7 wanted to.
 8 What we anticipate is the pedestrian
 9 bicyclists that start coming east or north will
 10 come into the site at that point, go down the
 11 west side of Leila Street. If you're going to
 12 go to the park, you're likely going to park on
 13 the north side where (inaudible) public
 14 parking, and then head down the west side of
 15 the creek where the Emerald Trail will be.
 16 So we anticipate that traffic -- that
 17 heavy pedestrian traffic will come down the
 18 west side of Leila Street or the west side of
 19 the creek. That's what we anticipate at least
 20 because there's going to be public parking for
 21 them in both of those areas.
 22 Would you mind changing back to the
 23 master?
 24 MR. PAROLA: So before we leave that, if I
 25 could -- I hate to interrupt. Could we go back

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1 BOARD MEMBER DURDEN: Thank you very much,
 2 Guy.
 3 Because I am completely focused on the
 4 pedestrian experience. And, you know, I
 5 would -- there -- there is a lot of
 6 confusing or conflicting, maybe, information.
 7 And it's -- you know, going from one page to
 8 another, it's -- you try to put it all together
 9 and understand it together.
 10 So if we could have that traffic calming
 11 all the way in, that that would -- I would
 12 expect that that would, then, also serve -- all
 13 the photographs of the examples show that they
 14 all also serve as the crosswalks. And so
 15 having that, you know, be not only traffic
 16 calming but also the crosswalks. And having
 17 some artistic -- whichever one that might turn
 18 out to be.
 19 I mean, I even like the integrated
 20 lighting ones. And maybe you have a
 21 combination of artistic and lighting, because
 22 it's going to be pretty active at night, I
 23 would expect. So, you know, I think that that
 24 would be important.
 25 Now, sticking with my -- you know, kind of

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1 my lane, if I will, the -- and going back to
 2 Leila. Let me see if I can find the page.
 3 It's really -- the other area I want to
 4 talk about is the area around 7. And I'm
 5 looking at Page 15. And, you know, I'm trying
 6 to figure out how, if I'm -- if I'm a walker --
 7 I don't live here and I'm not coming to shop
 8 here, but I want to walk and I want to access
 9 this beautiful -- you know, stair steps. And
 10 really, a pleasant experience. I feel like
 11 that's really -- to me, that's kind of the gem
 12 in the project is that stair step. And the
 13 width of the stairs appear to be from the --
 14 from the photograph -- from the drawings, where
 15 you could sit and just really enjoy the view.
 16 That's just phenomenal.

17 And I -- oh, by the way, because of ADA,
 18 I -- I really want to make sure that that
 19 elevator access is all the way down to the
 20 Riverwalk, and I'm not sure it does. It looked
 21 to me like it came down to kind of a plaza
 22 level, but maybe didn't go all the way to
 23 the -- the -- the -- where it would reach the
 24 Riverwalk. So that's a side comment, but it is
 25 an important one because we want it to be ADA

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1 accessible all the way to the Riverwalk.
 2 But coming back to 7, I'm trying to
 3 envision how I or friends or, you know, just
 4 any pedestrian is going to be coming down from
 5 Riverside on this -- not on the parking garage
 6 side, but on the side where you have the
 7 residences and the -- and you get to this area
 8 around 7, and you kind of lose your -- you
 9 know, it kind of loses its pedestrian feel
 10 because we have these parking spaces there.

11 And in this very large cul-de-sac -- it's
 12 probably -- has to be that size, I'm sure, for
 13 cars to be able to turn around, but you kind
 14 of -- when you look at it, you see, wow, there
 15 is a tremendous amount of space not only in 7
 16 but other places, too. But a lot of this
 17 valuable space has been given over to the
 18 vehicular use, and it's the opposite of what
 19 should be happening, in my opinion, there.

20 We -- maybe we can live with the surface
 21 parking in the other locations, but it just
 22 kind of spoils the whole feel once you get to
 23 the residential. It just -- I just feel like a
 24 pedestrian is going to be wondering, which
 25 direction do I go to stay out of the way of

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1 cars?
 2 And there's just something that -- it's --
 3 there -- when you look at this, and if you look
 4 at this Phase 1 side, there is a tremendous
 5 amount of property that is dedicated to
 6 vehicles and not very much dedicated to the
 7 pedestrians.

8 And I'm -- I'm really not sure I can vote
 9 yet in favor of this for those reasons.

10 So those are my comments. I've tried to
 11 limit them to the things that, as an urban
 12 planner person, that these are the things that
 13 I think that could be -- tweaked might be a
 14 good word -- and really provide a little more
 15 emphasis on the pedestrian.

16 Thank you.

17 MS. TRIMMER: Through the Chair, could we
 18 unpack Ms. Durden's comments so I don't have to
 19 repeat them? And I think that might help.

20 THE CHAIRMAN: I think that makes sense.
 21 Thank you.

22 MS. TRIMMER: Thank you so much.

23 In terms of the pedestrian access within
 24 the site, I've got Katherine behind me, from
 25 TriBridge, and I will let her speak to a lot of

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1 it.
 2 We could agree to increase the Leila
 3 Street access corridor/sidewalks to 10 feet.
 4 May Street, if we can go back to -- I'm
 5 guessing here. I think it's Slide 18; it could
 6 be 17. We might need to figure it out.

7 Go back one more. There. Okay. Pause
 8 there, if you could.

9 BOARD MEMBER DURDEN: Which page is that?

10 MS. TRIMMER: Which page is that, Xzavier?

11 MR. CHISHOLM: 17.

12 BOARD MEMBER DURDEN: Okay. Thank you.

13 MS. TRIMMER: So the inlet that is labeled
 14 as "DD" on the bottom right side of Page 17,
 15 this access corridor and this streetscape, this
 16 is 100 percent compliant, but for the palm
 17 tree, with what we require for an urban
 18 streetscape. This provides you an amenity
 19 area, the 8-foot pedestrian clear zone, and
 20 then you're going to have activated frontage
 21 with the building right there.

22 So I do want to respectfully disagree that
 23 that corridor is somehow confined or not
 24 inviting or not appropriate, because that is
 25 the exact dimensions that we require on any

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1 given urban streetscape in terms of having the
2 amenity area and having the 8-foot pedestrian
3 clear zone. So that's what we have done on
4 May.

5 And we did want to make sure that we had
6 the landscaping island -- or strip there
7 between the drive aisle and the pedestrian
8 area, keeping in mind, again, that building is
9 not fully designed, but we are constrained
10 between the view corridor that's required and
11 then the property that we're giving to the City
12 on the back side of those apartments.

13 So if we're going to do the vertically
14 integrated parking within that structure, that
15 building has been laid out roughly the width it
16 needs to be, and we would have to give up
17 landscaping or something else along that
18 corridor. But it is otherwise code compliant
19 with what we want to see. And, again, that, I
20 don't believe is going to be the primary
21 pedestrian-access corridor to get down to the
22 Riverwalk.

23 If we could switch back to 15, please.

24 Where we're going to have the dedicated
25 parking spaces under the garage, that's where

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1 frontage in downtown.

2 But I do want to let Katherine speak to
3 the other hardscape and connectivity issues.

4 BOARD MEMBER DURDEN: Well, could I ask
5 some clarifying questions?

6 THE CHAIRMAN: Please.

7 BOARD MEMBER DURDEN: Thank you. And
8 thank you so much.

9 So in looking on Page 15, the -- under the
10 Acosta ramps that I see, are -- leading me
11 directly to May Street into this project. So
12 where do you -- where do you anticipate the
13 pedestrians to go here?

14 MS. BOYER: So through the Chair to
15 Ms. Durden -- Lori Boyer, Downtown Investment
16 Authority.

17 So part of the challenge you have is, the
18 site that you're looking at, the master site
19 plan, for stops at the -- at that yellow line.
20 And so what is beyond the yellow line, you
21 don't have clear depictions of what is going
22 on, unfortunately, and I know that's what
23 you're trying to understand. So --

24 BOARD MEMBER DURDEN: No. Actually, it's
25 not. I'm trying to understand the -- where it

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1 you get into coming out and having this large,
2 what we have now done as a hardscaped promenade
3 area with this activated courtyard. So you
4 will have plenty of space to come down through
5 that hardscape area.

6 And I know we don't have the plans for it
7 and it's a little beyond the scope of our site,
8 but with all the work that my firm has been
9 doing and living and breathing with the City on
10 the Emerald Trail improvements, the McCoy's
11 Creek, and everything that is north of this
12 site, there is pedestrian connectivity intended
13 to follow along the creek to come down to this
14 side of the site so that where you have got --

15 Wherever we end up having the parking
16 north of the property, whether it's negotiated
17 to be immediately under the bridges or
18 somewhere along the JTA property north of the
19 site, you're going to have true multiuse
20 bike/ped access the whole way along the creek
21 to be able to get down through here.

22 So that's why we didn't prioritize that
23 additional width on May Street and went through
24 making sure we were compliant with what would
25 otherwise be if it was on any other street

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1 says Showalter Boulevard, that is --

2 MS. BOYER: So when you come off of May
3 Street, or Showalter Boulevard, and as you're
4 coming down here you see there's a stub-out
5 that goes toward the yellow, toward the Emerald
6 Trail?

7 BOARD MEMBER DURDEN: Right. I asked
8 about that.

9 MS. BOYER: And to the north of that there
10 is a 20-foot easement that benefits the City,
11 between the FDOT property, under the Acosta
12 Bridge. And so right in that area -- so there
13 will be an access across to the Emerald Trail
14 at that location in the City easement.

15 There is also -- the Emerald Trail will go
16 all the way under the bridge and continue on,
17 on the west side of the creek, so you will also
18 be able to access May Street and access on the
19 other side of the bridge, as well as accessing
20 it on this side of the bridge at the very
21 northern end.

22 And then the pedestrian bridge that you
23 see in the middle of the site, it almost looks
24 as if the ramp extends beyond the Emerald
25 Trail. I mean, the way it's depicted when you

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1 see the white line, that ramp is connecting you
 2 to the Emerald Trail.
 3 BOARD MEMBER DURDEN: Okay.
 4 MS. BOYER: So you will be able to
 5 continue on if you happen to live in the
 6 apartments or you wanted to go to a store or to
 7 a restaurant. You would you be able to
 8 continue into the site onto May Street or take
 9 that down the river. But it is intended to
 10 connect you from the park to the Emerald Trail,
 11 at which point, you can turn right or you can
 12 turn left, either way.
 13 So that's kind of what's going on on the
 14 City park side.
 15 BOARD MEMBER DURDEN: So, in fact, we
 16 won't -- we won't actually be able to know that
 17 until -- or I guess, because it's part of
 18 Phase 2.
 19 So what we have right now is just May
 20 Street. And I still feel like the pedestrian
 21 clear zones on May Street are too narrow and
 22 that it would be -- it would behoove this area
 23 if there was additional space.
 24 And it's just -- I'm only one of several
 25 members of the board, but I think that

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1 that's -- you know, I don't want to get stuck
 2 on May Street in light of -- I had numerous
 3 other comments in regards to Leila Street
 4 issues there.
 5 So I think you wanted somebody else to
 6 talk.
 7 AUDIENCE MEMBER: Sure. Katherine Mosley,
 8 TriBridge Residential, 100 Peachtree Street,
 9 Atlanta, Georgia.
 10 I wanted to address, I think, your comment
 11 related to this promenade area.
 12 Can you switch over to my presentation?
 13 MS. TRIMMER: We do have dimensions of
 14 that area. (Inaudible) --
 15 MS. MOSLEY: Page 12.
 16 MS. TRIMMER: Xzavier, try page 12 of what
 17 you have.
 18 MR. CHISHOLM: On (inaudible) --
 19 MS. TRIMMER: Try around 21 of this one.
 20 Right click.
 21 MS. MOSLEY: No. It's Page 12.
 22 So this is a new rendering. You guys have
 23 asked for this perspective, following the
 24 workshop hearing, just so that everyone could
 25 really understand what's happening in that

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1 plaza area.
 2 BOARD MEMBER DURDEN: 12 is --
 3 MS. MOSLEY: It's the next package. Would
 4 you like to look at mine while I discuss it?
 5 You have it, too, but -- the next package.
 6 BOARD MEMBER DURDEN: It's in the other
 7 project?
 8 MS. RADCLIFFE-MEYERS: Yeah. It's in the
 9 next -- it's in the second package.
 10 MS. TRIMMER: It's also Page 20 of the
 11 existing package that you were looking at --
 12 the bottom left corner.
 13 BOARD MEMBER DURDEN: I'll stick with the
 14 existing one.
 15 MS. MOSLEY: So I think it's important
 16 here to understand the pedestrian experience
 17 and continuing on from the entrance along
 18 Riverside and then, obviously, as you pass the
 19 retail and enter the multifamily.
 20 The point here is really that, in excess
 21 of the 8-foot or 10-foot pad, we have about
 22 25 feet outside of the parking that is reserved
 23 for this pedestrian path. So the entire intent
 24 is -- you can see we've got seating. We've got
 25 landscape that comes all the way around this

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1 curve.
 2 We've also been very intentional with the
 3 design here to use pavers and bollards rather
 4 than asphalt material and a hard curb. You
 5 know, as soon as you have asphalt and a hard
 6 curb, it definitely feels more
 7 vehicular-oriented.
 8 And so we wanted to make sure to kind of
 9 blend the materials so that, while, yes, we do
 10 provide a couple of parking spaces there that
 11 are critical, it doesn't feel like a parking
 12 lot. And then, adjacent to that, there is this
 13 much wider pathway that curves all the way
 14 around the parking. And then, again, in front
 15 of the restaurant and then down to the 40 feet
 16 of the Riverwalk.
 17 So I think from this perspective you're
 18 maintaining that eye-sight to the river and,
 19 obviously, a very clear and intentional path
 20 using materials, hardscaping, and benches to
 21 make sure that it is very clear that that is
 22 the preferred pedestrian pathway down to the
 23 river.
 24 BOARD MEMBER DURDEN: Did you consider
 25 parallel parking there as opposed to, you know,

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1 this vertical?

2 MS. MOSLEY: We did. The challenge here
3 is the curvature. So it's much more
4 challenging to get parallel parking spaces on a
5 curve. And then we also, as we were studying
6 that, took into account some safety concerns
7 with people pulling in and backing out while
8 others are kind of in the turnaround area, and
9 thought that it would be best to maintain these
10 head-in parking spaces.

11 BOARD MEMBER DURDEN: You know, I'm -- I
12 have to just tell you, I think the elevation
13 actually just emphasizes the vehicular, you
14 know, focus as opposed to the pedestrian focus.

15 MS. MOSLEY: Well, we think it's a pretty
16 unique -- I mean, having that much space and
17 view corridor down to the river, we think it's
18 a lot more than what you see in some of the
19 other projects. And it was really our goal to
20 really maintain this nice pedestrian
21 experience, but certainly understand your
22 position.

23 BOARD MEMBER DURDEN: Thank you.

24 MS. MOSLEY: And then the other question
25 that you wanted me to address was on the
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1 Riverwalk, the access?

2 MS. TRIMMER: The connectivity to the
3 Riverwalk. So going back to 15 --

4 MS. MOSLEY: Of her presentation?

5 MS. TRIMMER: Yeah.

6 What we're calling around number 13,
7 Xzavier, if you could.

8 Sorry. The square 13, Riverwalk
9 connection, on Page 15. I don't know why that
10 was not clear.

11 MS. MOSLEY: Oh, sorry. I was going to go
12 to the section -- so maybe -- if you switch
13 back to my presentation, Page 20.

14 So here is the section. I can't even read
15 this, but ...

16 So on the far right there is the existing
17 Riverwalk, which I have noted is about 22 feet.
18 We then have an adjacent 19-foot landscape
19 buffer with the intention to plant shaded trees
20 there, and then an 8-foot path. We certainly
21 would be open to making that path a little bit
22 wider.

23 I'll just say, for us, I do think it's
24 important to maintain a nice landscape buffer
25 and the shade. So we're certainly open to
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1 increasing that path. I think 10 feet was
2 mentioned, and that would be acceptable.

3 BOARD MEMBER DURDEN: And that's in the
4 area of 13?

5 MS. MOSLEY: That's in the area of 13.

6 BOARD MEMBER LORETTA: May I interject
7 really quick?

8 Ms. Mosley, I heard 12 feet earlier, which
9 would knock your 8 to 12 and then 19 down to
10 15?

11 MS. MOSLEY: Twelve would be fine.

12 BOARD MEMBER LORETTA: Thank you.

13 THE CHAIRMAN: Anything else?

14 BOARD MEMBER DURDEN: No.

15 THE CHAIRMAN: Thank you, Ms. Durden.
16 Mr. Brockelman, please.

17 BOARD MEMBER BROCKELMAN: Thank you,
18 Mr. Chairman.

19 I just want to, first, thank the staff for
20 all the hours that you all have put into this.
21 I know it has been a labor of love.

22 And to the applicant, thanks for all your
23 patience and your collaboration through this
24 process. I think it's sometimes a little too
25 easy for us sitting up here to get stuck in the
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1 weeds on some of these things. And certainly,
2 they are all important issues, but for us it's
3 easy to do that. Certainly, for other folks
4 online, they can criticize things until the
5 cows come home.

6 But the reality is, you're the ones who
7 have to deliver a product in a certain time
8 frame and within a certain budget parameter.

9 So thank you, again, for the
10 collaboration. I think we've reached a pretty
11 good balance overall in terms of trying to
12 marry the ideal with the practical here.

13 And I just don't think we can overstate
14 enough the importance that this project has to
15 the riverfront-activation efforts in downtown,
16 something that we've all talked about for
17 years, whether it's the park, the Emerald
18 Trail, the connection to the Riverwalk, the
19 restaurant that's going to be pretty much
20 immediately accessible now from the Riverwalk,
21 the view corridors. I think this is going to
22 have a tremendous contribution to that effort,
23 and I think that that's a huge priority that we
24 can't state enough.

25 So I think this has been a healthy
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1 process, but I think that hopefully today the
 2 time has come to move it forward, and I would
 3 urge my colleagues to vote in support of the
 4 project with the recommendations from the
 5 staff.

6 THE CHAIRMAN: Thank you, Mr. Brockelman.
 7 Mr. Loretta.

8 BOARD MEMBER LORETTA: Thank you.
 9 I agree with Mr. Brockelman.

10 I'm definitely not as politically correct
 11 or PC-positive as Matthew, but I appreciate
 12 everybody, appreciate the team, appreciate
 13 staff.

14 So I just want to -- I mean, I think --
 15 things to note. I think the board and
 16 everybody has accepted -- I don't know if we
 17 need to make things conditions and so on and so
 18 forth.

19 But really, 13 and the connection to 13, I
 20 think maybe, just as the board, that we make
 21 sure that we consider that in the next
 22 submittal. And we could almost, per se, take
 23 that out of this submittal because I think even
 24 in the next submittal they've got a little bit
 25 more graphics that shows this, and maybe it

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1 could be, you know, slightly enhanced just a
 2 smidge better.

3 The crosswalk, I appreciate Mr. Parola
 4 stating that's going to go all the way across.
 5 I mean, you can't really -- if you look at
 6 Google Earth right now, Street View, you will
 7 see that there's, like, a pond in the middle of
 8 the crosswalk and the brick pavers, which
 9 really aren't brick. They're just painted
 10 asphalt and look like crap. And so it just
 11 needs to be regraded and redeveloped.

12 So, you know, to some small extent, Item
 13 Number 7, I mean, maybe that's an opportunity
 14 for some sort of art and painting of the
 15 asphalt there as something that could be a cool
 16 consideration for the developer within the huge
 17 roundabout.

18 In the end -- I have stated -- I have had
 19 ex-parte communication with the applicant,
 20 Ms. Trimmer, and then also Prosser staff. I've
 21 stated to them, I'm not a fan of the Leila
 22 Street ingress/egress with, quite frankly, the
 23 four turns-off, but I'll accept the fact that
 24 my role on the board is the
 25 pedestrian-vehicular connection. Primarily,

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1 though, within the right-of-way, their
 2 engineering staff feels comfortable with the
 3 pedestrian movement, and so I will need to
 4 accept that and I'm not going to push forward
 5 on that.

6 So beyond that, I appreciate the project
 7 and look forward to moving it forward.

8 Thank you.

9 THE CHAIRMAN: Thank you, Mr. Loretta.
 10 Mr. Harden.

11 BOARD MEMBER HARDEN: Well-played.
 12 So I'll try to be quick in the interest of
 13 time. Again, nod to staff for all the work
 14 that has been done. This has been a
 15 meticulously honed project. I've had many
 16 conversations with probably every member of the
 17 staff. So appreciate all the time that's put
 18 in to help move this forward timely.

19 Did have ex-parte communication with
 20 Ms. Trimmer, trying to understand some of the
 21 things, some of the questions that have been
 22 brought up today.

23 I'll try to be quick here. There's a lot
 24 of things that have been brought up. I think
 25 that the two recommendations that the staff has

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1 recommended, I think we should move forward
 2 with that.

3 I think we should ask for 12-foot
 4 sidewalks on Leila, as well as 12-foot sidewalk
 5 in the area that we've used -- or we've defined
 6 as number 13 on Page 15, the master site plan,
 7 that accesses the park from the Riverwalk.

8 And I think that -- to reference
 9 Ms. Durden's point about Leila Street being
 10 more vehicular in nature, I think that -- the
 11 applicant brought up a good point. There's a
 12 view corridor right there, and it really had
 13 not occurred to me until now that that's the
 14 reason that's required. And so they're really
 15 trying to do the best --

16 Seeing that other elevation close up, I
 17 think, helps because it does really show not an
 18 8-foot sidewalk there, but probably a 20-foot
 19 sidewalk because all that area can be accessed
 20 by a pedestrian in that corridor.

21 So I think there is probably an
 22 opportunity to add some more landscaping -- or
 23 not landscaping, maybe some planters just to
 24 soften it up and make it look more inviting. I
 25 think that point was brought up that you want

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1 the pedestrian to be drawn to the riverfront,
 2 and that's the reason that topic has been
 3 brought up at every single conversation about
 4 this project.
 5 I think as far as the crosswalk is
 6 concerned, I talked about that with Ms. Trimmer
 7 ad nauseam. You know, I think that there's a
 8 healthy solution. I understand the constraints
 9 that exist now and constraints that Traffic
 10 Engineering has put on the property. I think
 11 that I'm perfectly comfortable with staff
 12 working to find a healthy solution to that.
 13 But I think it does bring up the point --
 14 and we can bring this up at another meeting --
 15 that we probably should -- maybe in Other
 16 Business -- discuss the Riverside Avenue road
 17 diet that we put a lot of time in, you know,
 18 almost three years ago.
 19 And I understand some of the reasons why
 20 it hasn't been implemented, and it's outside of
 21 anything that this board or the City -- but I
 22 think it needs to be brought up again because a
 23 lot of the design in that would have addressed
 24 the concerns that we have here today, and it
 25 really would have been done holistically along

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1 Riverside Avenue instead of just dealing with
 2 this intersection in a vacuum.
 3 Those are my comments.
 4 THE CHAIRMAN: Thank you, Mr. Harden.
 5 Mr. Lee, who is on Zoom.
 6 BOARD MEMBER LEE: Thank you,
 7 Mr. Chairman.
 8 I have no additional comments of the
 9 board.
 10 THE CHAIRMAN: Thank you, Mr. Lee.
 11 Just a couple myself. How many cars or
 12 parking spaces are along the roundabout at
 13 number 7?
 14 MS. TRIMMER: Through the Chair, I believe
 15 that is four parking spaces. And I'm getting
 16 the nod that that is accurate. There are four
 17 visitor spaces -- potential tenant spaces in
 18 that cul-de-sac.
 19 THE CHAIRMAN: I'm kind of putting you on
 20 the spot here. Are those four parking spots
 21 truly needed, do you feel like?
 22 MS. TRIMMER: Through the Chair, you heard
 23 Ms. Mosley refer to those as "critical." If
 24 you need additional elaboration, I've got her
 25 right over my shoulder here. She can elaborate

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1 on that.
 2 THE CHAIRMAN: Please.
 3 MS. MOSLEY: Yes, those are necessary for
 4 the development. We've got it down to the
 5 lowest number. I would say we're actually
 6 below what is ideal in this scenario.
 7 Those parking spaces will serve for
 8 leasing appointments. They will serve for
 9 to-go orders for the restaurant. Because you
 10 have remember, that's right at the front there.
 11 And then, obviously, we're in the world of
 12 Amazon. So Amazon is just going to pull up,
 13 unless you give them a place to park. So we
 14 certainly wanted to try to avoid them blocking
 15 the flow of traffic by providing a dedicated
 16 space.
 17 THE CHAIRMAN: What if people are parked
 18 there? What is Amazon going to do then?
 19 MS. MOSLEY: Amazon is Amazon, so I can't
 20 speak for them, but ...
 21 THE CHAIRMAN: The leasing office is
 22 number 6, though, correct? Is that where
 23 Building 6 is, at least on Page 15?
 24 MS. MOSLEY: So the leasing office, it
 25 doesn't look like there's a label. No, that is

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1 just amenity building. The leasing office --
 2 here, I'll point to it. It sits right there.
 3 THE CHAIRMAN: All right. I guess that
 4 makes a little bit more sense.
 5 Just so I can understand and put --
 6 package this all of this together, I want to
 7 see if I understand where there may be
 8 agreement. Am I hearing the applicant say that
 9 as far as on Page 13, that yellow,
 10 traffic-calming measure area, that that is
 11 going to be a new artistic traffic-calming
 12 crosswalk? Am I hearing that?
 13 MS. TRIMMER: Through the Chair, I have
 14 taken notes on four proposed conditions that we
 15 can agree to if you would like me to outline
 16 them.
 17 THE CHAIRMAN: Please.
 18 MS. TRIMMER: The first being the traffic
 19 calming at the intersection will be coordinated
 20 with the City and FDOT, with the understanding
 21 that is the entire intersection, not just the
 22 turn lane.
 23 The ten spaces dedicated to public access
 24 for the park will be provided.
 25 That the pedestrian clear zone along Leila

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1 will be increased to 10 feet.
 2 And the additional Riverwalk connection
 3 shown as Item 13 on Page 15 will be increased
 4 to 12 feet.
 5 THE CHAIRMAN: That's what I have as well.
 6 Thank you.
 7 I do appreciate -- I can see the growth in
 8 the project. I can see that you all did work
 9 and incorporate many of the comments. I think
 10 it's to a point where I can support it, and
 11 appreciate y'all working through that.
 12 For purposes of making sure that the
 13 record is clear, based on agreement that the
 14 applicant -- I guess, us as a board would be
 15 voting on the two conditions that the applicant
 16 has in their staff report as well as what I'm
 17 going to call number 3, and that's the
 18 continuation of the traffic-calming area on
 19 Page 13 and then what I will call as number 4,
 20 and that is the area designated as number 13 on
 21 Page 15, increasing that walkway to 12 feet.
 22 Hearing all that as the conditions that
 23 we'll be voting on, is there a motion?
 24 BOARD MEMBER BROCKELMAN: Mr. Chairman, if
 25 I may just clarify quickly one thing?
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1 THE CHAIRMAN: Yes.
 2 BOARD MEMBER BROCKELMAN: The way that I
 3 read it as worded now, Condition Number 2, the
 4 pedestrian clear zone being a minimum of
 5 10 feet reads as though it's throughout the
 6 entire site. Are you now saying you're only
 7 agreeing to that for Leila or --
 8 MS. TRIMMER: Through the Chair, thank
 9 you. You beat me to it.
 10 The 10-foot that we have agreed is the
 11 pedestrian connectivity from the intersection
 12 at Leila and Riverside Avenue, south to the
 13 Riverwalk, that Leila Street corridor
 14 connection.
 15 Ms. Mosley has asked me to clarify that as
 16 we are increasing the pedestrian clear zone
 17 there, we will be decreasing the landscaping
 18 adjacent to the roadways.
 19 MS. MOSLEY: Can I add something to
 20 clarify that?
 21 THE CHAIRMAN: Please.
 22 MS. MOSLEY: That's only because there is
 23 a pinch point. As we have gone through most of
 24 the site, we can easily meet the 10 feet, but
 25 there is a pinch point right here (indicating)
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1 where there is only -- we had an 8-foot
 2 pedestrian zone, plus 4 feet of landscaping.
 3 So in order to accommodate the 10-foot
 4 pedestrian zone, we would need to reduce the
 5 landscaping at that area to 2 feet.
 6 THE CHAIRMAN: Is that acceptable to
 7 staff?
 8 MR. PAROLA: To the Chair, it's acceptable
 9 to the staff simply because you have got a
 10 building that's running right against it and
 11 then you go into this huge kind of pedestrian
 12 promenade. So it makes total sense to us.
 13 MS. GRANDIN: That it's 8 or 10?
 14 MR. PAROLA: Ten.
 15 MS. TRIMMER: Through the Chair,
 16 Mr. Prosser [sic] asked me to clarify, we're
 17 not agreeing to improve the entire Leila Street
 18 intersection, just what is adjacent to our
 19 property.
 20 THE CHAIRMAN: Well, I believe it's -- if
 21 you go to page --
 22 MS. TRIMMER: Through the Chair, he just
 23 means we're not going to do up against Brooklyn
 24 Station or north of (inaudible), just what is
 25 adjacent to the property.
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1 THE CHAIRMAN: Thank you for that.
 2 BOARD MEMBER DURDEN: Even I didn't think
 3 of that.
 4 THE CHAIRMAN: What I'm referring to, for
 5 purposes of the record, if you go to Page 13,
 6 it's that yellow portion on Page 13.
 7 MS. TRIMMER: Through the Chair, that is
 8 agreeable.
 9 THE CHAIRMAN: I'll turn to the --
 10 BOARD MEMBER DURDEN: Could I ask a couple
 11 of clarifying things?
 12 I want to go back to the four spaces in
 13 the cul-de-sac. I understand that you feel
 14 like they are essential, but when you look on
 15 Page 20, which is your elevation, what I have a
 16 concern about is that it looks like it could
 17 accommodate a whole lot more than four.
 18 So what I'm wondering is, if there is some
 19 method or design that you could implement there
 20 that would make the other areas, the non- --
 21 the areas not dedicated to the four spaces,
 22 that you could make those somehow impossible to
 23 park in, basically. Because really, when you
 24 look at your elevation, it's easy to see how --
 25 how -- really, I could see how many other
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1 vehicles might, you know --
 2 (Simultaneous speaking.)
 3 BOARD MEMBER DURDEN: -- (inaudible)
 4 dedicated space.
 5 MS. MOSLEY: May I answer that very
 6 quickly?
 7 BOARD MEMBER DURDEN: Yeah.
 8 MS. MOSLEY: So this comes down to the
 9 bollard placement. So they will be placed so
 10 that there is only room for four cars to fit
 11 there, and everything else is pedestrian.
 12 BOARD MEMBER DURDEN: Okay. And maybe we
 13 can make sure that we know that.
 14 And then the only other thing is that I
 15 heard at least one other board member say that
 16 12 feet on Leila would be better. And here's
 17 an idea: I appreciate what you're saying about
 18 the pinch point, but those other areas don't
 19 look like pinch points to me. And I'm just
 20 wondering, is there any opportunity for 12 feet
 21 on one side of Leila, on the west side of
 22 Leila, that maybe -- that, you know, it could
 23 be 12 feet? And it's just an ask.
 24 I think that -- and maybe just from that
 25 pinch point north, I don't know if there's
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1 do want to be clear, the intent of the design
 2 team, when you're coming in off of Riverside,
 3 was to make sure that you could really have a
 4 robust canopy on each side of the sidewalk so
 5 that you're kind of creating that experience,
 6 that really nice, shaded corridor.
 7 BOARD MEMBER DURDEN: Okay.
 8 MS. TRIMMER: Ten feet, we can still do
 9 it. If we get up to 12, we could lose the
 10 trees between the sidewalk and Leila at the
 11 entrance. I don't know, so I can't commit to
 12 it right here because I just don't know.
 13 BOARD MEMBER DURDEN: I understand. Maybe
 14 it can just be a consideration.
 15 Thank you.
 16 THE CHAIRMAN: Can I get a motion?
 17 BOARD MEMBER BROCKELMAN: Thank you,
 18 Mr. Chairman.
 19 I'd like to move approval of DDRB
 20 application 2021-014, final approval.
 21 MS. GRANDIN: I'm so sorry. I just want
 22 to make sure, Mr. Chair, that everybody that
 23 had ex-parte communications had declared them.
 24 So I heard a few of the board members say that
 25 they had, and I just wanted to give an
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1 space there, but I would like you to -- I would
 2 like the board to at least think about that --
 3 just that one area as opposed to -- I
 4 appreciate, you know, what's south of that as
 5 you get closer. You know, I --
 6 BOARD MEMBER LORETTA: Ms. Durden, would
 7 you be open to -- I'm not sure it's the best
 8 design consideration, but, I mean, they could
 9 reduce it from 8 to 6 on one side and go up
 10 from 8 feet to 12 feet on the other, and that
 11 would at least be a 4 feet overall thought
 12 process.
 13 Again, I'm not sure that that's the best
 14 solution because we're kind of looking for
 15 pedestrian connections, and, candidly, the
 16 pinch point that she brought up would have been
 17 probably on the side where you would want the
 18 12 feet. And so --
 19 BOARD MEMBER DURDEN: Yeah, I appreciate
 20 that. Thank you, Mr. Loretta.
 21 I think splitting it between the two sides
 22 doesn't really accomplish the goal of having a
 23 nice, wide space.
 24 MS. TRIMMER: Through the Chair, I agree
 25 that that isn't necessarily the answer. And I
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1 opportunity for anybody else that needed to
 2 declare that before we get into this.
 3 BOARD MEMBER BROCKELMAN: Thank you,
 4 Ms. Grandin.
 5 On that note, I had a one-sentence
 6 communication with Ms. Trimmer that I will
 7 declare as ex parte out of an abundance of
 8 caution.
 9 BOARD MEMBER DURDEN: I think I had a
 10 one-sentence text, you know, that -- so I'll
 11 declare that, with Ms. Trimmer.
 12 THE CHAIRMAN: And I as well.
 13 Thank you so much for reminding us.
 14 MS. GRANDIN: Sorry. Continue on.
 15 BOARD MEMBER BROCKELMAN: Thank you.
 16 So, Mr. Chairman, I'd like to move final
 17 approval of DDRB application 2021-014 with the
 18 following conditions:
 19 One, that the developer shall provide a
 20 minimum of ten parking spaces to the benefit of
 21 the public park.
 22 Two, that the pedestrian clear zones along
 23 the Leila Street corridor shall be a minimum of
 24 10 feet of unobstructed width.
 25 Three, that -- and maybe I can get some
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1 help on the language here, but that the
2 connection between the Riverwalk and the
3 southernmost portion of the park space be a
4 minimum of 12 feet.

5 And that, four, the crosswalk and
6 traffic-calming measures extend the entire
7 width of the Leila Street entrance on the north
8 side of the project.

9 THE CHAIRMAN: Thank you for that, but I
10 believe --

11 BOARD MEMBER LORETTA: Second.

12 THE CHAIRMAN: -- we have to open it up
13 for discussion, right?

14 MS. GRANDIN: Yes, now you do.

15 THE CHAIRMAN: Open it up for discussion.

16 BOARD MEMBER SCHILLING: Mr. Chairman, can
17 I just ask a clarification question?

18 THE CHAIRMAN: Yes.

19 BOARD MEMBER SCHILLING: I know we talked
20 a little bit about widening the 12 to 12 feet,
21 the number 13 block, which is the sidewalk
22 running along the Riverwalk to the Emerald
23 Trail. But I guess the question I had is, what
24 is the width of the actual crossing to the
25 park, which is number 12 on that same slide?

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1 Is that also 12 feet? So we have got 12 feet
2 all the way to the park?

3 MS. TRIMMER: Through the Chair, that was
4 done for illustrative purposes. That's not our
5 site to design.

6 BOARD MEMBER SCHILLING: So
7 that's something the City --

8 MS. TRIMMER: Correct.

9 BOARD MEMBER SCHILLING: That's part of
10 Emerald Park.

11 Okay. Thank you.

12 THE CHAIRMAN: Any discussion?

13 BOARD MEMBERS: (No response.)

14 THE CHAIRMAN: We will bring it to a vote.

15 All in favor, say aye.

16 BOARD MEMBERS: Aye.

17 THE CHAIRMAN: Any opposed?

18 BOARD MEMBERS: (No response.)

19 THE CHAIRMAN: That carries.

20 Thank you.

21 Let's take a five-minute break.

22 (Brief recess.)

23 (Board Member Harden exits the
24 proceedings.)

25 THE CHAIRMAN: Let's continue on, if we

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1 can, please.

2 And just for clarification of the record

3 as well, the reason that Mr. Lee is able to

4 vote by Zoom is that we have an in-person

5 quorum. Just for clarification of the record.

6 Next up is DDRB 2021-018, One Riverside

7 Avenue, multifamily development conceptual

8 approval.

9 Can we have a staff report, please?

10 MS. RADCLIFFE-MEYERS: Yes, we do.

11 Thank you, Chairman Allen.

12 Again, my name is Lori Radcliffe-Meyers

13 with the Downtown Investment Authority, and I

14 will be providing the staff report for the

15 One Riverside Avenue multifamily development.

16 Again, we're familiar with where the

17 location is. This is DDRB application

18 2021-018, seeking conceptual approval for the

19 construction of a multifamily development,

20 which includes two residential buildings with a

21 total of 270 units, a 3,000-square-foot

22 riverfront restaurant, a residential pool, a

23 stand-alone amenity building, and a seven-deck

24 parking garage with 502 spaces.

25 The development is a multiphase project

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1 with the multifamily portion following the
2 master site plan, which we just saw, through
3 this review process.

4 The site plan that was submitted for the
5 multifamily development review did differ from
6 the master site plan that we just did -- that
7 we just saw, submitted for One Riverside
8 Avenue. So at the end of this, staff will
9 request that an additional recommendation be
10 added to rectify this issue.

11 The siting of the buildings is due in part
12 to the two view and access corridors on the
13 site. The applicant for the site plan
14 presented a deviation request to DDRB regarding
15 Section 656.361.6.2, Private Realm Regulations;
16 H, Waterfront Design and River Views; setbacks,
17 height, and access corridors. And the board
18 recommended approval and forwarded the
19 recommendation to City Council.

20 Based off of the site plan, the second
21 phase of this multiphased development, which is
22 the retail portion and grocer, which will be
23 reviewed as separate projects, has been located
24 along Riverside Avenue.

25 The multifamily buildings presented here

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1 are located along the river to take advantage
2 of river views.

3 The elevation renderings show a great deal
4 of architectural detail, movement and urban
5 character. Large columns support wood beams
6 which brace deep overhangs throughout the
7 facade. Lower balconies have been recessed
8 with upper-level balconies extending outward.
9 Color and material changes create visual
10 interest, adding to the dynamic quality of the
11 structures.

12 A 3,000-square-foot restaurant has been
13 added along the Riverwalk with riverfront
14 views. Not only does this space add to the
15 architectural detailing of the building, it
16 provides additional activation along the
17 Riverwalk with outdoor seating which helps to
18 engage the pedestrian as they move along the
19 Riverwalk.

20 Based on the foregoing, the Downtown
21 Development Review Board staff recommends
22 conceptual approval of DDRB application
23 2021-018 with the following recommendations --
24 so here we'll have to make a few changes.

25 Increase the width of the pedestrian clear
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1 mostly on the elevations, as we've discussed
2 the site plan at length.

3 Again, here is the master site -- can you
4 zoom out a little bit so it will one-click to
5 the next page?

6 That's perfect.

7 The master site plan for the purposes of
8 this application, we are talking about just the
9 Phase 1 multifamily, which, as
10 Ms. Radcliff-Meyers mentioned, is 270
11 apartments, it's two residential buildings, an
12 associated parking garage, a stand-alone
13 amenity building, and, obviously, the pool and
14 adjacency to the existing Riverwalk.

15 To kind of cover the pedestrian, we'll --
16 I feel like we just went through this a lot,
17 but from our perspective, I do think the
18 interests are aligned with the staff and with
19 the City in that we really want to focus on the
20 pedestrian experience on the western side of
21 Leila, maintaining this pathway with a direct
22 access down to the Riverwalk, which we will
23 detail more as we get through the elevation,
24 showing that it is ADA-compliant, as that was a
25 comment, tying into the existing Riverwalk and

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1 zone along Leila Street and May Street to a
2 minimum of 10 feet.

3 And then staff would also like to
4 recommend the following recommendation, if the
5 board will allow, that the multifamily
6 development site plan will conform to the
7 approved master site plan for One Riverside
8 Avenue.

9 This concludes the staff report and staff
10 is available for questions.

11 Thank you.

12 THE CHAIRMAN: Thank you very much for
13 that thorough report.

14 May we hear from the applicant, please.
15 (Ms. Mosley approaches the podium.)

16 THE CHAIRMAN: Can you state your name and
17 address for the record?

18 Thank you.

19 MS. MOSLEY: Katherine Mosley, TriBridge
20 residential, 100 Peachtree Street, Atlanta,
21 Georgia.

22 Hopefully, this will go pretty quick. I
23 have a presentation pulled together, but a lot
24 of it we've just covered, so I will kind of
25 breeze through some of these and try to focus

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1 then, additionally, providing this access point
2 to the future park.

3 To go through one more time the vehicular
4 circulation for the site, obviously the project
5 is accessed off of Riverside with this being
6 kind of the main loop. As we've discussed,
7 this ramp down that goes through the parking
8 deck and then up May Street is the only
9 connection road throughout the site.

10 This lower level, again, is mainly for
11 connection, but there is parking on this lower
12 level of the deck.

13 The third level of the deck is this ramp
14 right here which ramps up to, again, the
15 controlled access residential portions of the
16 deck.

17 And then the second floor of the deck is
18 accessed only by the grocer from this kind of
19 front entrance, so that is essentially
20 separated from these ramps and uses for the
21 multifamily.

22 Grade has come up a good bit on this site,
23 so just to recap the orientations -- so this is
24 kind of understanding the grade. You can see
25 the section here (indicating). So this is if

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1 you're looking along Leila Street at our
2 multifamily building. You will see the grocer
3 on grade at about 24, you'll see the ramps that
4 start right here, and then the building steps
5 from an elevation of 24 down to -- the building
6 will be around 10, and then the Riverwalk is
7 down at 7, just to understand the orientation
8 of the site here.

9 Similarly, this is if you are standing at
10 the grocer looking south to the river. This is
11 the parking access for the retail. Above that
12 is the residential. And then over here, on
13 kind of the east side of the page, is this
14 stand-alone amenity building, which really does
15 a great job to disguise the access ramps into
16 the deck. And then set behind that is the
17 leasing office and entrance to the amenities.

18 Looking at the view from May Street,
19 again, the grocer sits up at about 24. May
20 Street starts at about 20, closer to the
21 bridge, and ramps down to 7. So this is that
22 access point. So when you take the ramp up
23 from your entrance off of May, this is where
24 you see the entrance off of Leila. You're
25 coming down and you will loop onto May. And,

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1 again, these lower levels will be for some
2 residents, kind of overflow parking. The
3 second level is for the grocer and then the
4 multifamily above that.

5 I think this site does a good job kind of
6 depicting exactly where the uses are for the
7 parking that I just went over with the
8 mixed-use residential sitting on top, grocer on
9 the main level, and then access, some
10 residential.

11 And this is where part of the reserved
12 parking spaces for the City park will be on
13 this grade level to provide easy access to the
14 City park and the Riverwalk.

15 Now, for the fun stuff, the actual
16 elevations. So this is the view -- you can
17 come in off of Riverside. You've just driven
18 past the retail. And, essentially, this is our
19 entrance to the Phase 1 multifamily.

20 And so this focuses largely on this
21 standalone amenity building here (indicating)
22 that will have a nice, little hardscape plaza
23 outside of it, again, kind of maintaining that
24 pedestrian feel. And then sitting right behind
25 that, the leasing office, and, again,

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1 maintaining that view to the Riverwalk.
2 Here's as you move through the site. So,
3 again, they're coming into this arrival
4 courtyard. You'll have the leasing office on
5 the western side, you'll have the restaurant.
6 It's a 3,000-square-foot restaurant on the
7 eastern side. And then maintaining this walk.

8 We've enhanced this with lighting here.
9 Obviously, we have the bollards. And then
10 we've incorporated different materials into the
11 building; stone and siding and some wood
12 architectural features.

13 Here is an image, kind of stepping back,
14 looking at this arrival plaza, as we've
15 discussed, integration of the pavers, the
16 seating. Really wanted to focus on shade
17 trees, so we've incorporated those in all of
18 the public spaces in lieu of the palm trees
19 that you saw last time.

20 And then here's where we start to get to
21 the good stuff, right? So this is the
22 pedestrian access point down to the Riverwalk.
23 So as we've previously shown you, this is a --
24 kind of a stair promenade. Part of this will
25 be true stairs, part of it will be stepped in a

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1 way that it's kind of like an amphitheater
2 where you could sit, you could have coffee with
3 your friends, you could work on your laptop.

4 And then we do have a public elevator
5 right here (indicating) that provides access
6 from this level down to the Riverwalk.

7 And I will show you on one of the
8 following slides how the ADA path actually gets
9 down to the Riverwalk because, as we've
10 mentioned a few times, we have some interesting
11 grades on this site.

12 So here is kind of looking -- if you're at
13 the river looking back up to that image.
14 Again, this is the restaurant here that steps
15 down. It's two levels and fronts on the river
16 with this elevator right here. And I'll show
17 you -- I think it's on the next slide -- how
18 you get an accessible route down to the
19 Riverwalk.

20 There are stairs right here (indicating)
21 which connect directly to the Riverwalk and
22 then we'll have an adjacent path.

23 And, again, this is leasing and amenities.
24 So, again, keeping this area very vibrant and
25 activated. We want to make sure that there are

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1 a lot of people coming in through here, not
2 just the residents, but those that live in the
3 community, patrons of the restaurant, and,
4 obviously the larger development.

5 And, Xzavier can you zoom in a little,
6 like right here? Just to show this ADA path.

7 Okay. So if you come down the elevator,
8 right over here, there is a ramp. You can see
9 where I'm following right here. And it comes
10 out right here, and that is on grade with the
11 existing Riverwalk. So while there are stairs
12 there, there also is a ramp to make sure that
13 we're providing proper access.

14 You can zoom back out.

15 So, again, this is the view from the
16 river. We really like the architecture that we
17 proposed here, providing some visual interest,
18 some kind of undulation in the buildings. And
19 then, again, putting the focus on providing
20 shade trees along the Riverwalk instead of palm
21 trees to really kind of create that canopy.

22 Here is a view, kind of looking north if
23 you were sitting out at the restaurant. So you
24 can see a bit of the grade change here. So we
25 will have the outdoor seating on grade with the

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1 restaurant. And then where this fence is,
2 steps down to the public Riverwalk. It's about
3 3 feet of grade change right there.

4 Here is a view kind of looking south, or
5 west, I should say. This focus is a little bit
6 on the transition from the private amenities
7 that will be for the residents of the
8 apartments that will sit on this pool deck,
9 that will sit up just a couple of feet from the
10 actual Riverwalk, and then providing some type
11 of landscape buffer. And, again, adding the
12 shade trees along the Riverwalk, while we do
13 have some palm trees exclusively at the pool
14 deck.

15 This image shows as you're driving down
16 May Street. This is the parking deck, kind of
17 looking at the river, trying to show that view
18 corridor that's there. And, again, this will
19 be the access point if you wanted to ramp up
20 and get connection to the grocer, the retail,
21 the restaurant. That would be that access
22 point.

23 And I think important to show here that
24 we've really kind of tried to make an effort to
25 dress up this side -- this elevation. Keep in

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1 mind that we'll be doing the Phase 2
2 development as well, so -- this is our front
3 door, so we wanted to create some visual
4 interest through green walls and screening;
5 obviously, having this stair that connects up
6 to the grocer and then maintaining this view
7 and what will be a hardscape plaza at the end
8 of May Street.

9 And then this last thing we've kind of
10 covered. This was just to reinforce that
11 section of the Riverwalk. And this is the
12 pedestrian zone that we've agreed to increase.

13 Happy to take any questions you have.

14 THE CHAIRMAN: Thank you so much.

15 Let's go into public comment first.

16 Are there any speaker cards or hands
17 raised?

18 MR. CHISHOLM: No, Mr. Chair.

19 THE CHAIRMAN: Thank you so much.

20 Let's start on my left this time with
21 questions and comments, Mr. Loretta.

22 BOARD MEMBER LORETTA: I don't think I
23 have anything specific. We are approving
24 conceptual here.

25 I guess the two comments I'll have is --

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1 one, the parking garage that's on 18, are you
2 guys really envisioning trying to grow the
3 vines going up as shown in that or is that
4 going to be faux landscape or is that going to
5 be further thought at the final?

6 MS. MOSLEY: So the intent is that it
7 would actually be landscape. That's our plan.

8 BOARD MEMBER LORETTA: And then -- so if
9 you go to Page 10, I would ask you guys, when
10 you go to final -- so this -- you know, this is
11 really -- obviously, continues to be one of my
12 concerns, and you guys do a great job of hiding
13 my concern here, but you don't actually show
14 the pedestrian crosswalk that's actually going
15 straight through, towards the leasing office in
16 this picture. It's not shown, so let's make
17 sure that's added.

18 But, again, I'll state that you guys did a
19 great job of hiding some of the concerns and
20 the excess paving in these areas. Maybe -- if
21 you can -- my biggest concern comes down to
22 these walls and the pedestrian vehicular views
23 coming out of that wall. You've got that green
24 wall, which is really a wall behind it, and the
25 ramp up and then behind that there's another

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1 wall with the ramp down.
 2 Man, it sure would be great if there was,
 3 like, an extra 5 feet of view corridor before
 4 you get to, let's say, the stop bar or
 5 something of that nature that's going to be in
 6 there so people -- pedestrians can see cars and
 7 cars can see pedestrians, because right now,
 8 you know, this is -- it's tough to see, but I
 9 can see it. It's really, I think, a big
 10 problem. And so I just would love to -- if you
 11 can make the ramp from 15 to 18 percent and get
 12 an extra 5 feet and shorten that wall up and
 13 just get a little bit better visibility right
 14 there, it will -- you know, it will cause less
 15 issues into the future, in my professional
 16 opinion.
 17 Other than that, this is fantastic. You
 18 guys -- quite frankly, we've got two different
 19 exhibits and so on and so forth. The architect
 20 is doing great. I just wish that these were
 21 condos, unfortunately. I mean, that's just a
 22 disappointment. I think the City should maybe
 23 start thinking about placing some incentives
 24 toward condos in the downtown region because
 25 it's just a bummer that, you know, everything

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1 with these views are going to apartments, but
 2 that's another topic.
 3 THE CHAIRMAN: Thank you.
 4 Mr. Brockelman.
 5 BOARD MEMBER BROCKELMAN: I have no
 6 questions or comments.
 7 Thanks for the presentation.
 8 THE CHAIRMAN: Thank you.
 9 Ms. Durden.
 10 BOARD MEMBER DURDEN: I have a question
 11 for the applicant.
 12 THE CHAIRMAN: Absolutely.
 13 BOARD MEMBER DURDEN: In this elevation
 14 you're showing parking in front of the leasing
 15 office. Is that --
 16 MS. MOSLEY: So what you're seeing there
 17 is the parking that's a part of the retail
 18 site, in front of the amenity building. So
 19 this amenity building will have some type of
 20 programmed use for the residents, but the
 21 leasing office actually sits back here
 22 (indicating).
 23 BOARD MEMBER DURDEN: Well -- so we are
 24 going to --
 25 MS. MOSLEY: That parking is not part of

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1 my project. The line sits essentially right in
 2 front of that building. So in order to
 3 graphically show it accurately, we've included
 4 it here, but that's not part of the property.
 5 BOARD MEMBER DURDEN: So maybe that's a
 6 question for the staff. I'm looking -- I can't
 7 find a page number on this. It is -- it's a
 8 site plan. It comes after the Section B-B,
 9 building elevation section. Maybe it's in the
 10 larger one.
 11 BOARD MEMBER LEE: I think if you pull up
 12 Page 2 -- you're just talking about the general
 13 site plan?
 14 BOARD MEMBER DURDEN: Well, I'm talking
 15 about one page, and I don't know if it's the
 16 general -- maybe it's in this one. It shows
 17 parking there, and I don't remember seeing
 18 parking there in the master site plan. And --
 19 MS. MOSLEY: Are you talking about this
 20 right here (indicating), where I have the
 21 cursor?
 22 BOARD MEMBER DURDEN: Yes.
 23 MS. MOSLEY: That, I believe, is in the
 24 site plan --
 25 BOARD MEMBER DURDEN: But you said that

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1 was not part of your project?
 2 MS. MOSLEY: So our Phase 1 property line
 3 essentially sits at the northern border of the
 4 parking deck and that amenity building.
 5 BOARD MEMBER DURDEN: Okay. Then we won't
 6 talk about it.
 7 MS. MOSLEY: So there's --
 8 BOARD MEMBER DURDEN: So we have parking
 9 on both sides of that -- okay. Well, I missed
 10 that. And I know I can't talk -- it's outside
 11 your thing.
 12 I like the architecture, you know, and I'm
 13 satisfied with the way that you dealt with the
 14 bollards in that one area.
 15 And I think you've answered all my other
 16 questions. Thank you.
 17 THE CHAIRMAN: Thank you.
 18 Mr. Schilling.
 19 BOARD MEMBER SCHILLING: Thank you,
 20 Mr. Chairman.
 21 I think it's a great-looking project. I
 22 think the architecture is terrific. And I
 23 know -- basically, I think it's pretty much
 24 assumed that all those things we just agreed on
 25 the final item are going to flow into this item

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1 as conditions.
 2 The only comment that I'll make, which --
 3 which I would ask for y'all to maybe dig a
 4 little deeper on is the cladding and the
 5 screening on the garage because I -- I think,
 6 you know, having the lower level with the
 7 greenery, I think it looks great. But if I'm
 8 on Riverside or going up the ramps to the
 9 Acosta, the portion -- the lower portion that's
 10 the greenery is going to be blocked by the
 11 grocer. So all I'm going to see is the upper
 12 part, which are the panels, and -- and I can't
 13 really tell what they are, so it would be -- it
 14 would be great maybe if we had a sample of what
 15 they were going to be.

16 If they're -- now, I know Baptist has done
 17 some lighting on their garage that's made it
 18 look great. If there could be some variation
 19 of color, pattern, something that's more than
 20 just, like -- it looks like a grayish-white
 21 screen across the whole garage.

22 So I would -- in my opinion, I think that
 23 the garage is not quite certainly to the level
 24 of the building itself, so I'd ask if y'all
 25 would maybe take a little more time and look at

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1 that for when you come back for final.
 2 That's all I have.
 3 Thank you, Mr. Chairman.
 4 THE CHAIRMAN: Thank you.
 5 Mr. Davisson.
 6 BOARD MEMBER DAVISSON: Yeah, I know this
 7 isn't in our purview, but what kind of
 8 structural system are you using for the
 9 apartments?

10 MS. MOSLEY: So there's two levels of
 11 podium and five levels of type 3 construction
 12 above, wood.

13 BOARD MEMBER DAVISSON: Okay. I agree
 14 with the comments about the garage. There's a
 15 lot of blank wall on the garage, and I'm
 16 looking and seeing -- and I guess my -- the
 17 question's already been asked. If this is an
 18 authentically cultivated green wall, I'd
 19 support it, but -- and I think you need to
 20 address that when you come in for final because
 21 there's a lot of people who call them green
 22 walls and they're not actually green walls.

23 I think the architecture, it's got the
 24 kind of depth and just -- there's excitement to
 25 it on -- along the riverfront, as well as when

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1 you enter.
 2 And I do want to address something that
 3 came up in the -- in the last one about this
 4 turnaround and how you park. And I think what
 5 this project has done is probably one of the
 6 few successful projects of taking a parking
 7 turnaround that's -- and turns it into a plaza
 8 that's for cars. Think, oh, by the way, cars
 9 can drive on it, instead of doing a curb and
 10 gutter asphalt turnaround that, you know, is
 11 what it is.

12 So I think by defining parking spaces,
 13 whether they're parallel, 60, I don't care,
 14 they've been able to define a space for cars
 15 that pedestrians can walk on. And, to me,
 16 personally, it looks like a pedestrian plaza.
 17 And I think you were very successful in doing
 18 that. And I wish more projects that came in
 19 front of us did streetscape like that, but
 20 that's -- you know, I commend you on that.

21 I just -- the garage is probably my only
 22 concern that I would just say, you know,
 23 tighten up what you're going to bring back.

24 MS. MOSLEY: May I ask a question?

25 THE CHAIRMAN: Sure.

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1 MS. MOSLEY: In previous versions we had a
 2 good bit more color, so I'm not afraid to add
 3 more to it. Are you guys generally okay with
 4 the style of panel and kind of placement? Just
 5 want to see a little bit more pop or are you
 6 looking for something much more (inaudible)?
 7 To help give me direction.

8 BOARD MEMBER SCHILLING: That's a really
 9 good -- Mr. Chairman, I'll take a crack at it.
 10 I know I made the comment.

11 THE CHAIRMAN: Go for it. I had some
 12 comments on the garage as well, but -- please,
 13 go.

14 BOARD MEMBER SCHILLING: One thing -- I
 15 apologize, I jumped right to comments and
 16 questions. I do need to share just officially
 17 for the record ex parte. And I don't know if
 18 this officially counts, but Mr. Wyman Duggan
 19 and I had ex parte with each other's
 20 voicemails. So we at least had that level of
 21 communication back and forth that I want to
 22 share, just about the overall project.

23 So I guess I would say, I certainly would
 24 like to see some more color, but, I guess --
 25 just some more color but without going crazy,

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1 if that makes sense.
 2 MS. MOSLEY: Okay.
 3 BOARD MEMBER DAVISSON: Well, I'm going to
 4 say the opposite.
 5 BOARD MEMBER SCHILLING: Okay. Well, then
 6 I'll --
 7 BOARD MEMBER DAVISSON: No, I think it's
 8 totally up to you. Color is like fashion.
 9 It's here today, gone tomorrow. And I think
 10 the best you can work with are the lighter
 11 tones, in some way it's more sophisticated with
 12 subtlety, but that's completely up to you. And
 13 I would just stay away from the stuff that's
 14 trendy.
 15 That's all.
 16 THE CHAIRMAN: Thank you.
 17 Anything from Mr. Lee online?
 18 BOARD MEMBER LEE: I appreciate that.
 19 And I'll reiterate and reinforce what
 20 Mr. Schilling and Mr. Davisson have said about
 21 the garage. The garage at seven stories will
 22 be a fairly prominent architectural element
 23 along Riverside. In fact, most people might
 24 experience the site -- even though most of the
 25 renderings are giving everyone a water view,
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1 project. It will certainly be a nice project
 2 to see coming over our bridges. It's a nice
 3 change from some of the other cookie-cutter
 4 ones that we've seen in the not-too-distant
 5 past. So this is very unique, it's original,
 6 and it's very much appreciated.
 7 I do think you're missing a bit of an
 8 opportunity with the garage as well, to elevate
 9 it and bring it to the level of architecture
 10 that we're seeing in the rest of the project.
 11 So just any fresh ideas on that -- maybe
 12 incorporate some lighting.
 13 What is this -- what is this screening
 14 that you're proposing right now?
 15 MS. MOSLEY: It's a mesh screening and we
 16 plan to have samples of it for final.
 17 THE CHAIRMAN: Thank you.
 18 I propose taking a motion and bringing it
 19 up to vote. We have the recommendation of
 20 staff with subsect A to increase the width of
 21 the pedestrian clear zone along Leila Street
 22 and May Street to a minimum of 10 feet. We
 23 just addressed that in the prior hearing. And
 24 then subsect B to -- with the multi-development
 25 site plan, that this will conform with the
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1 many people won't ever see that side of the
 2 building unless they're on the river. So I
 3 would spend more time trying to improve the
 4 architecture of the garage and have it fit in
 5 with the level of detail and quality and effort
 6 that was put into the rest of the buildings.
 7 Otherwise, I think it's a great site and a
 8 great project.
 9 Thank you.
 10 THE CHAIRMAN: Thank you, Mr. Lee.
 11 Thanks to Mr. Shilling, reminding us of ex
 12 parte obligations.
 13 Any ex parte we need to disclose?
 14 BOARD MEMBER BROCKELMAN: Yes. Thank you,
 15 Mr. Chairman.
 16 I also had a conversation with Mr. Duggan
 17 earlier this week about the project.
 18 BOARD MEMBER DURDEN: Thank you,
 19 Mr. Chairman.
 20 I also had a conversation with Mr. Duggan
 21 in regards to the project.
 22 THE CHAIRMAN: Thank you.
 23 And I did as well.
 24 And just echoing what we've heard about
 25 the garage, I think this is a beautiful
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1 One Riverside Avenue site plan final approval
 2 that we just approved.
 3 Do I have a motion?
 4 BOARD MEMBER SCHILLING: So moved.
 5 BOARD MEMBER DURDEN: Second.
 6 THE CHAIRMAN: Being that we have a motion
 7 and a second -- a motion from Mr. Schilling, a
 8 second from Ms. Durden -- we'll bring it to a
 9 vote.
 10 All in favor say aye.
 11 BOARD MEMBERS: Aye.
 12 THE CHAIRMAN: Any opposed?
 13 BOARD MEMBER LEE: Aye.
 14 (Reporter clarification.)
 15 MS. GRANDIN: Trevor Lee was a no.
 16 THE CHAIRMAN: He was an aye.
 17 MS. GRANDIN: I don't know. Ask him.
 18 THE CHAIRMAN: I think there was a timing
 19 issue.
 20 Mr. Lee, can you a clarify, were you a yea
 21 or a nay?
 22 BOARD MEMBER LEE: Yea. I'm sorry about
 23 that.
 24 THE CHAIRMAN: Thank you.
 25 MS. MOSLEY: Thank you for your time.
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1 THE CHAIRMAN: Next up DDRB 2021-017,
 2 Lofts At Cathedral, conceptual approval.
 3 Do we have a staff report?
 4 MS. RADCLIFFE-MEYERS: Yes, we do. Thank
 5 you, Chairman.
 6 So I'll be providing the staff report for
 7 the Lofts at Cathedral multifamily development.
 8 DDRB application 2021-017 seeks conceptual
 9 approval for the construction of a mixed-income
 10 community consisting of two residential
 11 buildings totaling 121 units.
 12 The site is bounded to the north by Church
 13 Street, to the east by Liberty Street, to the
 14 south by Duval Street, and to the west by
 15 Shields Place.
 16 The project includes the Florence Davis
 17 YWCA building originally constructed in 1949.
 18 The three-story, 45,000-square-foot YWCA
 19 building was awarded local landmark status in
 20 June of 2017 and the developer is working with
 21 HPC on the restoration of this building which
 22 will be redeveloped into 29 multifamily units.
 23 The new construction consists of a
 24 five-story residential complex that will house
 25 92 units, which will include studios, one- and
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1 two-bedroom units.
 2 As shown on the plans, the new residential
 3 building will be built to the build-to line.
 4 And due to the grade change on site, the
 5 residential portion of the building has been
 6 raised above the pedestrian realm.
 7 Per Section 656.361.6.2.A.2.(m),
 8 residential units must either be pulled off the
 9 build-to line 5 to 15 feet or raised above the
 10 pedestrian realm from a minimum of 3 feet to a
 11 maximum of 6 feet to provide privacy to the
 12 residents.
 13 On October 4th, a workshop was held to
 14 discuss the request for a deviation from
 15 Section 656.361.6.2.A.2.(m) to allow for the
 16 residential units of the five-story building to
 17 be raised more than the allowed maximum of
 18 6 feet above the sidewalk, public realm. The
 19 developer will present the findings that
 20 support this deviation request prior to final
 21 approval.
 22 A residential amenity space has been
 23 located on the corner of Duval and Liberty
 24 Street. Per the ordinance, when buildings are
 25 located on corner parcels, the building design
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1 shall be used to define and activate the
 2 intersection as an important node. Additional
 3 design and programming of the space will need
 4 to be included to ensure this corner meets such
 5 requirements. Also, further refinement of the
 6 building facades is also recommended.
 7 To ensure the facades meet the
 8 requirements of not only the ordinance but are
 9 in line with the Cathedral District design
 10 guidelines, additional details will need to be
 11 added which will help create visual interest
 12 and urban character.
 13 Based on the foregoing, the Downtown
 14 Development Review Board staff recommends
 15 conceptual approval of DDRB application
 16 2021-017 with the following recommendations:
 17 At final review, the developer shall
 18 submit findings that support the request for a
 19 deviation from Section 656.361.6.2.A.2.(m) to
 20 allow for the residential units of the
 21 five-story building be raised more than the
 22 allowed maximum of 6 feet above the sidewalk,
 23 public realm.
 24 That the applicant will continue to work
 25 with staff on the architectural design to
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1 ensure that the facades meet the requirements
 2 of the code, Section 656.361.6.2.E, facade
 3 differentiation, articulation and detailing.
 4 Features should include mimicking the
 5 cornices above the windows found on the
 6 historic YWCA; adding faux balconies,
 7 overhangs, articulation of building volumes;
 8 varying the fenestration, which is also seen on
 9 the historic YWCA building; and varying the
 10 muntins and the glazing.
 11 Applicant will also continue to work with
 12 staff on the development of the building at the
 13 corner of Duval Street and Liberty Street to
 14 include the engagement of the pedestrian along
 15 the public realm and include a screening
 16 element for the parking areas, and also to
 17 provide a shade study which shows the
 18 pedestrian realm meets the 40 percent shade
 19 coverage requirement.
 20 This concludes the staff report. Staff is
 21 available for questions.
 22 Thank you.
 23 THE CHAIRMAN: Thank you very much.
 24 May we hear from the applicant, please.
 25 (Mr. Hoover approaches the podium.)
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1 MR. HOOVER: Ryan Hoover, Vestcor, 3030
2 Hartley Road.

3 As was mentioned, we are -- we are here
4 for conceptual review. And Lori did a great
5 job of explaining some of the basics, so I'm
6 going to kind of get through -- I know we have
7 comments. I'm going to get through some of
8 the -- the zoning and the overlay.

9 As mentioned, the site is located at
10 Duval, Shields Place, Church and Liberty
11 Street.

12 Here is a higher overhead, land use,
13 zoning and site plan.

14 I have this thing timed. So if you have a
15 question at any time, feel free to interrupt.

16 So this is -- kind of shows you the
17 massing if you were to be able to stand and
18 look at all three buildings at once. You see
19 the new building on the right. The center is
20 the historic YWCA with the St. Johns Cathedral
21 on the left.

22 We have -- due to the topographic nature
23 of this site, we have a lower-level parking
24 garage that is entered only through Liberty
25 Street. There, you will come in, you could

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1 park, and then residents can go up a stairwell
2 or the elevators.

3 And then here is what I'm considering on
4 grade. The main entrance to the main parking
5 lot is from Duval Street. Also shown here is
6 the main entrance into the historic YWCA
7 building, which also is the leasing office and
8 there's amenities in there as well.

9 The pedestrian access into the site from a
10 sidewalk here (indicating), which also serves
11 as the ADA access all the way around the back
12 and into the amenity area of this building.

13 So real quick, we'll just go through some
14 of the -- this kind of shows the existing
15 historic building and what we're doing to try
16 and tie into the historic look.

17 We're going to kind of mimic the lower
18 area, which is shown on the left, and the
19 historic is a limestone finish. And on the --
20 on the new building we'll have mostly
21 poured-in-place concrete and we'll have some
22 reveals kind of in the -- they're poured into
23 the forms and then kind of -- we'll show some
24 of those lines that you see on the historic
25 building.

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1 I'll go around the base of the new
2 building.

3 MS. TRIMMER: The scoring.
4 MR. HOOVER: Thanks, Cyndy.
5 The scoring Cyndy said.

6 Here's some more pictures of the existing.
7 These are just floor plans. This does show the
8 rooftop equipment screens on the north
9 elevation of the building and kind of the sight
10 line, which -- you can't see it here, but
11 it's -- we have varying sizes of ACs, but they
12 are all hidden behind the screen. You'd have
13 to be, I think, 5 or 8 feet back to -- to where
14 the -- maybe you'll see the top of an AC, and I
15 don't think that's possible because you have
16 buildings in between you.

17 Here, we are showing some of the finishes.
18 I brought a finished board because -- as you
19 can see here, every screen has a different
20 color. But I can pass it around if you want.

21 This shows the grade colors, because it
22 did have kind of a brown hue to it on the
23 screen.

24 So that shows the -- some of the precast.
25 On the bottom it will be integrated with some

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1 of the brick, which I'll show you in the larger
2 elevation.

3 The brick we're going to match as close as
4 we can to the existing building. So that may
5 not be exact, but whatever we can find that's
6 an eye-level match, we will -- we will get.

7 Some other features. So up here we have a
8 cornice that kind of pays tribute to the
9 existing -- to the YWCA building. It's at the
10 top here. We've add these tops to these towers
11 that kind of give it some depth.

12 And the other thing you cannot see, but I
13 will get to -- the elevation -- can you zoom in
14 a little bit, Xzavier?

15 That's good. Perfect.

16 As I was mentioning, you really can't see
17 it on here, but we do have a soldier course of
18 brick above the windows that are in the brick
19 that will match the existing building.

20 And the rest of the finishes are all
21 Hardie. So you've got lap siding, you have
22 board and batten, we have the storefront on two
23 sides that house the amenity areas in the back.

24 Here, you can see the elevation change,
25 and you can also see the -- so on the bottom

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1 corner which has been discussed, you know,
 2 we're still looking at different things we can
 3 do with that to make it activated, but you can
 4 see it's about 6 feet tall from the sidewalk.
 5 So you when drive into that Liberty Street
 6 entrance, you are driving down about 2 feet.
 7 So it's not a full floor there. It's a half a
 8 floor, roughly, with the main amenity area
 9 starting at that 6-foot piece.
 10 Here's another elevation. This is just
 11 showing -- it's hard to see, but you have the
 12 rooftop (inaudible) the top. It's just --
 13 Another elevation. This is a plan view
 14 elevation, so it doesn't show -- it's not going
 15 to look like that. You can see right through
 16 to the driveway, which you won't be able to do
 17 in real life.
 18 This is Liberty Street. So this shows you
 19 the entrance into that lower-level parking
 20 garage. You can see the plantings along there.
 21 Here's a rendering. And this is the
 22 corner that's been discussed down here at the
 23 bottom, right there.
 24 And this is a better view from the north
 25 side, on Church Street. So we have an
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1 opportunity -- there's a couple of really nice
 2 trees that are on the street side, in the
 3 existing -- there's already existing angled
 4 parking there. There's some decent-sized oaks
 5 there that we'll be able to save and trim and
 6 with luck they'll continue to grow, to help --
 7 to help screen the structures.
 8 We're also -- we have the aluminum fence
 9 with the brick columns and then plantings and
 10 then trees on the interior as well to help
 11 break that up.
 12 I have a landscape plan if we need to look
 13 at it. It just shows kind of the overview.
 14 And I'm here for questions. I have the
 15 architect here as well, which I (inaudible),
 16 but he's here as well if you have any specific
 17 questions.
 18 THE CHAIRMAN: Thank you, Mr. Hoover.
 19 Do we have any speaker cards or hands
 20 raised, please.
 21 MR. CHISHOLM: Yes, Mr. Chair.
 22 THE CHAIRMAN: Will you call out the first
 23 speaker card, please.
 24 MR. CHISHOLM: First, we have Greg
 25 Radlinski.
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1 THE CHAIRMAN: Please come forward.
 2 (Audience member approaches the podium.)
 3 AUDIENCE MEMBER: Good afternoon.
 4 THE CHAIRMAN: Your name and address for
 5 the record, please.
 6 AUDIENCE MEMBER: Certainly.
 7 My name is Greg Radlinski. I live at 309
 8 East Church Street, Jacksonville.
 9 (Microphone failure.)
 10 Now that it's on I'll tell you who I am.
 11 My name is Greg Radlinski. I live at 309
 12 East Church Street, directly across Church
 13 Street, from the north side of the parcel, and
 14 essentially at the end of east -- Shields
 15 Place.
 16 I'm disappointed in today's presentation
 17 because I anticipated when we met the last time
 18 as a subcommittee that we would have some
 19 revision of the drawings to tell us what you
 20 all were going to consider. And essentially
 21 I've wasted about a month and we come up with
 22 the same thing.
 23 My concern is -- there are design
 24 standards, there are 11 of them. There are
 25 only a few that actually contain [sic] in my
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1 interest.
 2 Historic buildings and structures should
 3 have breathing room around them to preserve
 4 their scale and significance. Focus should be
 5 on neighborhood feel for both residential and
 6 commercial. Newer building materials are
 7 desired for practical cost implementation, but
 8 should respect and mimic the historic
 9 neighborhood and recognize the gray tone and
 10 brick historic buildings to blend facade
 11 finishes, landscaping, fencing, and in general
 12 blend the color palette for new construction.
 13 This proposal -- and all they're promising
 14 is, well, we'll come back and we'll look at
 15 something later. We'll improve all of this.
 16 But what we're seeing now is unacceptable. And
 17 they've had a couple of months to do something,
 18 and you've got nothing.
 19 The monolithic new parking structure
 20 essentially looms over the original YWCA
 21 building. It doesn't leave the structure any
 22 breathing room to preserve its scale and
 23 significance. It is a massive structure next
 24 to the YWCA building, which is now (inaudible)
 25 the rather large cathedral and what's being
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1 proposed.

2 It seems to me very reminiscent of looking

3 at St. Patrick's Cathedral from above. And

4 today, it's now little St. Patrick's Cathedral,

5 surrounded by these towering office towers.

6 There is no comparison of respecting the

7 building of the cathedral. Same thing here,

8 what we expect of the YWCA building.

9 Now, the design standard says that new

10 development should have an urban and -- a

11 suburban scale and design, and is to embrace

12 the unique character as the historic nature of

13 the Cathedral District. The apartment design

14 doesn't embrace the unique character of the

15 Cathedral District, it doesn't respect and

16 mimic the historic neighborhood; it ignores it

17 completely.

18 The chairman previously used the word

19 "cookie-cutter" with respect to some other

20 projects. This is cookie-cutter. You have

21 seen so many Vestcor apartment/loft buildings

22 around, and now they're putting another one

23 right here into the historic area and saying,

24 "Oh, yes, this looks very much like what we did

25 at the Prime Osborn center and elsewhere around

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1 Jacksonville, but it fits into the historic

2 district." No, it doesn't. You can't have one

3 design and then stick it anywhere you want

4 to --

5 (Timer notification.)

6 THE CHAIRMAN: That is three minutes.

7 Thank you very much for your comments. Much

8 appreciated.

9 MR. CHISHOLM: Thank you.

10 Next, we have Ted Pappas.

11 (Audience member approaches the podium.)

12 AUDIENCE MEMBER: I guess I'm going first.

13 My name is Kate Moorehead. I'm the dean

14 of the Cathedral across the street and I've

15 been that dean for 12 years.

16 Five years ago, we birthed a nonprofit

17 called Cathedral District Jax in order to

18 jump-start our neighborhood and create a

19 historic residential neighborhood. The board

20 of Cathedral District Jax, some of our members

21 and our executive director are here.

22 We are passionate about creating a

23 historic residential neighborhood and we don't

24 feel that this building is appropriate for the

25 vision that we've cast.

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1 And given that, I'm going to let some of

2 the experts in the field speak to that. First,

3 Ted Pappas, who's our architect.

4 THE CHAIRMAN: Thank you.

5 (Audience member approaches the podium.)

6 AUDIENCE MEMBER: Thank you very much.

7 I will not repeat the comments that the

8 previous --

9 THE CHAIRMAN: Can you say your name and

10 address --

11 AUDIENCE MEMBER: Ted Pappas, 1807

12 Elizabeth Place, Jacksonville, 32205.

13 THE CHAIRMAN: Thank you.

14 MR. PAPPAS: I think the point that I

15 would like to make more than any others is that

16 there are special districts at every city;

17 Savannah has its district, Charleston has its,

18 St. Augustine does. In Jacksonville, we feel

19 that the Cathedral District is a special

20 district and there are wonderful structures.

21 There's six worship structures that were

22 created years ago. Craftsmanship was

23 important, geometry is important, the

24 undulation of the facades were very important,

25 and we felt like somehow these could not be

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1 copied but somehow respected, the idioms of

2 those particular buildings.

3 So this is our special district and we

4 feel like -- that the scale is important, the

5 proportion of the buildings as they relate to

6 each other.

7 The one point that I made earlier to

8 Mr. Hoover was there needs to be an

9 announcement, how you get into the building.

10 It's a six-story -- five-story building. A

11 doorway needs to show up.

12 I know the leasing office has a nice

13 entry, the old YWCA. There's no connection

14 really between the two buildings. You come out

15 from the YWCA building without any protection.

16 You're in a stairway that goes down to grade,

17 but there's no connection to the new building.

18 That's one of the points that I wanted to make.

19 But, generally, I think the most important

20 thing is Jacksonville needs to recognize that

21 we do have a special district, a district that

22 has quality architecture that needs to be

23 respected.

24 Thank you.

25 THE CHAIRMAN: Thank you.

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1 (Audience member approaches the podium.)
 2 THE CHAIRMAN: I assume everyone filled
 3 out a speaker card as well?
 4 AUDIENCE MEMBER: Yes.
 5 THE CHAIRMAN: Thank you.
 6 AUDIENCE MEMBER: I'm Ginny Myrick and I'm
 7 the CEO and president of Cathedral District
 8 Jax.
 9 And I'd like you to, if you wouldn't mind,
 10 go back to the one slide that shows the two
 11 buildings and the elevation level of their
 12 connection between the two.
 13 We came before you sometime ago, I think
 14 about three or four months ago, where you
 15 adopted our design standards. So how does this
 16 building -- this new structure and the old one
 17 comply with the design standards? And as far
 18 as I can tell -- I'm going to read these for
 19 you.
 20 Number 2, Number 3, Number 5, and Number 9
 21 don't comply at all.
 22 Number 2 is new development should have an
 23 urban versus a suburban scale in design.
 24 Fails.
 25 Focus should be on neighborhood feel for
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1 you right now. We have come up with some
 2 recommendations for conditions. And I'd like
 3 to know if you felt comfortable with them,
 4 whether someone would offer them as an
 5 adoption.
 6 The first one is elimination of the flat
 7 roof, which is particularly reflective of a new
 8 suburban apartment design.
 9 Number 2, place at least 50 percent of the
 10 parking underground, at least half.
 11 Number 3, visually design a large base
 12 banding at the bottom of the building to
 13 reflect the classic design of the neighborhood
 14 and to enhance the pedestrian experience on
 15 Duval and Liberty Street.
 16 And Number 4, connect with the YWCA
 17 building to establish the visual effects of
 18 being one residential development with the main
 19 entrance of the project on Duval Street, at the
 20 Y. The buildings are disjointed, not connected
 21 as one project.
 22 We have met, not once, not twice, but
 23 three times with Vestcor, with Ryan Hoover and
 24 other members of their team, including their
 25 architect. We have seen the same design every
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1 both residential and commercial. It fails.
 2 The facade should be articulated; i.e.,
 3 the facade should be undulated, not flat front.
 4 It should present as an urban neighborhood. It
 5 fails.
 6 Number 9, use the unusual district
 7 topography of a 10-foot drop from its center
 8 for development advantage, such as underground
 9 parking, recreation, and retail. It fails.
 10 There's a proposed 130 places to park on
 11 this whole -- it's the whole city block, a
 12 block and a -- an acre and a half. Thirty
 13 sites are underground. One hundred are on
 14 surface -- surface parking. That's larger than
 15 when the Community Connections people owned the
 16 whole property.
 17 So from Mr. Radlinski's perspective, the
 18 gentleman that just spoke -- he faces the
 19 parking lot. So what we're giving him is a
 20 surface parking lot for 100 cars when the
 21 topography allows you to go down close enough,
 22 far enough, deep enough to put the vast
 23 majority underground, like other developers are
 24 doing in the neighborhood.
 25 So what I did -- which I'll pass out to
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1 single time we met with them. We did it again
 2 this morning at 8 o'clock in the morning. It's
 3 the same design that they showed today. So
 4 they say that they'll work on it, but I'm
 5 not -- I don't have that confidence that
 6 they're going to do the work that needs to be
 7 done.
 8 Thanks.
 9 THE CHAIRMAN: Thank you so much.
 10 And I will -- since this is handed to the
 11 board and asked for consideration, I will mark
 12 this as Exhibit 1 for our review and
 13 consideration.
 14 Thank you.
 15 MS. MYRICK: Thank you.
 16 THE CHAIRMAN: Any other speakers, please?
 17 MR. CHISHOLM: Next is Michael Dunlap.
 18 (Audience member approaches the podium.)
 19 AUDIENCE MEMBER: Michael Dunlap, One
 20 Independent Drive, Suite 113, 32202.
 21 I'm an architect as well, and I certainly
 22 want to support the folks who have spoken
 23 before me. And I also want to be one more
 24 professional voice to send these guys back to
 25 the drawing board.
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1 I recommend denial of the project as its
 2 been submitted, and -- not only for their
 3 reasons, but your reasons. Your staff review
 4 applies to what we saw today, lacks human
 5 scale, does not reflect the historic nature of
 6 the neighborhood, it does not reflect the gray
 7 tones, yada, yada. You know the list.
 8 I would add that this is a building-type
 9 error and the work that they did under the
 10 Skyway would probably be -- this is a perfect
 11 project for something under a Skyway and in a
 12 warehouse district. It's exactly the wrong
 13 project for a historic neighborhood like this.
 14 You can walk 10, 20 feet in any direction and
 15 hit architectural nirvana, and this doesn't
 16 come close.
 17 They need to go back to the drawing board
 18 and respect the neighborhood that they're in.
 19 And I think that the dean of the Cathedral
 20 summed it up perfectly, not appropriate to the
 21 district vision.

22 Thanks very much.
 23 THE CHAIRMAN: Thank you.
 24 Any more speaker cards, please.
 25 MR. CHISHOLM: Yes. Next we have Sid
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1 just ask you to support in doing what's right
 2 for the Cathedral District in the future of
 3 that area of downtown Jacksonville.
 4 Thank you.
 5 THE CHAIRMAN: Thank you.
 6 Any other speaker cards or hands raised?
 7 MR. CHISHOLM: Next we have Rick Stein.
 8 (Audience member approaches the podium.)
 9 AUDIENCE MEMBER: Rick Stein. I also am
 10 on the Cathedral District board.
 11 We'd like to show you three slides of what
 12 has been done in other communities in historic
 13 districts.
 14 And I concur with what's been said in
 15 previous -- in reference to making sure that
 16 the scale, look and vision of this project
 17 should follow along with what y'all's
 18 requirements are and the vision that y'all have
 19 also for the Cathedral District.
 20 This is a rendering of a development in
 21 Charlotte, North Carolina. You can see some of
 22 the requirements that y'all are proposing
 23 and -- and quality of the project itself. I
 24 believe these are all affordable.
 25 This is one in Forest Park, Illinois, and
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1 Girvin.
 2 (Audience member approaches the podium.)
 3 AUDIENCE MEMBER: My name is Sid Girvin.
 4 I am the chairman of the board of Cathedral
 5 District Jacksonville. My office is at One
 6 Independent Drive, Suite 1600.
 7 I just want to express my concern as well
 8 and in support of all the comments that had
 9 just been made.
 10 And, I guess, in contrast to what was said
 11 by Vestcor, I -- my concern is, I -- I don't
 12 want to look back at this project in 20 years
 13 or my children look back and say, what happened
 14 here? We've got the churches here, you have a
 15 beautiful area, you have a great opportunity
 16 with the Cathedral District. That's why we
 17 formed the board that we did and why we
 18 assembled the people that are serving on the
 19 board who wanted to serve it, is to preserve
 20 historical and architectural integrity and
 21 beauty of what's there, and this project does
 22 not do that.
 23 And I know -- I'm kind of looking at your
 24 faces while these presentations are made, and
 25 I -- I think you're on our side as well, and I

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1 this one is in Georgia.
 2 THE CHAIRMAN: Quick question. Sorry to
 3 cut into your time, when you say "all
 4 affordable," you're talking about affordable
 5 housing?
 6 MR. STEIN: Yes.
 7 THE CHAIRMAN: Okay. Thank you.
 8 MR. STEIN: And this is the last one in
 9 Anaheim, California.
 10 Just some of the efforts of some of the
 11 other projects that have done both scale and
 12 the look and texture and so forth that we feel
 13 is more appropriate of what we're trying to do
 14 in Jacksonville.
 15 Thank you.
 16 THE CHAIRMAN: Thank you.
 17 I will also attach this PowerPoint, if we
 18 may, as an exhibit. That will be Exhibit 2.
 19 Any other speaker cards?
 20 MR. CHISHOLM: Yes. Next online we have
 21 Wyatt Bowers.
 22 ZOOM MEMBER: Thank you. Good afternoon.
 23 Wyatt Bowers, 303 East Church Street.
 24 I am an urban planner, a resident in the
 25 Cathedral District, urban planner, and a former

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1 member of this DDRB board.
 2 Sorry I could not be there in person
 3 today, but, you know, work calls.
 4 In regards to this project, you know,
 5 there's been some comments about massing and
 6 the size of the project. Quite frankly, we
 7 want an urban environment. We want an urban
 8 neighborhood. And that means generally between
 9 four- to six-story buildings, so --
 10 In terms of massing and size and height, I
 11 don't necessarily have a problem with the
 12 project at all.
 13 I think there are some comments about
 14 fenestration and variation along the facade,
 15 which would be terrific.
 16 I think also some comments about varying
 17 of the roof line, and I know there has been
 18 some effort done by Vestcor and their team in
 19 making some changes to the roof line a little
 20 bit. I think there's a little more that can be
 21 done.
 22 There's also some more that can be done in
 23 terms of exterior finishes that better honor, I
 24 guess, for lack of a better term, the
 25 surrounding architecture.

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1 Now, all that said, there's another
 2 example in the Cathedral District of a project
 3 that's underway right now for senior housing,
 4 Ashley Place, that is probably about
 5 equivalent -- height-wise, it's five stories
 6 with a full underground parking garage that is,
 7 in essence, lifted up, but you can check that
 8 project and you'll see some variations on the
 9 side in terms of the facade. And I think
 10 that's kind of what we're looking for here.
 11 Now, bottom line, final point, I know it's
 12 a historic neighborhood. I love living there,
 13 but I want varied architecture. I don't want
 14 one style. I don't think that's what we're
 15 looking for. This is an area that we can
 16 respect our history and also be looking to
 17 innovate and be ground-breaking.
 18 We have, for example, a container unit
 19 townhome apartment -- well, not townhomes,
 20 micro apartments a block away or two blocks
 21 away from this site. That is anything but
 22 historic architecture. And so I would
 23 encourage you all to think about varying this,
 24 but I think the project actually has merit and
 25 could be fixed with just some small tweaks.

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1 Thank you.
 2 THE CHAIRMAN: Thank you.
 3 Any other speaker cards or hands raised?
 4 MR. CHISHOLM: That's all, Mr. Chair.
 5 THE CHAIRMAN: Thank you very much. Thank
 6 you for all the public comment.
 7 We will go to board questions and
 8 comments. I'll start with the right, being
 9 that we started with the left last time,
 10 Mr. Davisson.
 11 BOARD MEMBER DAVISSON: Okay.
 12 THE CHAIRMAN: Applicant, can you please
 13 come forward to address comments and questions?
 14 (Mr. Hoover approaches the podium.)
 15 THE CHAIRMAN: Thank you.
 16 BOARD MEMBER DAVISSON: I have had
 17 ex-parte communication with Mr. Hoover.
 18 THE CHAIRMAN: Thank you.
 19 BOARD MEMBER DAVISSON: First, I'd like to
 20 say I applaud the use of the YWCA building and
 21 its renovation.
 22 My comments remain unchanged, you know,
 23 since the workshop. In fact, I think they're
 24 probably even more solidified. The changes
 25 that I've seen are basically some color and

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1 material change, but nothing of substance.
 2 And, you know, I think this project -- the
 3 essence in the thesis of the downtown
 4 guidelines is about walkability, livability,
 5 you know, and the pedestrians. And the
 6 building frontage is an extension to the
 7 building. And, to me, the Achilles heel with
 8 this project is, it's got its back turned on
 9 the street. The most important space is the
 10 corner, which staff addresses in -- there's a
 11 lot of particulars about height and massing and
 12 everything. I just want to globally talk, you
 13 know.
 14 It's the Achilles heel. You've got this
 15 corner and you're doing nothing with it except
 16 creating a wall with no openings. There's no
 17 entrance. And I can hear, "Well, we" --
 18 it's -- you know, I can hear the reasons
 19 that -- "we want security or we can't do it."
 20 I can give you cost-effective ways that it can
 21 be done.
 22 And it's -- you know, and especially like
 23 the entrance to the YWCA, I mean, is the
 24 entrance to the project, but then its
 25 engagement with the rest of the building, which

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1 is on site and really not in my purview, but
 2 it's on a sidewalk with sidewalk paint through
 3 a garage to get to, if you're a paid visitor or
 4 even an owner.
 5 Architecturally, it's -- you know, I think
 6 the guidelines use the word "respect." We
 7 don't -- we took out the word "mimic," but it's
 8 respect, and I don't know if this -- respect
 9 doesn't mean that you do mimic. Respect can be
 10 with contemporary architecture, can be done
 11 with, you know, traditional architecture or it
 12 could be mimicked, that can respect, but it's
 13 done in a way that is appropriate with -- you
 14 know, it's appropriate with composition and
 15 scale. And you've got windows on the YMCA
 16 [sic] that have a certain slenderness factor to
 17 it. And you've got windows on this building
 18 that are square and they're spaced, and it --
 19 it looks like it's a foreign mass next to the
 20 YWCA project.
 21 I think when you look at -- when you look
 22 at, like, the image on, I think, Page 65, that
 23 rendering at the corner -- you know, you talk
 24 about differentiation, you know, or you compare
 25 it to what undulation of a building is and

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1 what's the meaning of street-front and
 2 engagement, and that facade to me looks like
 3 it's paper thin.
 4 I mean, I can't say it any stronger
 5 than -- we have in our guidelines pictures
 6 or -- and even in our new guidelines,
 7 photographs that say do this, don't do that.
 8 When I see that elevated -- the corner
 9 rendering of the project, that's in the "don't"
 10 column.
 11 And I think that's it for me.
 12 THE CHAIRMAN: Thank you, Mr. Davisson.
 13 Mr. Schilling.
 14 BOARD MEMBER SCHILLING: Thank you,
 15 Mr. Chairman.
 16 Let me start with ex parte. I, similarly,
 17 spoke with Mr. Ryan Hoover about the proposed
 18 project before the meeting today. And I also
 19 had some voicemail back and forth with Mr. Ted
 20 Pappas.
 21 And, Mr. Pappas, unfortunately, I wasn't
 22 able to leave a voicemail. Your voicemail was
 23 full.
 24 So I did want to declare that ex parte.
 25 And, Craig, I'm actually very happy that

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1 you got to go first, as one of the architects
 2 on the board. And knowing that I'm not an
 3 architect, but my -- my first look at this
 4 was that -- you know, it just looked very flat.
 5 And that's me, not as an architect, just as a
 6 layperson having that reaction.
 7 So, Craig, I agree 100 percent with all
 8 your comments. And I think -- as an architect,
 9 you've said it way better than I could say it.
 10 Ryan, I would ask -- because I think it's
 11 a great point that's been made that I didn't
 12 totally think about. And even looking at the
 13 plan right now, how do you get into the new
 14 building? I mean, on the site plan slide, can
 15 you, like, show us how that works? Where,
 16 like, the leasing office would be and how you
 17 get from the old -- assuming the leasing office
 18 is in the historic building and then you're
 19 getting people over into the new building, how
 20 does that work? What are y'all --
 21 MR. HOOVER: So we have on the -- if
 22 you'll look up here, the main entrance for the
 23 existing building right here (indicating),
 24 which will remain, and all the leasing is
 25 inside. The main leasing area is limited.

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1 You can either come out this door
 2 (indicating) and walk right into the sidewalk
 3 and come into the main lobby that gets you into
 4 the elevator bank -- so it's right there. And
 5 there's also a sidewalk off the street that
 6 gets you in there as well.
 7 BOARD MEMBER SCHILLING: So there aren't
 8 any -- the only exterior door facing the public
 9 right-of-way is from the historic YWCA?
 10 MR. HOOVER: That's correct.
 11 BOARD MEMBER SCHILLING: And then the
 12 connection between the two buildings, so that's
 13 outdoors. I'm assuming -- is that covered or
 14 is that --
 15 MR. HOOVER: It's not covered. It's
 16 just -- it's an outdoor with steps, sidewalk
 17 into the -- into the covered garage, or -- or
 18 you can go on to the uncovered parking area.
 19 BOARD MEMBER SCHILLING: Okay. I guess
 20 what I'll share is I agree a hundred percent
 21 with the comments that have been made and I
 22 agree with staff's comments.
 23 I know your Condition B is working on the
 24 architecture. I think the building needs a lot
 25 of work.

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1 And then, you know, I will share that -- I
2 think one of the comments that I made in one of
3 the prior meetings where we saw this was about
4 screening of some of the parking. I did see
5 that -- I think y'all have added some
6 landscaping and screening, which is definitely
7 heading in the right direction, but I -- I
8 guess I'll just leave it there, but with the
9 comments.

10 And thank you for answering my question.

11 THE CHAIRMAN: Thank you, Mr. Schilling.
12 Ms. Durden.

13 BOARD MEMBER DURDEN: Thank you,
14 Mr. Chairman.

15 First, I want to say thank you to the
16 staff for really doing a very good job with the
17 staff report. I think that there is so much
18 that hasn't been addressed that I am concerned
19 that this project is actually ready for
20 conceptual. I don't know -- I'm not feeling
21 really good about approving conceptual today
22 because I don't want it to send the wrong
23 message to -- you know, to Vestcor.

24 I think that -- looking at Page 4 of the
25 staff report, that kind of tells you -- it

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1 I think the roof line is out of -- you know,
2 just -- it's just a flat roof. I don't think
3 the caps do anything.

4 The facade and the architecture, the scale
5 and proportion -- thank you, Mr. Davisson,
6 because, again, it's outside my area, or lane,
7 if you will.

8 I think that the suggestions that have
9 been made by the Cathedral District have -- are
10 also spot on. I'd like to actually see a
11 hundred percent of the parking underground.

12 There's just a tremendous amount that -- I
13 think this project needs to go back, and I
14 think that it could do a lot with the
15 architects -- with the architects looking at it
16 again, and just saying, okay, we were -- this
17 was just not the right place for this style and
18 we need to rethink it.

19 I, personally, liked some of the
20 photographs that I think Mr. Girvin provided.
21 You know, the fact that it's affordable is a
22 great thing, we appreciate that, but it doesn't
23 mean that it has to be the same, that you --
24 that Vestcor has done in other places. And a
25 little bit of change to the facade with the

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1 tells me a lot. When you look at Page 5 of the
2 staff report, which has two photographs of
3 inspirational images that provide architectural
4 details that are being requested, it's -- it's
5 like black and white. There's no, you know --
6 it makes it very clear, and so I appreciate
7 that from staff.

8 I also want to point to A-11 in the
9 package drawing, A- -- that's on page A-11. To
10 me, that is -- that tells you the whole story.
11 There's no -- nothing that marries these two
12 projects together.

13 The idea of having a sidewalk outside, not
14 covered, as the way to enter the new building
15 is just not acceptable. It's -- and so, you
16 know, when I look at A-11, that just tells me
17 part -- really, that -- I don't feel like I can
18 vote for conceptual today, even with the number
19 of -- you know, even with the number of
20 conditions that -- the recommendations, excuse
21 me, recommendations. I mean, I think all of
22 them are spot on, but I think it leaves too
23 much -- I think that this board is expecting to
24 see more at a conceptual stage.

25 The -- a few other things. I am really --

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1 material is not adequate.

2 The only other thing I need to say is that
3 I did have ex parte with Mr. Hoover and also
4 with Ms. Myrick.

5 Thank you.

6 THE CHAIRMAN: Thank you, Ms. Durden.

7 MR. PAROLA: Mr. Chairman.

8 THE CHAIRMAN: Yes.

9 MR. PAROLA: I'm sorry. It's very unusual
10 for me to do this. Could I have three minutes
11 with the applicant?

12 THE CHAIRMAN: I think that's a good idea.
13 (Brief pause in the proceedings.)

14 MR. PAROLA: At the risk of speaking on
15 behalf of the developer, I think we'd like to
16 put a pause button on this for a second, so
17 we'd ask for no action today. There doesn't
18 seem to be a reason to continue the
19 conversation. Let's move on to the next item.
20 It's 5:30 at night.

21 THE CHAIRMAN: Thank you, Mr. Parola.

22 I think that -- gauging some of the
23 comments of the board, I think that's a good
24 idea. We will pass DDRB --

25 BOARD MEMBER LORETTA: May I make just one

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1 quick question -- or comment?
 2 THE CHAIRMAN: Sure.
 3 BOARD MEMBER LORETTA: I feel like this is
 4 a project and an example that -- it would be
 5 great for the applicant to be able to utilize
 6 some of this discussion in hopes that maybe he
 7 could, himself, get some additional incentives
 8 from the City because there are financial
 9 elements to all of this.
 10 So let's say this is a \$30 million job,
 11 and the reality is, to make this what everybody
 12 wants to happen it's going to be 35- or
 13 40 million. This is a prime example of where
 14 an incentive from the City would be a great
 15 opportunity to grow and expand a project to be
 16 what we're all looking for.
 17 So I just wanted to -- I'm sure, if
 18 there's not really the reality of that somehow,
 19 but I'd love for that to occur to -- to assist
 20 the applicant and assist the community.
 21 Thank you.
 22 THE CHAIRMAN: Thank you.
 23 We will pass on DDRB 2021-017 and that
 24 will move us to DDRB 2021-019.
 25 Ms. Grandin, do we need to do anything
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1 more formally, a motion or -- to pass
 2 something?
 3 MS. GRANDIN: You should probably -- let's
 4 say you defer it. You're going to continue
 5 this discussion until the next meeting; is that
 6 when you would like to take it up, at the next
 7 meeting, or is it going to be -- Guy, what do
 8 you think? Did you discuss that with the
 9 applicant as to what -- when it should be
 10 continued to?
 11 MR. PAROLA: Why don't we just continue it
 12 to the next meeting, and if we're not ready,
 13 we'll continue it thereafter, but I'm looking
 14 at -- to keep them there for two months.
 15 BOARD MEMBER DURDEN: I'll make the
 16 motion --
 17 (Simultaneous speaking.)
 18 THE CHAIRMAN: Let's defer it to the next.
 19 And if they're ready, we'll see it then. If
 20 not, you know, we can move it again.
 21 MS. GRANDIN: Right. So we'll start all
 22 over.
 23 BOARD MEMBER DURDEN: And we would start
 24 over for any kind of public hearing or --
 25 MS. GRANDIN: Right.
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1 BOARD MEMBER DURDEN: -- notices --
 2 MS. GRANDIN: What do you mean notices?
 3 What do you mean?
 4 THE CHAIRMAN: Well, I mean, if we're
 5 going to take it up at the next meeting, we
 6 would have to send out notices, give the public
 7 the opportunity to be heard on it, right?
 8 MS. GRANDIN: No.
 9 BOARD MEMBER DURDEN: That might be why we
 10 have a continuance.
 11 MS. GRANDIN: Right. It will be
 12 continued.
 13 BOARD MEMBER DURDEN: And then we wouldn't
 14 have to --
 15 THE CHAIRMAN: Yeah, I don't think we
 16 would need to have the Cathedral board come
 17 back and present to us. I mean, if it's a
 18 continuance, then we can incorporate their
 19 suggestions and exhibits into whenever it's
 20 picked back up.
 21 MS. GRANDIN: Well, I guess, Mr. Chairman,
 22 just to make sure we understand that -- if
 23 we're talking about the same thing. So there
 24 doesn't have to be a new notice put out, I
 25 don't believe, no new posting or whatnot.
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1 But because it is a continued discussion,
 2 if they come back with a completely different
 3 plan, I think that, you know, people ought to
 4 be given the opportunity to react to it in
 5 whatever way.
 6 So by you announcing it today that it's
 7 continued until -- this discussion is continued
 8 until the next meeting, then we don't have to
 9 send out notices. You're good.
 10 THE CHAIRMAN: So for clarification of the
 11 record, it is continued to the next meeting.
 12 That will bring us to DDRB 2021-019, 1037
 13 Hendricks, conceptual approval.
 14 Do we have a staff report, please.
 15 MS. RADCLIFFE-MEYERS: Yes, we do. Thank
 16 you, Chairman Allen.
 17 So, again, this is 1037 Hendricks. Now,
 18 we've seen this previously. This is the old
 19 Reddi-Arts building. So everybody is familiar
 20 with the location.
 21 And, again, what they're planning on
 22 doing -- what the proposal is, is they're going
 23 to be demolishing a portion of the building,
 24 and so we're going to be left with four
 25 freestanding buildings, Building A, B, C and D.
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1 What they've done on this project that we
2 did not see on the previous project is they are
3 retaining a building on Kings Avenue. And so
4 even though we do have surface parking along
5 Kings Avenue, it is bounded by a building and
6 it's interior to the lot.

7 So what the proposal is, is to turn these
8 into restaurant/retail/office space. One of
9 the things, again, that we had a challenge with
10 on the previous project, that we still have on
11 this project, is that the surface -- the
12 current surface parking or existing surface
13 parking along Hendricks Avenue, per code, is
14 not screened to the level that it needs to be
15 screened by landscape.

16 So if -- in between conceptual and final,
17 the applicant will have to work with staff in
18 regards to meeting that requirement. And if
19 not, they would have to seek a deviation.

20 So staff is supportive of conceptual
21 approval for DDRB application 2021-019 with the
22 following recommendations:

23 Prior to submittal for final review, the
24 developer shall meet with staff to identify any
25 deviations sought.

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1 At final review the developer shall
2 provide enough detail so as to illustrate that
3 the pedestrian zone meets the definition of
4 such in the Ordinance Code.

5 At final review the developer shall
6 provide enough detail so as to illustrate that
7 screening and landscaping of surface parking
8 meets the definition of such in the Ordinance
9 Code.

10 Again, that we have streetlights, benches
11 and street furnishings in the amenity area, and
12 that the street furnishings will be in
13 accordance with our new downtown design
14 guidelines.

15 And that's the staff report, and staff is
16 available for questions.

17 Thank you.

18 THE CHAIRMAN: Thank you.

19 May we hear from the applicant, please.
20 (Ms. Trimmer approaches the podium.)

21 THE CHAIRMAN: You've been a busy woman
22 today.

23 MS. TRIMMER: Never bored.

24 Cyndy Trimmer, 1 Independent Drive, Suite
25 1200, on behalf of the applicant.

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1 I do have Allen Stevens, the property
2 owner, here with me today. I also have Dorina
3 Bakiri from Group 4 that will go through the
4 architecture, elevations and renderings; Eric
5 Almond, with Almond Engineering, who's been
6 handling civil for this site; and then
7 Chris Reed, who has been handling all of the
8 landscape planning.

9 We can kind of skim through the initial
10 slides. We are all familiar with where the
11 site is and kind of what's around us.

12 I do want to pause a minute and take stock
13 of the existing site because it is important,
14 and -- so on this site we have the pinch point
15 where you have the unique architectural feature
16 of what we refer to as Building A on the
17 left-hand side. That pinch point is going to
18 stay. This building is not being redesigned,
19 so we've got that situation right here to work
20 with.

21 And then the existing condition that we
22 have today of the beautiful streetscape feature
23 with the piece of lumber on the ground, but at
24 least now we have some weeds growing up around
25 it.

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1 Today, we have dual perpendicular parking
2 aisles on this surface parking lot, so we'll
3 come back to what we've done to try to mitigate
4 that and preserve as much of the parking as we
5 can so that we can get tenants in there, but
6 that is the existing condition we have today.

7 And then working around the site,
8 internal, there's some palm trees against the
9 building, but we don't really have any type of
10 vehicle use area, landscaping on the site. And
11 the same thing on the Kings Avenue side, which
12 you can start to see on the bottom, is devoid
13 of any streetscape features.

14 One of the unique things that we did
15 identify in working through the project, which
16 I didn't realize when we looked at this before,
17 there is actually a drive aisle on the eastern
18 side when you're looking at it from the Kings
19 side, and you can access the whole way through
20 the site from that access point.

21 I want to flip first to the slip sheet
22 that I gave you. It's not different than the
23 site plan that's in the back of the package,
24 but it is cleaned up so that some of the
25 underlying survey details that were really

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1 confusing and making a lot of questions come up
2 are removed.

3 So this is just kind of a cleaner version,
4 but working around the slip sheet -- and,
5 Trevor, I apologize. If you're still on, I can
6 get that emailed over, possibly.

7 But in front of Building Number 3, the
8 right side building, the only major change
9 there in terms of preserving the existing
10 building -- and I'll let Dorina talk about the
11 architecture -- is adding two new trees along
12 that frontage, since that area does not have
13 any type of streetscape features today.

14 Coming down along the rest of the frontage
15 of Hendricks -- and Lori nailed it. This is
16 the challenge with this site. It is the same
17 conversation we have all the time, about having
18 to balance the need for an adequate number of
19 parking spaces to satisfy the tenant demand
20 versus screening the existing structure -- or
21 the existing surface parking lot.

22 With this one, and having the additional
23 retail space above and beyond what we looked at
24 last time, preserving those spaces really is
25 critical, but we can talk about what options

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1 having with potential tenants, same
2 conversation we had before. We really do need
3 some type of parking there. Parallel seems to
4 be a better solution than having all the
5 perpendicular spaces, but eliminating that
6 entire aisle is going to be a challenge for
7 getting tenants in the building.

8 Flipping over to Kings, so now we do have
9 this screened rear parking area. The Kings
10 Avenue corridor is another one of those areas
11 where we have proposed what we think is a
12 reasonable solution given the character of that
13 corridor. And if there's something else that
14 you want to see, we do have options.

15 Today, it is an existing 8-foot sidewalk.
16 So we have proposed, including tree wells, and
17 getting to the full shade coverage, but those
18 trees are kind of against the building and they
19 don't leave a huge sidewalk. It pinch points
20 where you have the 4-by-4 tree wells. You'd
21 still have a minimum 5-foot clear, and they
22 would be hardscaped tree wells, so we'll still
23 have the space to walk on, but that -- we have
24 done it that way so that we can put additional
25 landscaping against the building and really

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1 may exist in order to either increase the
2 pedestrian clear zone more or increase the
3 landscaping more. Whatever we need to do,
4 we're open to dialogue in that area.

5 We have addressed the 4-foot amenity zone
6 along Hendricks where the existing trees are.
7 We have pulled the pedestrian clear zone into
8 the site, so at least we are getting to a
9 5-foot pedestrian clear zone, so that does meet
10 the minimum.

11 And then we do have a varied width
12 landscape area between the pedestrian clear
13 zone and those parallel parking spaces. The
14 parallel parking spaces have been designed so
15 that they are wide enough for door swings so
16 that you won't any have conflicts with the
17 landscape area there.

18 We do think that there is opportunity to
19 shrink that internal drive aisle, and that
20 would give us a little bit of wiggle room for
21 either more landscape or more paving. And
22 that's kind of where we're hoping to get some
23 guidance in terms of where you would like that
24 priority of focus, but Mr. Stevens is here and
25 he can address kind of the conversation they're

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1 create some nice greenery and a space and a
2 break between the building.

3 If we move it out to the edge of curb and
4 do a true amenity area, we would potentially
5 have space to pull it into the site. It would
6 literally be the only building on that corridor
7 that really has the amenity area against the
8 road rather than kind of having it up against
9 the building, so that's why we've chosen this
10 approach with that small area of frontage
11 versus pulling the amenity area out, so that it
12 stays consistent.

13 We have screened the few parallel spaces
14 that are where we had that interesting blue
15 drive aisle on the existing condition, and that
16 is screened with trees on that small piece of
17 the frontage. And the excerpt that you have on
18 the site plan that we handed out kind of shows
19 the condition along Hendricks.

20 And, with that, I will turn it over to
21 Dorina to run you through the elevations.

22 THE CHAIRMAN: Thank you.

23 AUDIENCE MEMBER: Hello.

24 My name is Dorina Bakiri, 1250 Prudential
25 Drive. I'm an architect approved for the

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1 design, and I'm honored to actually work on
 2 this project because Reddi-Arts, for me, is --
 3 has a lot of memories for me when I was a
 4 student at FCCJ buying supplies there.
 5 I love the site. I love the location.
 6 And we tried to maintain as much of the history
 7 with this location has for all of us in
 8 Jacksonville and keep it as much as we can.
 9 So when we approached -- Allen approached
 10 us to design something for him. We wanted to
 11 maintain a lot of the characteristics that the
 12 site has. So they (inaudible) the design that
 13 we did.
 14 We love the mid-century elevation. We
 15 wanted to keep the horizontality of the
 16 elevation. We love the canopies that already
 17 exist on the site, but we needed, for the
 18 future tenants, to provide more lighting.
 19 So we opened up that area in Building A
 20 with more glazing, so you have more glass
 21 casing at Hendricks Avenue. We -- I'm going to
 22 go back to the site plan one more time.
 23 So this is Building A that's already
 24 existing. It has that canopy, the mid-century
 25 canopy. So we're opening up that facade right

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1 The architectural right now, as Cyndy was
 2 showing, it has a lot of painted walls and
 3 murals, which we love, but there isn't much
 4 landscaping and we feel that the site is very
 5 harsh. So we are thinking maybe by introducing
 6 a lot of landscaping and trees to soften the
 7 look of these existing buildings, painting them
 8 white -- and then we also propose, by adding
 9 these trellises along some of the buildings to
 10 soften that look of the facade. So we will
 11 have some glazing and next to it we will have
 12 some trellises. That will make --
 13 I think when we go to the renderings, you
 14 can see these trellises along the central
 15 building, just to soften the area of that
 16 outdoor plaza.
 17 The other item that we love about the
 18 Reddi-Arts that we have now is the mural, so we
 19 purposely created corners on the building that
 20 we can have a local artist create a mural here,
 21 just to remember that memory with murals that
 22 already exist on Reddi-Arts, but have it
 23 cleaned up a little bit and then propose
 24 something a little bit more appropriate to the
 25 tenants that will be occupying the spaces.

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1 here, the face, providing more glazing to
 2 Hendricks Avenue.
 3 We're creating these outdoor patio spaces,
 4 as we realize lately outdoor spaces are so
 5 valuable and so useful for us in Florida.
 6 So the whole intent of this project, while
 7 we're demolishing portions of the existing
 8 building -- so I'm highlighting right now areas
 9 of -- that are existing -- we are creating a
 10 pathway for pedestrians to communicate along --
 11 along each of the buildings.
 12 There will be an opening right here to
 13 communicate with this open plaza, pedestrian
 14 plaza. Each of the -- this will be the
 15 entrance for Building A. That entrance will be
 16 right here and open -- which opens up to
 17 another outdoor plaza.
 18 So the whole project is kind of surrounded
 19 with these outdoor plazas that we want to
 20 provide seating and trees for shading, so if
 21 there is a restaurant or an ice cream shop,
 22 we -- we don't know who the tenants will be
 23 yet, but they can use this outdoor space as
 24 much, so it will be a -- a plaza more than just
 25 buildings in there.

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1 We worked with a landscape architect. We
 2 tried to -- with the architectural, tried to
 3 maintain that mid-century look. We tried to
 4 match the landscape to have that minimalist
 5 look of mid-century so that all -- so that the
 6 landscape and the building communicate with
 7 each other and coexist together.
 8 These are some of the images, what the
 9 plazas of the outdoor seating areas are, or the
 10 canopies that we're proposing above different
 11 entrances. And still, that mid-century style.
 12 We're not creating anything that doesn't
 13 already exist on the site. We're just trying
 14 to emphasize the beautiful details of --
 15 architectural details that are already on the
 16 site and recreating them along all the other
 17 buildings.
 18 We're going to leave it up to the
 19 landscape architect to -- or Cyndy.
 20 MS. TRIMMER: I think -- Chris, is there
 21 anything in particular you need to highlight or
 22 can we just kind of take questions on it?
 23 MR. REED: We can take questions. I don't
 24 think there's anything ...
 25 THE CHAIRMAN: Thank you.

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1 Do we have any public speaker cards or
 2 hands raised?
 3 MR. CHISHOLM: No, Mr. Chair.
 4 THE CHAIRMAN: Thank you.
 5 We'll turn toward -- if you don't have a
 6 presentation prepared, then we'll just turn to
 7 board comments and questions and --
 8 Mr. Loretta.
 9 BOARD MEMBER LORETTA: I think -- if I --
 10 I want to be correct here, because you've got
 11 buildings labeled differently on different
 12 plans. Some say A and B and then 3 and 4 and
 13 then -- let's go back to the last plan right
 14 there.
 15 MS. BAKIRI: So this is --
 16 BOARD MEMBER LORETTA: So A and B -- A
 17 basically exists, and then you're kind of
 18 cutting -- where B is, a portion of that is
 19 demo, correct?
 20 MS. BAKIRI: Correct. So --
 21 BOARD MEMBER LORETTA: Because we don't
 22 have an existing survey, so -- and you don't
 23 have an existing building plan on top of what's
 24 existing today, so it's really tough right now.
 25 I'm kind of looking at Google Earth to try and
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1 Right now, there's a building all the way
 2 along the edge of Kings Avenue and we're
 3 demoing this portion to create that interior
 4 parking. We're demoing between the -- what
 5 we're calling Building A and Building B, this
 6 area over here (indicating). We're keeping the
 7 existing structure to provide that trellis look
 8 in between the two buildings and we're only
 9 breaking it right here, between these two
 10 buildings.
 11 BOARD MEMBER LORETTA: And so between
 12 Building C -- because that -- that was broken
 13 before. Where your mouse is or your hand is
 14 right now, that was broken before, it looks
 15 like, on Google Earth.
 16 MS. BAKIRI: No. That's a building right
 17 now. If you look at this elevation, it's
 18 infilled.
 19 BOARD MEMBER LORETTA: Okay. I mean, I'm
 20 kind of asking a lot of these questions because
 21 there's a lot of maybe demo versus nondemo.
 22 And, I mean, candidly, this, right now, seems
 23 somewhat underwhelming, unfortunately. And I'm
 24 just trying to, like, gauge how much is getting
 25 demoed versus being kept to try to understand
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1 compare apples to apples on my phone, and it's
 2 super tough to figure that out, but --
 3 MS. BAKIRI: I think we have a Google
 4 Earth image. It's kind of small and --
 5 BOARD MEMBER LORETTA: Yeah. But, I mean,
 6 it's not legible, so --
 7 (Simultaneous speaking.)
 8 MS. TRIMMER: Excuse me one second.
 9 Through the Chair, if you look at the last
 10 page of the hard copy package that was handed
 11 out, there is a site plan overlaid on the
 12 aerial.
 13 BOARD MEMBER LORETTA: Yeah, but -- okay.
 14 That's fine. We can go there. Maybe if you go
 15 to 19 out there, I could see it better.
 16 I'm just trying to completely confirm what
 17 I'm looking at here. I mean, it's -- okay. So
 18 this is where you got Building 3 and B and C
 19 and 4. So Building 4 is the top. That's all
 20 new construction, existing building, and it
 21 takes up -- the majority of that parcel is
 22 gone?
 23 MS. BAKIRI: No. That building does
 24 exist. We're just demoing this portion behind
 25 it (indicating).
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1 the justification for the -- some of the site
 2 planning issues that we're trying to argue, and
 3 so --
 4 MS. BAKIRI: Yeah. And we can -- for our
 5 next meeting, we can provide an exhibit of what
 6 it's -- going to be demoed, but pretty much
 7 it's this whole area right here, that the --
 8 the hand is moving. It's where we have the
 9 trellis portion, right there (indicating), and
 10 then just that strip.
 11 BOARD MEMBER LORETTA: Yeah. It's just
 12 like, you know, with all the demo, right there
 13 with Building C, you know, maybe if you scootch
 14 that front facade back and made that building
 15 thinner, then the parking would be able to work
 16 a little bit better.
 17 You know, I realize in the last
 18 application the building was maintained, and so
 19 really a lot of this is -- I mean, the hardship
 20 with this property is trying to demo portions
 21 while keeping other portions, and we're
 22 utilizing -- it's kind of a hardship on the
 23 property, but it's also a hardship on how you
 24 guys are developing it too. I mean, you're
 25 creating your own hardship a little bit that
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1 way.

2 Just overall -- I mean, maybe it's just --

3 the fact is, I guess, the Mid-Century Modern

4 architecture that you're trying to celebrate

5 underwhelms me, at least with the graphics.

6 And so I just -- I mean, I don't know. There

7 just needs to be more roof line variation or

8 more substance into the architecture for me,

9 but, I mean, I'll let the architects comment.

10 From the site plan, as is, because we're

11 trying to keep the buildings, I guess it -- you

12 know, it works okay. Nothing is really that

13 great.

14 I mean, Building 4, we've just -- you --

15 we basically got, like, a 6-foot sidewalk up to

16 building -- wrapping around. It's just

17 really -- it's very underwhelming, and -- I

18 mean, I -- you know, I'll allow others to

19 comment. I'm not saying I'm going to vote no,

20 but I don't know that I really want to vote yes

21 here. So I'll allow others to talk further.

22 THE CHAIRMAN: Thank you.

23 Mr. Brockelman.

24 BOARD MEMBER BROCKELMAN: I've actually

25 got no comments. I'm kind of in the same boat

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1 which is the fourth and the third to last pages

2 in the package.

3 BOARD MEMBER DURDEN: Okay. So the

4 package -- this is -- maybe it's the printer or

5 something, but nothing's green on this page

6 that I'm looking at compared to that --

7 (Simultaneous speaking.)

8 MS. BAKIRI: (Inaudible) --

9 BOARD MEMBER DURDEN: So --

10 MS. BAKIRI: Hendricks Avenue is right

11 here on this --

12 BOARD MEMBER DURDEN: Okay. Right.

13 MS. BAKIRI: That's Hendricks, and --

14 BOARD MEMBER DURDEN: But here's a

15 question. If the back -- the building on

16 Kings --

17 MS. BAKIRI: Okay.

18 BOARD MEMBER DURDEN: -- it looks like

19 it's right up against the property line.

20 MS. BAKIRI: And that's how we have it on

21 the site plan.

22 MS. TRIMMER: Xzavier, could you go to

23 slide 11, please?

24 BOARD MEMBER DURDEN: Well, this -- this

25 shows that there's a driveway entrance going

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1 as Joe. I want to hear more from the

2 architects out of the house over here.

3 THE CHAIRMAN: Thank you.

4 Ms. Durden.

5 BOARD MEMBER DURDEN: Well, I'm -- I would

6 like to ask you a question about this drawing.

7 It's a 3D view and it doesn't look like the

8 site plan. Is that what you were trying to

9 refer to, Cyndy, that -- actually -- and it's

10 the first 3D view --

11 MS. TRIMMER: Through the Chair, the

12 document, which is Page 9, which is the first

13 3D view -- slide 9, Xzavier, if you can.

14 And, Brenna, if you want to glance behind

15 you and see if that's what you're looking at.

16 BOARD MEMBER DURDEN: Yeah. Well, I think

17 so.

18 MS. TRIMMER: So this does exactly --

19 (Simultaneous speaking.)

20 BOARD MEMBER DURDEN: (Inaudible.)

21 MS. TRIMMER: -- match the site plan in

22 terms of the layout of the buildings, the

23 dimensions of the property. The only thing

24 that's not shown on the actual site plan is the

25 landscaping, which is on the landscape plan,

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1 out onto Kings Avenue. Is that wrong?

2 MS. TRIMMER: Through the Chair, is the

3 question whether there is a drive aisle? Drive

4 aisles are on either side of that building.

5 This angle -- you may not see the drive aisle

6 to the left --

7 MS. BAKIRI: This is right here and --

8 (Simultaneous speaking.)

9 BOARD MEMBER DURDEN: It looks like it's

10 right smack-dab up against the building.

11 MS. BAKIRI: (Inaudible.)

12 MS. TRIMMER: (Inaudible.)

13 (Simultaneous speaking.)

14 MS. BAKIRI: There's the driveway --

15 MS. GRANDIN: You guys have to talk one

16 person at a time, and probably called on by the

17 Chair.

18 MS. TRIMMER: Diane needs to transcribe

19 everything.

20 Through the Chair, Mr. Stevens would love

21 to see if he can help clarify.

22 AUDIENCE MEMBER: Thank you.

23 Allen Stevens. Do you need my address?

24 THE CHAIRMAN: Please.

25 MR. STEVENS: 6811 Philips Industrial

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1 Boulevard, Jacksonville, Florida 32256.
 2 So just to provide a little bit of
 3 clarity, because I can see -- oh, we have to
 4 change the slides.
 5 (Discussion held off the record.)
 6 MR. STEVENS: Is that not part of the
 7 package?
 8 MS. TRIMMER: (Inaudible.)
 9 MR. STEVENS: Okay. There you go.
 10 So what I want to try to explain to you
 11 guys is -- to give you guys a little bit of
 12 context, along Hendricks -- or Kings Avenue,
 13 this -- the building -- I can't read the number
 14 from here. That -- that small building exists
 15 right where it is. And on either side of it --
 16 it's hard to tell from when you're driving by
 17 because there's fences with green cloth, but
 18 they're 24-foot aiseways down both sides.
 19 They dead end, actually, on the -- I think
 20 that's the north side. It goes kind of all the
 21 way through to Hendricks.
 22 But what you have is a series of buildings
 23 that have been built over time and connected,
 24 and then connected again or expanded again. So
 25 that building on Kings is a stand-alone, but
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1 they tied another roof into it and brought it
 2 back. And they've done two or three expansions
 3 where the buildings -- the roof line is
 4 attached, but the buildings are built with, you
 5 know, like, a 3-inch air gap.
 6 So when I saw the drives on each side, and
 7 I knew we needed parking, what I tried to do is
 8 decrease the rentable base by carving out all
 9 of that old -- I mean, it's just in horrible
 10 shape. Carving all that middle section out
 11 that she's pointing to, but that's all roof
 12 right there, and it connects all the way up to
 13 the -- the small building that we'll call the
 14 ice cream shop, if that's what -- and then to
 15 the north, those buildings, they're up --
 16 that's all one structure from front to back.
 17 They're all individual structures, but they're
 18 joined with roofs over time.
 19 So the concept was to carve out in between
 20 the buildings to screen the parking and then
 21 take out the pyramid entry that they have. I
 22 don't know if we've got some existing pictures
 23 and elevations of Reddi-Arts now, the little
 24 peak. Take that out, and we're going to --
 25 those two roofs connect.
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1 I thought we were going to keep that roof
 2 but have a pass-through, but I like the trellis
 3 idea they came up with. But those -- so that
 4 would be a new structural wall on the small
 5 building, but the rest, it's already -- we're
 6 just taking out roof lines and block. And then
 7 from building -- that one right -- building
 8 to -- C, there's a masonry wall that connects
 9 those two buildings. That gap in the middle is
 10 existing. It's about 8 feet wide. There's
 11 just a masonry wall.
 12 If you look at -- you can see the joint
 13 where they filled it in. All we're doing there
 14 is pulling that out to create more
 15 entertainment space, if you will, or walkable,
 16 pedestrian -- to connect the back to the front.
 17 And we've done that on both sides, so you can
 18 park -- you know, wherever you park, you can
 19 access all four of the buildings. And it's
 20 just a nice, breathable area.
 21 And what -- there are additions of the --
 22 the little -- what do you call them? A
 23 little -- the seating with that little -- I
 24 think it's just a very nice atmosphere. You
 25 can --
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1 (Discussion held off the record.)
 2 MS. TRIMMER: Xzavier, can you go to slide
 3 3 and -- or, I'm sorry, slide 4.
 4 MR. STEVENS: So these don't really show
 5 an elevation. Okay. It does. That one right
 6 here, the peak. Can you zoom in on any of
 7 these? That one right there.
 8 That is what separates the small,
 9 little -- I call it the ice cream building, but
 10 that's what separates the building next to BB's
 11 from the small building. We're going to tear
 12 that out and open through to the back and
 13 create two separate entities, two separate
 14 spaces.
 15 And then, you know, you can kind of see
 16 what's -- you know, the -- the condition of the
 17 building and kind of the shape it's in. I
 18 don't know if any of the elevations -- they
 19 don't really show where, kind of, we're busting
 20 through, but -- and they don't show the middle
 21 portion. The overlay shows the most of it.
 22 I just wanted to give you a little context
 23 of what was happening.
 24 Thank you.
 25 BOARD MEMBER DURDEN: Thank you very much.
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1 I appreciate that.
 2 So I do think this is a difficult site
 3 from a pedestrian perspective. I kind of like
 4 the idea that, you know, you -- there is this
 5 walkway, you know, trellised area that will
 6 connect.
 7 I'm -- I don't know whether -- I can't
 8 tell the -- I guess it's a 5-foot sidewalk that
 9 will connect across the parking lot from the
 10 Hendricks side. Maybe that could be emphasized
 11 somehow for safety.

12 You know, I wish that there was something
 13 more that you could do. I remember the other
 14 project had a -- some really nice treatment on
 15 King Street [sic] and some really nice
 16 treatment along Hendricks. That was one of the
 17 reasons that I liked that project so much,
 18 because of the pedestrian take on it.

19 I can't remember if that's one of the
 20 conditions -- excuse me, recommendations. I
 21 could look very quickly, but, you know, that
 22 would be something that I'd like you to take
 23 into account. If there's some way to do
 24 anything to, you know, enhance the walking --
 25 the walking person's experience along Hendricks

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1 and Kings, because I think that those two
 2 streets are going to -- this could be one of
 3 the first projects, and it would be nice for it
 4 to kind of set a tone from that perspective.

5 I can't really speak to the architecture
 6 or the -- I understand about the -- you know,
 7 mid-century is very different. I kind of -- I
 8 like the overall feel of the different
 9 buildings.

10 I'm not very excited about the parking on
 11 the front, but I know that that's really -- if
 12 we're going to preserve that building, that --
 13 that's probably what where we're going to end
 14 up with parking, but I think it could be helped
 15 if there was -- if we tried to figure out a
 16 way -- like you said, if we could narrow that
 17 internal driveway space, that might be one way
 18 to do it.

19 So I would -- I could probably -- with
 20 those comments, I think I could probably
 21 support conceptual at this point, with -- and
 22 also with the recommendations from the staff
 23 report, but I would like to see more attention
 24 paid to the street front.

25 THE CHAIRMAN: Thank you.

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1 Mr. Schilling.
 2 BOARD MEMBER SCHILLING: Thank you,
 3 Mr. Chairman.

4 Mr. Stevens, I'm going to share my
 5 thoughts, and you're probably going to be
 6 disappointed with them.

7 I was on this board when Chase Properties
 8 brought this through, and I know we spent a lot
 9 of time, staff spent a lot of time, we held a
 10 workshop. Pretty sure we workshopped this. We
 11 went through conceptual and we went through
 12 final.

13 And while there were still a couple of
 14 deviations, I think at the end of the day -- I
 15 think with Chase working with this board, came
 16 up with a great plan that addressed many of the
 17 concerns that have already been raised and I
 18 think many of the concerns that I have. And it
 19 feels like --

20 And, quite honestly, I was very excited
 21 about that plan. I mean, it was a very
 22 energized plan. And it actually -- which I'm
 23 not saying y'all need to do, but it had a
 24 roadway connection between Kings and Hendricks.
 25 It had a very activated -- which I think we're

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1 calling Building 3 -- an activated restaurant
 2 building with an entry right on the corner of
 3 Hendricks, which was very inviting, pulling
 4 people into the project.

5 I really see this proposal as a huge step
 6 in the wrong direction as to what we approved
 7 before. And I'm not usually one to be negative
 8 on projects, but, you know, when you look at
 9 the rendering, the 3D view, I mean, honestly --
 10 and maybe it's just not a good rendering, but,
 11 I mean, this -- this looks like industrial
 12 buildings in the suburbs with (inaudible) on
 13 it. And it's -- it's not the vision that I
 14 have for San Marco.

15 So, at this point, I -- I can't support
 16 this today, what's been presented, and -- and I
 17 don't know that I can come up with enough
 18 recommendations in the time we have -- which I
 19 know we've gone long today -- to get me to a
 20 point where I think I can support this at a
 21 conceptual level.

22 I don't know. I'll just share that.
 23 That's me being totally honest with you.

24 THE CHAIRMAN: Thank you, Mr. Schilling.
 25 Mr. Davisson.

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1 BOARD MEMBER DAVISSON: Yeah. I mean, we
2 can talk about the -- I think the previous
3 project that came in. I know you've seen it
4 because you bought -- you own the property, but
5 I will also say Chase Properties had a design
6 that they couldn't build, you know, so let's
7 just start there.

8 I think -- you know, the thing that -- the
9 one thing that I -- I think -- this project is
10 a small project that's coming in front of this
11 board, but I think it's very significant, by
12 its effect on this area. And the one thing
13 that I wanted to -- and it -- and basically
14 that's just because it's one of the few
15 connections between Kings and Hendricks in this
16 vicinity, unless you want to walk under the
17 bridge.

18 So I think, as far as all the activity and
19 things that are going on on Kings Avenue and
20 some of the improvements and housing and more
21 housing coming on the other side of the bridge,
22 that this is going to be a real hinge point,
23 and I'm glad to see it.

24 The only thing that I wish you could do --
25 and I don't have a solution -- is that

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1 doesn't rely on a bunch of ornamentation and
2 decoration to make the building work. These
3 buildings work bare, in essence, and that's
4 why -- you know, in essence, subjective
5 opinion, but I think this assembly of buildings
6 is a nice composition, you know, aside -- I'm
7 for it. It's just if somehow you can make that
8 pedestrian -- that connection a little bit --
9 focus on that.

10 THE CHAIRMAN: Mr. Lee.

11 BOARD MEMBER LEE: Yes, Chairman Allen.
12 Thank you for the time.

13 I appreciate the effort that went into the
14 project. And, you know, I'll leave the
15 pedestrian comments kind of where they are and
16 focus, I think, a little bit on the
17 architecture.

18 These are tough buildings. I mean,
19 they're small, one-story industrial projects.
20 And if you're not going to sort of tear them
21 down and start over or wholesale gut them, like
22 the Chase approach, then you have a limited way
23 to work with them.

24 And I think that the approach that you're
25 taking with this architecture is the right

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1 pedestrian connection. I -- you know, that
2 pedestrian connection from Kings Avenue. The
3 other project had it, but they also had a
4 drive -- you could drive a car through it as
5 well. This doesn't have that and that's fine,
6 but maybe --

7 You know, I see a 5-foot sidewalk on one
8 side. I don't know, what can you do with that?
9 That's for you to come back with. Maybe you
10 could work on that, is how to make that
11 connection between the two streets.

12 You know, as far as architecture goes, I
13 mean, this is what that part of town is.
14 That's what that stretch and street is. It's
15 an assembly of small, one-story buildings that
16 were light industrial. They weren't office
17 buildings. This was an all light industrial
18 area as far as that period of time, and I think
19 that's what they've proposed; it's quiet, it's
20 clean, it's simple, and I -- I like it. And I
21 think it has a certain elegance to it because
22 it is so simple.

23 And simplicity in architecture is the
24 hardest -- the hardest type to do, because it
25 stands on its own, naked in bones, and it

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1 approach; you know, make it clean, make it
2 inviting, use a lot of landscape, create some
3 large openings for doors, the opportunity for
4 an awning or a canopy here. I think all that
5 is great.

6 I think it just needs more development and
7 it needs some more work. It probably needs
8 some better illustrations too, just to convey
9 the points, especially if you could, you know,
10 take photos of the site, and then come in with
11 an illustration that is from that exact view of
12 what the proposal is. That will help the board
13 understand the architecture, I think, a little
14 bit better.

15 But, you know, I'm okay with it and I
16 think it just needs another layer of
17 development.

18 THE CHAIRMAN: Thank you, Mr. Lee.

19 I think -- I think it's workable. I
20 would -- just my own personal take here. I
21 would probably get rid of the palm trees and
22 maybe go to something with a little bit more
23 shade, particularly if you're envisioning
24 people at these tables having a coffee or a
25 beer or something like that. It just kind of

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1 looks hot in the summer.
 2 I would strongly encourage you to --
 3 do you know what the use of these buildings
 4 are? Are they going to be restaurants or
 5 anything? I guess if you don't know -- but
 6 if -- if they're going to be restaurants, it
 7 would be really -- because I kind of like this
 8 pass-through area. I do think that there's
 9 some things that can -- that you can do to make
 10 it even better, but, you know, what --
 11 If it's going to be a restaurant, you
 12 know, what if you put some garage doors here
 13 or -- or something to engage the people in that
 14 building, to that pass-through. I think that
 15 could be a really neat way to make the
 16 buildings -- more engagement to -- to people
 17 that are walking by, and maybe they -- you
 18 know, they start off at -- at one of the
 19 buildings, if they're restaurants, and going to
 20 the next, I -- I think it could be kind of
 21 neat.
 22 But I think -- at least the biggest thing
 23 that's catching my eye is just -- I think the
 24 palms and just finding ways to make it a little
 25 bit more engaging, but, you know, I do

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1 THE CHAIRMAN: Yes.
 2 BOARD MEMBER LORETTA: I would just ask
 3 that the applicant, when you come in for the
 4 next submittal -- for example, your elevations,
 5 if you could have, like, a key sheet and --
 6 showing what elevation is what.
 7 Maybe we can send this to a little bit
 8 better printer because I do think the printing
 9 on the these sheets kind of impacts the -- a
 10 little bit of the graphics, (inaudible) -- the
 11 PDFs on the screen look better than here, and
 12 so --
 13 I mean, my only -- I think one of my big
 14 take-aways is kind of the pedestrian connection
 15 from Kings to Hendricks. I mean, it's kind of
 16 there. It's a -- I'm -- you know, it's weird
 17 because -- to me, if this is treated as one
 18 overall project, then I'm not sure how you
 19 don't -- how you're not required to --
 20 landscape islands wrapping around Building D.
 21 But if you look at just the parking around
 22 Building D, it's under 25 spaces, so you can
 23 get away with not having the landscape islands,
 24 so --
 25 I just almost -- I feel like if there's

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1 appreciate the -- you're trying to work with
 2 what's there and, you know, that -- that's
 3 different than the prior project that we saw,
 4 so I'm trying to look at this with a brand-new
 5 pair of glasses and not compare it to the other
 6 one.
 7 Thank you.
 8 MR. PAROLA: Mr. Chairman, do you mind if
 9 staff says one thing on this?
 10 We all are -- most of us are familiar with
 11 the last plan that came through. And the
 12 beauty of that plan was they put so much on
 13 Hendricks, that we forgot that they left us
 14 with a surface lot on Kings, right?
 15 And we got sort of blinded with the
 16 Hendricks perspective, and then said, oh, well,
 17 we talked them into an 8-foot sidewalk on
 18 Kings, when you know what we wanted? We wanted
 19 a building on Kings. So we get a building on
 20 Kings. The site plan is what we get. As far
 21 as staff's perspective is, we still have a
 22 building on Kings and we're not looking at a
 23 surface lot. Let's -- we balance the
 24 interests.

BOARD MEMBER LORETTA: If I may?
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1 some way to get in that back parking a little
 2 bit more greenery and then try to figure out
 3 how to make that pedestrian connection a little
 4 bit better, but I -- I mean, truly, like a
 5 rendered site plan that's going to show some of
 6 the hardscape elements and how it's all tied in
 7 together is going to help sell this thing in
 8 the future because right now it's just -- you
 9 know, you've -- we've got five different site
 10 plans kind of competing with each other and
 11 different names on buildings and so on and so
 12 forth. So if we can get away with, you know,
 13 one site plan and have it be a little bit
 14 cleaner, I think it's going to help.
 15 And, I guess, Cyndy, your earlier
 16 question -- the treatment of Kings, having
 17 the -- the landscape up against the building, I
 18 don't see why anybody should have a problem
 19 with that, so --
 20 You know, I appreciate Guy's opinion, and
 21 then -- albeit, I may not, per se, like the
 22 Mid-Century Modern look, if that's what it is,
 23 and the architects are cool with this, and
 24 so --

THE CHAIRMAN: Just one final question.
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1 So Building A, it's -- it looks diagonal. Is
 2 it diagonal now or are you --
 3 MS. TRIMMER: Through the Chair, that's
 4 the pinch point I was trying to show.
 5 If we can go back to slide 4, Xzavier.
 6 That is the existing condition. That
 7 building does slope that way. And you can see
 8 it on the site plan really well. It's one of
 9 the features. We're going to call it a
 10 feature, not a bug. And the -- one of the
 11 prior plans you saw did cut that off. And that
 12 is one of the things I really do want to drive
 13 home with this plan.
 14 What you saw before did really change the
 15 buildings. It took this front off of the
 16 building on Hendricks. It completely reskinned
 17 what we have labeled as Buildings A, B and C,
 18 and it completely eliminated everything along
 19 the Kings side.
 20 And to Guy's point, there's a little bit
 21 more than an 8-foot sidewalk. There was an
 22 entire plaza there.
 23 But, Ms. Durden, what you might be
 24 remembering in terms of that street activation
 25 was because there was a large outdoor,
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1 one of the engineers suggesting that 3 and A
 2 are not the same letter, slash, numeral, but
 3 we'll get there.
 4 THE CHAIRMAN: Well, thank you so much.
 5 Hearing all the comments, do we have a
 6 motion, incorporating the recommendations from
 7 staff?
 8 BOARD MEMBER DAVISSON: Motion to approve.
 9 THE CHAIRMAN: I have a motion from
 10 Mr. Davisson.
 11 Do I have a second?
 12 BOARD MEMBER BROCKELMAN: Second.
 13 BOARD MEMBER LEE: I'll second.
 14 THE CHAIRMAN: Second from Mr. Lee.
 15 All those in favor say aye.
 16 BOARD MEMBER DURDEN: Aye.
 17 BOARD MEMBER BROCKELMAN: Aye.
 18 BOARD MEMBER LORETTA: Aye.
 19 BOARD MEMBER DAVISSON: Aye.
 20 BOARD MEMBER LEE: Aye.
 21 THE CHAIRMAN: Aye.
 22 All those opposed?
 23 BOARD MEMBER SCHILLING: Nay.
 24 THE CHAIRMAN: We have one nay. The rest
 25 ayes. It carries.
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1 open-space, pedestrian plaza created on Kings
 2 because there wasn't a building.
 3 So because we are preserving all of this
 4 architecture and trying to strike a balance
 5 between getting transparency by cutting open
 6 some of these facades versus preserving
 7 structural integrity and not compromising that
 8 to a point where we lose it, I think that there
 9 are probably opportunities to look at --
 10 as Mr. Allen, you suggested, maybe some
 11 more transparency on that internal side on
 12 Building A. And we can absolutely look for
 13 more opportunities to highlight the
 14 connectivity between Hendricks and Kings,
 15 totally understand that point.
 16 This is conceptual, so we don't have the
 17 full hardscape/landscape plan. We wanted to
 18 get the landscape in front of you because I
 19 knew that was something that we needed some
 20 guidance and feedback on, but we don't have all
 21 of that fully fleshed out yet. And we will
 22 have that when we come back, taking the
 23 guidance that we've received into account, and
 24 make sure that all of our buildings are
 25 labeled. There might be a text between me and
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1 Thank you. Congratulations.
 2 MS. TRIMMER: Thank you, guys.
 3 THE CHAIRMAN: So the one nay, for the
 4 record, was Mr. Schilling.
 5 Moving along through the agenda -- thanks,
 6 everyone, for bearing with me. I am certainly
 7 no Mr. Lee. He does a much better job being
 8 chairman, but thanks for bearing with me.
 9 Any old business?
 10 MR. PAROLA: If you-all could let me know
 11 in writing what you do and don't like about the
 12 design guidelines -- recognizing that it is a
 13 reflection of the Ordinance Code. So if
 14 something offends your eyes and it's consistent
 15 with the Ordinance Code, let us know so we can
 16 get a committee going and change the ordinance
 17 code to this board's desires.
 18 THE CHAIRMAN: Thank you.
 19 Any new business?
 20 MS. RADCLIFFE-MEYERS: Yes, Chairman
 21 Allen.
 22 I just wanted to bring up again that --
 23 for those of you that have not completed your
 24 ethics training -- and that's coming up on
 25 November 18th. Just an FYI, that you have to
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1 go through a knowledge check first, and that
 2 has to be submitted before you can actually
 3 sign up for your virtual ethics training. So
 4 just FYI on that. I just wanted to make
 5 sure --
 6 BOARD MEMBER LORETTA: It took about 30,
 7 45 minutes.
 8 MS. RADCLIFFE-MEYERS: Yeah. So I --
 9 BOARD MEMBER LORETTA: It's basically like
 10 a test.
 11 BOARD MEMBER DAVISSON: Is it about
 12 competency?
 13 MS. RADCLIFFE-MEYERS: No. So I just
 14 wanted to --
 15 (Simultaneous speaking.)
 16 MS. RADCLIFFE-MEYERS: -- make everybody
 17 aware so you don't think that you can go right
 18 into the virtual --
 19 (Simultaneous speaking.)
 20 MS. GRANDIN: And you have to do it.
 21 THE CHAIRMAN: Thank you.
 22 I will bring up one thing. I waited till
 23 the last session.
 24 Just one piece of new business myself.
 25 Sorry, I know we've gone long.

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1 neighborhood that it's in.
 2 And to your comment last board meeting,
 3 Mr. Allen, it's exactly what I think we don't
 4 want in this kind of district and we veer away
 5 from it.
 6 So that being said, I just wanted to add
 7 that in New Business. And I agree with your
 8 comments, Mr. Allen.
 9 THE CHAIRMAN: Thank you.
 10 Any public comments?
 11 MR. CHISHOLM: No, Mr. Chair.
 12 THE CHAIRMAN: We're adjourned.
 13 Thank you.
 14 (The foregoing proceedings were adjourned
 15 at 6:05 p.m.)

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1 But, you know, the Vestcor project, that
 2 one kind of struck a nerve with me. We spent a
 3 lot of time talking about it and wasting a
 4 bunch of time. You know, I don't know, in the
 5 future, if we should be so forgiving when
 6 someone forces something on the agenda, we take
 7 an hour and a half of taxpayers' dollars and
 8 take up the issue -- I mean, I would defer to
 9 Mr. Lee because he's the chairman, but maybe in
 10 the future, if it's on the agenda and it's --
 11 the board feels so strongly about it, we push
 12 it to a vote. That's just my thoughts on that,
 13 but I certainly defer to the rest of my
 14 colleagues.
 15 Any public --
 16 BOARD MEMBER LEE: Mr. Allen, if I could
 17 just jump in.
 18 I would also like to state for the record
 19 that I did have ex-parte communication with
 20 Mr. Hoover.
 21 I know we didn't get through comments, all
 22 the way through Vestcor. And, you know, if we
 23 had, I was honestly going to vote it down
 24 because I didn't feel like it responded to this
 25 board's comments and it didn't respond to the

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 11 stenographic notes.
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