

CITY OF JACKSONVILLE
DOWNTOWN DEVELOPMENT REVIEW BOARD
MEETING

Proceedings held on Thursday, October 13, 2022,
commencing at 2:00 p.m., at the Jacksonville
Downtown/Main Library, 303 North Laura Street,
Multipurpose Room, Jacksonville, Florida, before Diane
M. Tropaia, FPR, a Notary Public in and for the State of
Florida at Large.

BOARD MEMBERS PRESENT:

MATT BROCKELMAN, Chairman.
LINZEE OTT, Vice Chair.
GARY MONAHAN, Secretary.
FREDERICK JONES, Board Member.
CRAIG DAVISSON, Board Member.
CHRISTIAN HARDEN, Board Member.
WILLIAM J. SCHILLING, JR., Board Member.
JOSEPH LORETTA, Board Member.

ALSO PRESENT:

GUY PAROLA, DIA, Operations Manager.
SUSAN KELLY, Redevelopment Coordinator.
SUSAN GRANDIN, Office of General Counsel.
XZAVIER CHISHOLM, Administrative Assistant.

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1 to give us an overview of the initial two-way
2 street conversion downtown on Adams and Forsyth
3 Street to round out the meeting.

4 So with that, the first item of business
5 is the approval of the September 8, 2022,
6 regular meeting minutes. And we do have a
7 revised meeting minutes segment that was
8 included in our packet and there was just one
9 small, friendly amendment to that. But if I
10 can get a motion to approve the revised meeting
11 minutes, that would be great.

12 BOARD MEMBER LORETTA: Motion to approve.

13 BOARD MEMBER MONAHAN: Second.

14 THE CHAIRMAN: There is a motion by
15 Mr. Loretta and I believe a second by
16 Mr. Monahan.

17 All those in favor, please say aye.

18 BOARD MEMBERS: Aye.

19 THE CHAIRMAN: Any opposed?

20 BOARD MEMBERS: (No response.)

21 THE CHAIRMAN: Show the meeting minutes
22 adopted.

23 Okay. First item of business, the
24 One Riverside Avenue retail conceptual
25 approval.

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1 PROCEEDINGS
2 October 13, 2022 2:00 p.m.

3 - - -

4 THE CHAIRMAN: All right. Good afternoon,
5 everybody.

6 I will call the meeting to order at 2 p.m.
7 Thank you to those in the crowd for being here
8 and for the board members for being here today.

9 We should have a pretty easy agenda, I
10 believe. Just to go over it quickly with you,
11 the first action item beyond the minutes -- if
12 we can mute the DIA on Zoom.

13 There we go.

14 Thank you, Mr. Chisholm.

15 After the minutes, the first item of
16 business is going to be the retail component,
17 conceptual approval for One Riverside Avenue.
18 As many of you on the board will recall, back
19 in our November 2021 meeting we approved the
20 multiphase site plan, as well as some
21 residential, so this is going over the retail
22 component for conceptual.

23 And then the second main item of business
24 is a slight deviation that the developers of
25 the River City Brewery property are seeking.

And then we'll have a brief presentation
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1 Ms. Kelly, do we have a staff report?

2 MS. KELLY: Yes, sir.

3 Through the Chair, did you hear

4 Mr. Chisholm? So everybody that's online
5 cannot hear us. So we don't have that
6 feedback -- so he's walking around trying to
7 see whose computers are --

8 THE CHAIRMAN: Let's give it just a couple
9 of seconds here.

10 I'd also like to take this moment to just
11 let everyone in the room know that Mr. Chisholm
12 has accepted a position in the General
13 Counsel's Office.

14 So congratulations, Xzavier. We'll miss
15 you here.

16 And this will be his last DDRB meeting.
17 So let's give him a brief hand to thank him for
18 all he's done for us.

19 (Applause.)

20 MR. CHISHOLM: Thank you, Mr. Chair.

21 Everybody's computers are now muted. I'm
22 going to unmute the main computer so that
23 people online can hear us and hope for the
24 best.

25 THE CHAIRMAN: And, Councilman Ferraro,
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1 thank you as well for being here today.
2 COUNCIL MEMBER FERRARO: Appreciate it.
3 Thank you.
4 MR. CHISHOLM: For the sake of the people
5 attending the meeting in person, we'll continue
6 with the online portion -- or online portion of
7 the meeting muted. I'm going to contact ITD,
8 and we'll just hope for the best and maybe they
9 can fix it for online attendees.

10 THE CHAIRMAN: Sounds good to me.
11 Ms. Kelly.

12 MS. KELLY: Okay. DDRB application
13 2022-013 seeks conceptual approval for the
14 One Riverside project's Phase I retail.

15 Located -- one more slide. Thank you.

16 Located in the Brooklyn district of the
17 Downtown Overlay zone, the subject site is a
18 portion of an 18-acre development. The
19 multiphase site plan for the project was
20 approved in November 2021.

21 As designed, the primary entrance to the
22 development site is at Leila Street and
23 Riverside Avenue. The grocery building is
24 located to the east of the entrance with
25 parking at the west and south of the building

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1 and the approved parking deck across the
2 street.

3 The stand-alone retail structure fronts
4 Riverside Avenue to the west of Leila Street.
5 Much of the site layout, building orientation,
6 parking locations and similar site features
7 were approved per DDRB application 2021-014,
8 which is the multiphase site plan that I
9 mentioned.

10 The mixed-use phase of the development was
11 approved in December of 2021 and includes two
12 multifamily residential buildings, a riverfront
13 restaurant, a residential pool, stand-alone
14 amenity center, and a seven-deck parking
15 garage.

16 The Phase I retail, which is subject to
17 this request, includes a grocer, approximately
18 40,000 square feet; and another retail
19 building, approximately 8,000 square feet.

20 This portion of the subject site is
21 located between Riverside Avenue and the
22 multifamily building's parking garage.

23 The cross-sections submitted show how the
24 depth, scale and height of the retail
25 structures are subordinate to the architecture

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1 of the residential buildings while providing an
2 invitation into the development site through
3 activation of the streetscape along Riverside
4 Avenue.

5 Both the grocery building and the smaller
6 retail shop building share a similar
7 architecture and contemporary aesthetic. Both
8 buildings show differentiation and detail in
9 texture and material. The design uses grid
10 elements and horizontal features to anchor and
11 ground the structure to the site while
12 providing pedestrian scale and articulation.

13 Color and material changes create visual
14 interest and the elevations are architecturally
15 subdivided, and solid wall portions are being
16 enhanced with a material change or scoring and
17 reveals.

18 In general, the elevations of the proposed
19 grocery building are consistent with the
20 Downtown Overlay. However, as noted in the
21 staff report, staff found that the northernmost
22 portion of the west elevation, which is circled
23 in red on your screen, it fronts Leila Street
24 and serves as a first impression to the
25 development, we found that it lacks visual

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1 interest and appears to exceed the 20 feet --
2 to exceed 20 feet in width for that blank wall
3 space.

4 As such, staff recommended that this
5 portion of the elevation be redesigned to
6 incorporate a feature with more visual interest
7 at the level of the pedestrian. Options may
8 include but aren't limited to glazing, facade
9 articulation, mural or art or a living wall
10 feature.

11 Having said this, the developer very
12 recently took a second look at this feature and
13 I think that they will be presenting a possible
14 solution to the board.

15 It should also be noted that while the
16 north elevation fronts Riverside Avenue for the
17 grocery building, that portion of Riverside
18 provides the on-ramp for the Acosta Bridge and
19 does not really have pedestrian access. So the
20 elevation has been designed as a storefront,
21 but physical access is not available at this
22 location.

23 Based on the foregoing, staff supports
24 conceptual approval of DDRB application
25 2022-013 with the following conditions:

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1 Prior to submittal for final review, the
2 developer shall meet with staff to identify any
3 deviations sought.

4 The Phase I retail site plan, DDRB
5 2022-013, shall conform to the multiphase site
6 plan for One Riverside Avenue, DDRB 2021-014.

7 Three, the northernmost portion of the
8 west elevation, which is the signage wall of
9 the grocery building, shall be redesigned to
10 incorporate a feature with more visual interest
11 at the level of the pedestrian. Options may
12 include but are not limited to glazing, facade
13 articulation, living wall feature, or a mural
14 and art.

15 And, lastly, that street furnishings and
16 fixtures shall be in accordance with the
17 Downtown Design Guidebook.

18 This concludes the staff report, and I'm
19 happy to take any questions.

20 Thank you.

21 THE CHAIRMAN: Okay. Thank you,

22 Ms. Kelly.
23 Is there a presentation from the
24 applicant?

25 (Ms. Rewis approaches the podium.)

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1 THE CHAIRMAN: And, as always, just as a
2 reminder, please state your name and address
3 for the record.

4 MS. REWIS: Hi. Staci Rewis, One
5 Independent Drive, Suite 1200, Jacksonville,
6 32202. I'm with Driver, McAfee, Hawthorne &
7 Diebenow, and here on behalf of the applicant,
8 Fuqua BCDC One Riverside Project Owner, LLC.

9 Sorry about that.
10 Xzavier, are you controlling --

11 MR. CHISHOLM: Yes.

12 MS. REWIS: Awesome. Sorry.

13 All right. Once again, we are here on
14 behalf of the applicant to discuss with you the
15 remainder of the One Riverside former
16 Times-Union redevelopment project.

17 This portion, as Ms. Kelly introduced, is
18 for the retail portion which consists of the
19 much-anticipated grocer, as well as about an
20 8,000-square-foot anchor.

21 If you could go to the aerial. I think
22 it's the third slide, please. There we go.

23 So what Mr. Chisholm is showing you right
24 now, what's highlighted in red is the portion
25 of the property that is subject to the

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1 application that is before you today.

2 As some of you may know -- and I know we
3 have some new DDRB members -- this project,
4 because of how different it is laid out on the
5 city grid, it's not necessarily a full block.
6 In fact, it's over -- a little over 18 acres.
7 And so it presents some very interesting
8 development.

9 And as a result of that and the fact that
10 there -- it's a mixed-use project and it has
11 multiple buildings, this process went before
12 the DDRB as a multiuse, multi-building project.
13 And so what was approved late last year in
14 November was a site plan, and it's typical of
15 what you would see in a zoning/PUD-type
16 document.

17 As a result of that approval -- as I'm
18 sure all of you know, TriBridge has come in and
19 received DDRB approval, and they broke ground
20 last -- two weeks ago, on September 22nd, on
21 the residential, which will activate not just
22 the residential portion but as well as the
23 Riverwalk and really tie these pieces of
24 parcels together. And then the retail is kind
25 of the front of the project.

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1 The site, like I said, is a little bit
2 different. It's not a block, so you don't have
3 your traditional grid. And the portion where
4 the grocery store is proposed also has a very
5 interesting frontage. It's not -- when you
6 look at the map, it looks like it has a street
7 frontage on Riverside. But as you'll see in
8 the renderings, it -- it's deceptive because
9 right there, when you pass Leila and you go
10 over what I call the hill into downtown or to
11 the on-ramp on the Acosta, it is starting to
12 become a very sharp grade going up, and so
13 drivers do not get that street frontage retail
14 that you necessarily will see.

15 That being said, what you will see on that
16 rendering is a street frontage retail, but it's
17 a little bit different as far as what we're
18 looking at as far as this building.

19 So, Gabriel [sic], if you don't mind --
20 and I also want to -- sorry, I should have done
21 this earlier, but with me today Greer Scoggins
22 with Fuqua, Matt Anders with Prosser, and then
23 Rob French and Eric Porter with the architect
24 firm of Phillips, and Alex Harden with our
25 office.

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1 So also, as you see here, the site is
2 within the Downtown Overlay, it's within the
3 Brooklyn district, and it has a CCB zoning and
4 a CBD land use.

5 And then, once again, this kind of just
6 highlights a little bit more where the site is
7 and kind of how the on-ramp looks as you're
8 going up to the Acosta.

9 Next slide, please.

10 Okay. This is just a map that kind of
11 shows similar projects in the area -- next
12 slide -- which highlights across the -- the
13 first real grocer besides Winn-Dixie in the
14 downtown area, which is Fresh Market, which has
15 been, I think, a very good success in that --
16 Mr. Scoggins was involved with that, its
17 inception, with Fuqua. So there's a lot of
18 continuity here, which I think is great.

19 And then you've got kind of the Gateway
20 Town Center where the Burrito Gallery is off of
21 Gate Parkway; and then the Publix, Riverside;
22 and then the Harvey's supermarket towards
23 Main Street on the Northside.

24 So as Ms. Kelly had presented to you,
25 originally -- this is the site plan that was

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1 approved by DDRB last year (indicating). What
2 we're bringing before you is, I'd say, about
3 90 percent consistent with what is sitting
4 here. We have made some design and layout
5 changes as a result of additional due
6 diligence, but also as a result -- to better
7 meet, I think, the code of the Downtown
8 Overlay.

9 The main change you will see is that the
10 proposed parking that would front on Riverside,
11 in front of the grocer, is now gone. It has
12 been moved internally into the project, and
13 it's -- it was done for a couple of reasons.
14 One, to better pull the building up to that
15 frontage, even though it's not necessarily a
16 direct street frontage, but also there is a --
17 we've learned there is a JEA easement there,
18 and JEA has been extremely particular as far as
19 what can and can't go there.

20 So what you will see besides the facade on
21 the building is kind of what I will call an
22 open space, kind of urban-plaza-type area that
23 will just provide some nice beautification
24 around the project.

25 And then before I turn it over to the

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1 people that you really want to hear from, the
2 architects, and Matt, the landscape architect,
3 I want to point out one other item, and that is
4 when the conceptual -- excuse me -- when the
5 multiuse, multi-phase plan was approved for the
6 overall project, there was a condition on it
7 about traffic calming at the intersection of
8 Leila and Riverside.

9 As a result of the residential project
10 going in and some due diligence on our part,
11 working with Development Services and the
12 Planning and Development Department, Prosser
13 has proffered to them a traffic study. And in
14 coordination with Brad Davis and Will Lyon at
15 Prosser, and Chris LeDew, the City's traffic
16 engineer, it has been determined -- and I've
17 got an email that I will pass around to
18 everybody -- that traffic calming is not needed
19 at this corridor for several reasons. The two
20 most important to me -- one is safety.

21 You will see in the renderings that there
22 is a pedestrian mid-block. I call it an island
23 because it looks like an island, where, when
24 you cross Riverside right where Leila is and
25 you go east, there is an island so that when

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1 you step off, the island helps contain the
2 pedestrian so that when the pedestrian moves
3 the rest of the way, it is in time with the
4 pedestrian circulation and timing of that
5 signal. And it was very important from the
6 traffic engineer's perspective that that island
7 not be removed or any other additional traffic
8 calming measures be put in place.

9 And then the other was capacity. There
10 just isn't enough capacity right now on the
11 road to recommend that.

12 So I'll pass out that. I'll circle back
13 around with everything once the architect and
14 Matt speak. But for now, I'm going to turn it
15 over to the people you really want to hear
16 from.

17 Thanks.

18 (Mr. Anders approaches the podium.)

19 MR. ANDERS: Good afternoon.

20 I'm Matt Anders, Prosser, 12566 Hickory
21 Lakes Drive South, Jacksonville.

22 You can go ahead and go to the next slide.

23 So this is the site circulation. And the
24 blue arrows represent pedestrian circulation
25 along the site, around the site.

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1 So coming in from Riverside Avenue and
2 heading south towards the river, we have the
3 two 10-foot-wide sidewalks on the east and west
4 of Leila Street. And that is a result of last
5 year's master site plan approval for DDRB.
6 That 10-foot path continues down through the
7 multifamily development and down a grand stair
8 to the Riverwalk.

9 You also have a few options to cross the
10 street via crosswalks to go alongside the south
11 side of the grocer, which will eventually bring
12 you down, back to grade. So there's a big
13 grade difference from the grocer pad down to
14 the street on the west. It's about 7 feet or
15 so. And there's stairs that will bring you
16 down to that -- that street that runs
17 north-south adjacent to the grocer. And that
18 will eventually lead to the park and McCoy's
19 Creek there on the east.

20 So we have access from Riverside all the
21 way down to the river, unencumbered, 10-foot
22 sidewalk.

23 Go to the next slide.

24 Next slide, please.

25 So this is vehicular circulation. The

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1 magenta or red-looking line is the primary
2 vehicular access coming from Riverside into the
3 site down Leila. It goes through an auto court
4 by the multifamily, underneath the parking
5 garage, and out through that north-south street
6 there on the east side.

7 The orangish/yellowish areas are the -- an
8 internal parking circulation. So the retail
9 building on the west has its own circulation
10 and the grocer has circulation and parking and
11 also can access the parking garage on the first
12 level.

13 So this is the rendered site plan. It has
14 a few key call-outs on here. You guys have
15 probably seen this quite a bit, so we could
16 probably go to the next slide.

17 So these are some sections. The first one
18 there at the top, AA, is along Riverside Avenue
19 as it's cutting through that northwest retail
20 building. The green there represents the
21 amenity area. We're above requirements of
22 4 feet. Yeah, we're above the requirements of
23 the yellow as well, the pedestrian zone and
24 the -- I'm sorry, the amenity zone adjacent to
25 the building. It varies from 5 feet to 20 feet

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1 at the widest.

2 And the section below, section BB, that's
3 the section cutting through Leila Street, the
4 section east to west. So you can see the
5 median in the middle, landscaping along the
6 edges, to give you a corridor view coming in
7 from Riverside, maintain that view corridor or
8 that 40-foot view corridor down to the river.

9 Next, please.

10 And these are just some kind of
11 large-scale cuts from the river all the way to
12 the multifamily parking garage to the grocer.

13 And on the bottom section, section FF, you
14 could see that stairway coming from the grocer
15 building down to the street below.

16 And this is where Rob will take the show.

17 (Mr. French approaches the podium.)

18 MR. FRENCH: Good afternoon.

19 My name is Rob French with Phillips
20 Partnership, the architects on the project,
21 5901 Peachtree Dunwoody Road, Suite 450-A,
22 Atlanta, Georgia 30328.

23 Staff has done a great job at kind of
24 explaining generally what's going on with the
25 elevations, so I will run through it a little

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1 bit quicker so that I don't use up too much
2 time. And I assume you guys have an
3 opportunity to ask a lot of questions. And, of
4 course, happy to answer anything that we can.

5 But as she said before, we've tried to do
6 a lot to emphasize the most public components
7 of the project, essentially the south and east
8 side, and have located the -- the service court
9 on the least prominent location on the facade.

10 And it's also very worth noting that,
11 because of the overpass, we're doing a
12 considerable amount of grading and screening on
13 this facade. So actually from the overpass,
14 this is hardly visible as you're heading down
15 Riverside, coming from downtown, because the
16 height of the overpass kind of, actually,
17 naturally screens this area to a great extent.
18 There is 8 to 10 feet of grade difference
19 between the new McCoy elevation and the front
20 door entrance to the grocery store itself.

21 Drawn on the top side is the Riverside
22 elevation. So we've got a lot of glass
23 elements along there and we broke it up with a
24 multitude of materials, a 2-foot
25 differentiation and articulation between the

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1 materials.
 2 As you get to the left of that elevation,
 3 we have some office space that we took
 4 advantage of and put in some clerestory windows
 5 for them. But with the lack of pedestrian
 6 connectivity and access along there, we really
 7 tried to give a very visual, interesting
 8 facade, but not necessarily provided any
 9 entrances over there other than some egress
 10 doors that we're going to have.

11 The height of the building and the parapet
 12 has been specifically determined to screen any
 13 rooftop-mounted equipment from the overpass.
 14 We took special care in making sure we took
 15 care of that.

16 You can go to the next slide.

17 These are the shop's elevations. The
 18 bottom one is probably less critical. It's
 19 facing the parking side. The upper is facing
 20 the adjacent property to the west.

21 Next slide.

22 These are the public-facing facades.
 23 Again, we provide the glass as required by the
 24 overlay. The elevation on the side is a little
 25 hard to understand because it's got a cut

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1 corner on it, but we have provided an extensive
 2 amount of glass.

3 Right now we're programming for three
 4 particular tenants, so we've got those
 5 entrances on the side with the awnings.

6 And, again, we've kind of pulled a lot of
 7 the materials over that we have on the grocery
 8 store so we have a nice, cohesive facade along
 9 the entire street, wrapped all those materials
 10 around, down Leila, as they kind of come into
 11 the site, and kind of altered some of the
 12 materials, but also just the awning systems
 13 that we're using, just, again, to give some
 14 differentiation and emphasize different
 15 storefront entrances from some of the other
 16 storefront locations.

17 Next slide.

18 Our material palette is rather diverse,
 19 but our color palette is kind of, let's say,
 20 influenced greatly by what has been approved on
 21 the multifamily component of the project so
 22 that there is some continuity. Our palette is
 23 a little bit darker in tone than the
 24 multifamily because we're a little -- we feel
 25 that kind of addresses the pedestrian a little

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1 bit more. It's a little bit more of a solid
 2 feel. Our materials are a little bit more
 3 metallic with some of the -- with the awnings
 4 and the veneer, because it's important for a
 5 grocery store to be able to maintain a very
 6 clean appearance and aesthetic, and those
 7 things hold up well over time. But since the
 8 multifamily has some wood elements as an
 9 accent, we've kind of pulled that into the
 10 project as well.

11 And then the color palette, you know, as I
 12 said, it's kind of derived a little bit from
 13 the multifamily, but also takes a little bit of
 14 a cue from the other retail that's just down
 15 the street in the area so that we're not, you
 16 know, kind of going too far outside of context.

17 Next slide. Keep going.

18 So we've got some of the -- I'm going to
 19 leave the microphone a little bit. It kind of
 20 helps to point at the same time.

21 So this perspective is of this corner
 22 element (indicating) looking towards the
 23 entrance.

24 Again, we emphasize the entrance. We've
 25 got a considerable amount of outdoor seating on

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1 that facade of Leila. They're going to -- they
 2 will have, you know, lighting. They'll have
 3 all of the outdoor seating over there. We've
 4 got a covered canopy that extends 19 feet in
 5 depth over there. So it's going to be a very
 6 populated facade for the building.

7 Next slide.

8 Again, this is just a more elevated view.
 9 It gives a little bit more of an overview of
 10 how the pedestrian connectivity is going to
 11 work between Leila and the parking deck and the
 12 entrance to the grocery component.

13 Next slide.

14 So this is on Riverside. If you will,
 15 right over here (indicating), look in this
 16 direction towards the entrance, you can see the
 17 retail building on the right-hand side, and in
 18 the distance the grocery component, and then,
 19 again, that corner that Susan was referencing,
 20 and I'll -- I'll kind of come back to that in a
 21 minute.

22 You can go to the next slide.

23 Closer view with our pedestrian activity;
 24 the bike racks, the landscaping, the entrances
 25 to the retail.

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1 Next slide.

2 So this is kind of, let's call it,

3 worst-case scenario for the view of the service

4 area. It's a view that, to a -- and to a great

5 extent doesn't truly exist because, obviously,

6 the cars are driving away from this, but you're

7 going to have the multifamily on the left-hand

8 side and then just across the way is the

9 service court. We're doing a lot of grading,

10 as I mentioned before, to be able to get under

11 the overpass.

12 So this dock area is greatly depressed

13 from the overpass. And, again, the overpass is

14 going the opposite direction and away from this

15 area.

16 The truck -- this is the truck driving

17 past, but the actual truck dock bay is facing

18 away from the public entirely. And we've

19 provided a screen wall and a sliding gate at

20 the secondary service entrance where the

21 compactor will be.

22 So we've tried to do what we can to kind

23 of keep this a fairly clean and public

24 environment given the obvious operational

25 challenges that we've got to work around.

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1 Next slide.

2 Landscape design.

3 (Mr. Anders approaches the podium.)

4 MR. ANDERS: So this is a blow-up of the

5 retail/grocer area. We have some call-outs and

6 some different materials, you know, (inaudible)

7 with concrete, pavers. And these are in line

8 with the multifamily or the TriBridge portion

9 of the project. So it's a cohesive and

10 seamless transition of materials from this

11 phase to the multifamily phase to the south.

12 This just illustrates the amenity zone.

13 Again, the areas in blue highlight those

14 10-foot sidewalks that were approved from the

15 last DDRB, bringing you down to the river.

16 And we meet all the space requirements in

17 red in front of the -- the building, the retail

18 building, and across the street on Leila where

19 we propose an open plaza space, perhaps with a

20 sculpture, some seating.

21 This is the actual conceptual landscape

22 plan. So the intent here is, as I mentioned

23 before, you drive in, you have an outlay of

24 trees that kind of lead you into the site. We

25 tried to put as many shade trees here as

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1 possible, whether they be elms or live oaks.

2 And with the constraints of the site and

3 the need for parking requirements, you know,

4 getting a live oak in some of these areas will

5 be difficult. Per City code, you need

6 approximately 12 feet, curb to curb or sidewalk

7 to sidewalk, to fit a live oak. So we're

8 supplementing those areas the best we can with

9 different species. So the palette is

10 generally, you know, elms, live oaks, sabal

11 palms, Medjool palms, and shrubs in the VUA

12 islands.

13 This is the conceptual lighting plan, so

14 it would be a blend of parking lights and

15 pedestrian lighting, as well as some up-lights

16 to highlight the palm trees in that median on

17 Leila Street to kind of capture your eye from

18 Riverside and lead you into the site.

19 This is the signage plan.

20 Rob, I don't know if you wanted to discuss

21 this.

22 These are the signs for the grocer as well

23 as the retail, and you can see the signs along

24 Riverside, kind of one at each awning, and then

25 that southeastern corner of the retail, that

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1 L-shaped sign. So when you're entering the

2 site, you can see it. When you're leaving the

3 site, you can see it.

4 Additional signage on the southern facade,

5 on the retail building. And, again, the -- a

6 sign on the northwest corner of the grocer will

7 be visible from Riverside Avenue as you're

8 coming to the site.

9 And then, lastly, that southwest corner of

10 the grocer signage facing south and facing

11 Leila Street. So as you're coming in Leila

12 Street, high visibility to the signage there.

13 This is the -- the site furnishings

14 hardscape package. So I'm using, you know,

15 multi-colored plank concrete pavers, you know,

16 mixed with some concrete elements. There's a

17 concrete little footwall as -- on the

18 perimeters of Leila Street to help buffer

19 parking lots, to provide the separation of

20 pedestrian and parking.

21 The site furniture concept, you know, uses

22 a lot of wood to kind of -- complements the

23 architecture of the building. And the site

24 lining is, you know, pedestrian scale, a little

25 more decorative in nature, you know,

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1 contemporary feel.

2 This is the landscape palette. We're not

3 necessarily using all of these, but this gives

4 you a general sense of -- of kind of the theme

5 we're going for, lots of grasses, colorful

6 shrubs, flowers, palm trees, as many shade

7 trees as we can muster.

8 MR. CHISHOLM: That's the last slide.

9 MR. ANDERS: That's the last slide. All

10 right.

11 (Mr. French approaches the podium.)

12 MR. FRENCH: If I can go ahead and kind of

13 address that corner that was referenced before

14 about some alternates that we've been looking

15 at based on some feedback.

16 MS. KELLY: To the applicant, we have this

17 pulled up on the screen, too, what you-all had

18 submitted.

19 MR. FRENCH: Oh, okay. In that case -- I

20 wasn't sure if we got it into the slide

21 presentation or not.

22 So this is an alternate elevation that

23 we've proposed to address the concerns on

24 the -- let's just call it the left side of that

25 facade. Again, we've got outdoor seating,

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1 lighting, ceiling fans that are going to be in

2 that covered area. So it's a very active zone,

3 but, based on some input that we received, we

4 adjusted the proportions of that tower element,

5 which is a metallic panel system that we've got

6 on there, and kind of made it a little bit

7 thinner and got our glass elements closer

8 together to meet the requirements of the

9 overlay, but then also added some more of the

10 recessed imitation wood in that as a recess

11 that -- we're going to put some down-lights in

12 there and kind of give a little bit more of a

13 vibrance to that.

14 The top portion of that tower element is

15 where one of those -- one of the signs are

16 proposed for the grocer. So you can see it on

17 the bottom rendering below.

18 We also pulled that element further from

19 the main building, if you will, and -- which

20 will give, obviously, a good bit more shadow

21 line, a little more interest over there. That,

22 in combination with the landscaping over there

23 and the palms that are being added, I think --

24 I think this is a good improvement and we

25 appreciate the feedback.

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1 I'm not sure if we open it up to questions

2 or how you -- how you guys kind of want to move

3 forward.

4 THE CHAIRMAN: Ms. Rewis, does that

5 conclude the presentation?

6 (Ms. Rewis approaches the podium.)

7 MS. REWIS: Hi. Thank you.

8 I just want to add two things. Sorry, the

9 lawyer in me.

10 The first is, we would appreciate -- we're

11 good with all of the conditions that are in the

12 staff report. We would appreciate if this

13 board would remove Condition 3 and substitute

14 that with the revised rendering that you just

15 saw so that -- it's in response to staff's

16 comments. I think it's a -- it's a better

17 design, it better meets the overlay, so I would

18 ask that.

19 Mr. Chisholm is passing around the email

20 correspondence between Brad Davis and the City

21 traffic engineer as far as the traffic calming

22 condition so that you can see the City traffic

23 engineer has signed off saying no traffic

24 calming is needed.

25 And then, other than that, we stand ready

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1 for questions, and thank you for your time.

2 THE CHAIRMAN: Thank you, Ms. Rewis.

3 With that, we will move, before public

4 comment, to board comments and questions.

5 And just as a reminder to the board

6 members, since we have workshopped this -- the

7 multiphase site plan back in October and then

8 had the review and approval of that in

9 November, let's try to stay focused on the

10 scope of the approval here today.

11 That being said, if you have any questions

12 or brief comments about circulation or other

13 site plan issues, feel free to put it on the

14 record, but let's try to stay focused.

15 And, with that, Mr. Davisson, let's start

16 with you.

17 BOARD MEMBER DAVISSON: Thank you.

18 You said that this was 90 percent the same

19 or similar to the previously approved master

20 site plan. Did you have an exhibit in here or

21 did I overlook it?

22 MS. REWIS: So the exhibit -- we don't --

23 the site plan has changed, as there used to be

24 parking up at the front that faces Riverside

25 Avenue. I actually have it in the back. I can

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1 pass around my copy, but, essentially, there
 2 was parking spaces between the grocery store
 3 and Riverside Avenue.
 4 BOARD MEMBER DAVISSON: Right. I --
 5 MS. REWIS: And that's been --
 6 BOARD MEMBER DAVISSON: I heard what you
 7 said. I was just wondering if you had a
 8 graphic that --
 9 MS. REWIS: Yeah. I can pass one out.
 10 BOARD MEMBER DAVISSON: I might just keep
 11 my comments limited to two areas of the
 12 project. And it's basically where you're --
 13 you know, your perception is coming up and down
 14 Riverside Avenue.
 15 Let me just start with the northeast
 16 corner of Building 200, which is the grocery
 17 store.
 18 Is somebody going to answer questions?
 19 (Mr. French approaches the podium.)
 20 BOARD MEMBER DAVISSON: The northeast
 21 corner of the grocery store -- and I
 22 understand -- I'm not suggesting that you move
 23 the service area. You've got to deal with it
 24 somewhere. But that corner right now, there's
 25 just a beautiful grove of oak trees that exists
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1 that's -- that's your first impression coming
 2 into Riverside, is that corner, is where you've
 3 got your service, and it's bare and it's
 4 exposed. And whether you can move your screen
 5 walls or -- I'd just address that.
 6 MR. ANDERS: Gotcha. We may have the
 7 potential to add some trees in there to help
 8 soften that area.
 9 BOARD MEMBER DAVISSON: And then it's the
 10 other corner, which is the northwest corner of
 11 Building 100, your smaller building. You know,
 12 it's just the outlying corners is -- that's
 13 your first perception coming up or down
 14 Riverside Avenue, and that's the areas that are
 15 not what I call "addressed."
 16 MR. ANDERS: So in that area, the
 17 northwest retail, we're proposing some raised
 18 planter beds with some colorful flowers,
 19 some -- some pots with annuals. We kind of
 20 envision that to be kind of a spill-out area,
 21 maybe perhaps tables and chairs from the
 22 adjacent businesses to help, you know, activate
 23 that corner. So as you're driving along
 24 Riverside, you'll see that activity.
 25 There's a few palm trees we have along
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1 that the city has seen all along. And I
 2 understand that when you're going up the ramp,
 3 you see -- you're really going to see that in
 4 the rearview mirror, but you're also going to
 5 see it coming up that corner of the building.
 6 And I don't see anything on the site plan
 7 or the renderings that address that northeast
 8 corner, which is your service yard. You know,
 9 I see this -- you know, between the ramp and
 10 the building you've got this hole. It's about
 11 20 feet wide, and I would just suggest that --
 12 I'm not talking about changing the
 13 architecture, but perhaps moving the landscape
 14 that you have up on that corner and create a
 15 buffer along Riverside Avenue.
 16 And I don't know what species or what's
 17 the most appropriate or if that's an
 18 easement --
 19 MR. ANDERS: It is an easement. It's a
 20 JEA easement that runs from the back of --
 21 essentially from the back of the building to
 22 Riverside Avenue. So we -- we're not allowed
 23 to have trees back there.
 24 BOARD MEMBER DAVISSON: I see that being a
 25 problem on that corner of the building because
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1 that edge as well, but really we want that
 2 space to feel open, flexible, easily
 3 accessible, yet beautiful. So with the use of
 4 these planters and trees, we feel like we
 5 achieve that.
 6 BOARD MEMBER DAVISSON: Well, the west
 7 side of that building is basically electric
 8 meters and a blank wall.
 9 MR. ANDERS: Oh, you're talking about the
 10 actual west side along that building. There is
 11 a --
 12 BOARD MEMBER DAVISSON: Right.
 13 MR. ANDERS: Yes. Unfortunately, there is
 14 a JEA easement running along that side of the
 15 building as well.
 16 BOARD MEMBER DAVISSON: I would address
 17 that as well.
 18 Thank you.
 19 THE CHAIRMAN: Thank you, Mr. Davisson.
 20 BOARD MEMBER DAVISSON: It's a nice
 21 project.
 22 Thank you.
 23 THE CHAIRMAN: Thank you, Mr. Davisson.
 24 Mr. Jones.
 25 BOARD MEMBER JONES: Thank you, Mr. Chair.
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1 Again, I do -- I agree with Mr. Davisson's
2 point there. I mean, driving there to work
3 every day, I do see there's some exposure. So
4 if there's something that can be done on the
5 west side of the building -- maybe just do some
6 mural treatment or some kind of visual
7 interest.

8 As far as the traffic, I -- you know, I
9 have a tendency to disagree. And, again, this
10 may be something that has to be addressed down
11 the road, but, you know, to say that it's a
12 safer situation to leave that, I strongly
13 disagree.

14 You know, larger curve radii are less safe
15 for cyclists because of the higher speeds that
16 vehicles have to make the turning movement
17 through. And it actually -- you know, you have
18 a larger corner radii with the swooping
19 geometry with the dedicated channelized
20 right-hand turn which means that pedestrians
21 have a -- essentially, a longer crossing
22 distance to make.

23 So, ideally, that curve radii for an urban
24 area should be no more than 10 to 15 feet, but,
25 again, I think that is probably a little bit of

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1 a -- you know, I mean, it's a -- it's a bit of
2 a judgment call. I know Chris was saying
3 capacity analysis shows the need for a right
4 turn to remain, but definitely from a safety
5 standpoint -- and I thought, obviously, long
6 term, Riverside Avenue -- we've been talking
7 about a six-lane condition that could probably
8 operate as a four-lane facility. And down the
9 road I would assume that this would be a
10 candidate for a lane elimination, slash, road
11 diet.

12 The other issue is -- I assume the trucks
13 are going to be using the back end, the William
14 Patrick Showalter Boulevard; is that correct,
15 to be accessing the site?

16 MS. REWIS: They are.

17 Could you flip to the slide with that?
18 Probably slide 13.

19 MR. ANDERS: Yeah, so the trucks -- trucks
20 are coming in Patrick Showalter back into the
21 loading dock and exit via -- underneath the
22 parking garage and out through Leila Street to
23 Riverside.

24 BOARD MEMBER JONES: Okay. So, I mean,
25 you have that issue, but with cars making

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1 faster right-hand turn movements onto Leila
2 Street, it does create a conflict, even
3 though --

4 And, in this case, you wouldn't be
5 removing -- the suggestion would be to look at
6 a bulb-out, a curb extension. So what you're
7 doing is not eliminating -- my suggestion is to
8 not eliminate the island itself but to bring it
9 into the curb at -- into the overall part of
10 the sidewalk.

11 So you can essentially -- and, in essence,
12 the right-hand turn lane could be utilized to
13 get more on-street parking. So we could use
14 that as an opportunity to provide 90 degrees or
15 even 45-degree angled parking, and then the
16 curb -- essentially, the pedestrian island
17 would be brought into a curb extension.

18 So no need to eliminate the signal or
19 anything in the island. I'm just saying let it
20 be part of a larger sidewalk -- essentially, a
21 curb extension. And that would actually reduce
22 the overall distance that pedestrians or
23 cyclists have to cross to the other side.

24 So just something here, and -- and this
25 would probably be something to talk a little

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1 bit more with Chris on -- about, but those are
2 my comments.

3 THE CHAIRMAN: Thank you, Mr. Jones.
4 Mr. Monahan.

5 BOARD MEMBER MONAHAN: Thank you,
6 Mr. Chair.

7 Appreciate the consistency in design with
8 the multifamily and the hardscape and the
9 street furnishings.

10 Just a quick question on the public art
11 piece you mentioned. Can you kind of go into
12 detail a little bit more there?

13 MR. ANDERS: It's not been decided; it's
14 really a placeholder, but it's really supposed
15 to kind of serve as a node, like a mini plaza
16 space in that area.

17 You know, we could work with the City to
18 determine something, but, you know, we -- we
19 thought (inaudible) vertical, you know, person,
20 high sculpture of some sort would kind of
21 help -- kind of help that corner a little bit
22 before you drive over the bridge. So really
23 it's just a placeholder at this point.

24 BOARD MEMBER MONAHAN: Thank you.
25 Through the Chair to staff, is this

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1 something they could work with APP on?
 2 MS. KELLY: Through the Chair, yes, I
 3 don't see why not.
 4 BOARD MEMBER MONAHAN: Thank you.
 5 THE CHAIRMAN: Thank you, Mr. Monahan.
 6 Ms. Ott.
 7 BOARD MEMBER OTT: Thank you, Mr. Chair.
 8 A couple of questions that I'm kind of
 9 piggybacking on originally. I do have some
 10 questions about the pedestrian crosswalk there
 11 at Leila again. Do we know -- I'm trying to --
 12 I'm trying to see -- my eyes are not good --
 13 from the drawings, if there is a stoplight or
 14 if that is a streetlight on that pedestrian
 15 island.
 16 MS. REWIS: Do you know, Matt? I do not.
 17 AUDIENCE MEMBER: It's a signal.
 18 BOARD MEMBER OTT: Is there a signal --
 19 MS. REWIS: There's a signal there.
 20 BOARD MEMBER OTT: Is there a signal
 21 prohibiting a right turn onto -- into the
 22 project for --
 23 MS. REWIS: No.
 24 BOARD MEMBER OTT: -- that right turn --
 25 MS. REWIS: No.

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1 BOARD MEMBER OTT: Okay. That
 2 intersection, I'm going to emphasize and echo
 3 Board Member Jones' comments about the traffic
 4 there. I appreciate the email printouts with
 5 Mr. LeDew. I would be very interested in
 6 seeing the actual study and the Traffic
 7 Engineering Department's kind of analysis of
 8 this intersection.
 9 I'm on this board to represent my
 10 community members, and feedback that I've been
 11 seeing from public -- members of the public,
 12 people are concerned about this intersection.
 13 I know, I personally have turned in and out of
 14 Brooklyn Station and it feels unsafe. It does
 15 feel like there's quite a bit of volume.
 16 And the pedestrian island -- I think we
 17 used the language to contain the pedestrian. I
 18 would rather contain the cars. My concern is
 19 the safety for the pedestrians crossing this
 20 intersection that hopefully will be very busy
 21 because we're going to have a lot of activity
 22 at this project. I would -- I would follow
 23 Board Member Jones' comments and see if we
 24 can't look at those turn lanes a little bit
 25 differently.

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1 Another question about sort of pedestrian
 2 access. Are any type of bollards considered in
 3 front of the pedestrian plaza, the grand stair?
 4 I know this is, again, outside of the scope of
 5 just the retail, but thinking long-term, are we
 6 outside of the grocery? Do we have any of
 7 those safety items in place?
 8 MS. REWIS: We can address the grocery.
 9 We do not represent and can't address the
 10 residential, though.
 11 MR. ANDERS: So in front of the grocery,
 12 no. It's your typical curb -- or parking,
 13 curb, sidewalk type of environment. So you
 14 have that separation of height from parking,
 15 sidewalk.
 16 BOARD MEMBER OTT: Okay. Great. Thank
 17 you.
 18 Questions about -- I think we're calling
 19 it Building 200, the smaller retail building.
 20 The north side that fronts Riverside Avenue,
 21 it -- on -- sorry, we've got a lot of pages
 22 here.
 23 On Page 13, that Building Number 1 is
 24 labeled on the legend "retail with outdoor
 25 seating." Do we think any of those retail

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1 spaces will be contemplated for a restaurant or
 2 dining? Have we gotten that far?
 3 MR. SCOGGINS: Potentially.
 4 BOARD MEMBER OTT: Okay. My
 5 recommendation, if it's at all possible -- I
 6 know we have JEA utility easements there, but
 7 if any of you have dined across the street at
 8 Brooklyn Station outside, shade is very
 9 important on that corner. If we can't do shade
 10 trees, maybe with those planters we increase
 11 the size and get a little bit taller or bushier
 12 vegetation. That can also be a safety feature
 13 to screen -- to protect the diners, sitters,
 14 whatever, from the traffic on Riverside Avenue.
 15 The shade is -- if we're going to have
 16 people sitting there and, honestly, outside of
 17 the grocery on the west side, I don't -- bamboo
 18 has a very shallow root system. Just thinking
 19 about the user experience.
 20 Last, I wanted to ask about the Page 29
 21 hardscape, item number [sic] D is listed as a
 22 concrete wall, and I think that's on Leila, and
 23 that's parking/screening, that parking lot
 24 screening.
 25 MR. ANDERS: Yeah.

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1 BOARD MEMBER OTT: Could you just talk
 2 about that?
 3 MR. ANDERS: Sure.
 4 So if you go to the second -- there's a
 5 section BB. I'm not sure what page it's on. I
 6 think it's up --
 7 BOARD MEMBER OTT: Is it 29?
 8 MR. ANDERS: Here we go. Yes. So --
 9 right there, section BB.
 10 So you could see -- there's a little wall
 11 where the people are walking on either side of
 12 them. That's the wall I'm referring to. So
 13 it's a little, like, you know, footer/knee
 14 wall, concrete, to help visually buffer the
 15 pedestrian zone from the parking lot.
 16 BOARD MEMBER OTT: Gotcha. Okay. That --
 17 thank you. I was just trying to interpret the
 18 legend.
 19 I think my only -- my only other comment
 20 is, I'm going to echo Mr. Davisson's
 21 recommendation about the landscaping on the
 22 north sides that he mentioned. Again,
 23 something with a shallow root system.
 24 I agree, that is sort of your entrance,
 25 your first impression entering Brooklyn, and it
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1 First, I just want to say I appreciate the
 2 application in general. I think everything is
 3 great, but I do have a bunch of questions, so
 4 I'm going to try to go really quick.
 5 The first one is -- you know, the color of
 6 the buildings between the plant -- the
 7 elevations and the sketches, the yellows versus
 8 tan, it's just really, really not matching
 9 between the elevations and sketches. And so
 10 I'm hoping it's more of the tanner color, not
 11 the yellow, but, hopefully, we can get that
 12 resolved maybe with better prints next time.
 13 Can we also get 11-by-17 exhibits in the
 14 future? I guess if this comes back with
 15 8-and-a-half-by-11 in the future, I will deny
 16 it just for that fact. So I just want to let
 17 you know.
 18 The grocer -- did the grocer get bigger
 19 when we lost the driveway or what's -- you
 20 know, we just have the green pad there. I
 21 understand the easement, but -- so did the
 22 grocer grow by 20 feet or what? Can somebody
 23 explain that?
 24 (Mr. French approaches the podium.)
 25 MR. FRENCH: I don't know if it
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1 would be really nice -- especially even in
 2 front of the screening wall, if we could get a
 3 couple of trees, work with JEA, bury that
 4 section a little bit deeper. I'm not sure, but
 5 what other -- whatever options you can find
 6 would be greatly appreciated.
 7 In addition, I -- on one of the diagrams,
 8 the 20-foot section between Riverside -- excuse
 9 me -- the on-ramp and the (inaudible) building
 10 I think was labeled sod. That's really high
 11 maintenance for you guys. That's, you know,
 12 high in cost. If we could consider a ground
 13 cover that isn't as high maintenance; clover or
 14 something, that would be a recommendation,
 15 just -- just to consider, just to look at.
 16 And then other potential cost savings for
 17 you guys -- date palms are very messy. So if
 18 there's a different type of palm we could
 19 use -- I know you guys have suggested light
 20 materials in your hardscape, and date palms do
 21 stain, so just -- just a thought.
 22 MR. ANDERS: Thank you.
 23 THE CHAIRMAN: Thank you, Ms. Ott.
 24 Mr. Loretta.
 25 BOARD MEMBER LORETTA: Thank you.
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1 necessarily grew, but the footprint shape in
 2 multiple directions was adjusted. The overall
 3 square footage is probably very, very, very
 4 similar to what it was originally.
 5 We moved everything back and then devoted
 6 more space to the sidewalks on the south and
 7 west facades and adjusted --
 8 BOARD MEMBER LORETTA: So what I heard
 9 from the last architect is, because the
 10 easement's there, they can't actually plant a
 11 tree, and so basically my question is -- I
 12 guess, if you do have the exhibit, I'd love to
 13 at least compare apples to apples to see, hey,
 14 if we move the building 15 feet north -- which
 15 is prohibiting us to put trees there.
 16 MR. FRENCH: The building can't move north
 17 because of the JEA easement.
 18 BOARD MEMBER LORETTA: So my question is,
 19 did the building get moved from the prior site
 20 plan to this site plan because of the fact that
 21 the parking is no longer there and that now
 22 prohibits us to actually plant a tree?
 23 MS. KELLY: I might be able to answer
 24 that, through the Chair.
 25 Okay. So the building, it got pushed up,
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1 and they took the parking that was in between
2 the building and Riverside Avenue and moved it
3 to the other side of the building.

4 BOARD MEMBER LORETTA: So then that is not
5 prohibiting -- you know, we have three people
6 who commented on, there's a lack of vegetation
7 on the north side. So by doing this, we've --
8 they've actually created a problem that three
9 people have stated about.

10 MR. PAROLA: I'm sorry, through the Chair,
11 I think staff will work with them on that.

12 One thing that's on my mind that I'm
13 having a hard time wrapping my head around is
14 there are actually two easements, and I don't
15 know if they're coincidental or if they touch
16 each other.

17 The City has an easement, I believe, on
18 the south side of the northern JEA easement
19 that we would exercise or access if and when we
20 get May -- the extension of May Street built.
21 So I would not like to put anything in there
22 that we're just going to dig up later. So if
23 we could work and mature that out as the rest
24 of this site develops, I think staff would
25 appreciate -- and we probably should have said

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1 there's ability for something to occur there.
2 When we do get larger plans in the future,
3 the landscape architect mentioned, let's say,
4 northwest corner, there's going to be some
5 planters and this, that and the other. It's
6 just almost impossible to see between the
7 hardscape plan and the landscape plan -- the
8 landscape plan doesn't show the planters. The
9 hardscape plan is just a blur, so we just need
10 significantly more detail, and maybe we can
11 actually blow some of those sections up in the
12 future, and so --

13 Last question. Again, I don't have a
14 problem with anything you guys submitted, but
15 it's like -- the furniture, is that actually a
16 part of the Brooklyn over- -- you know, code,
17 or is that separate from the new Brooklyn code
18 that's been provided?

19 MS. KELLY: If I may, through the Chair,
20 the ones that they submitted, some of them line
21 up with the new district guidelines and some of
22 them do not, which is why we put one of the
23 conditions, that they will all mesh.

24 BOARD MEMBER LORETTA: Sorry. Thank you.
25 So two more questions -- or just comments.

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1 that in the beginning.
2 BOARD MEMBER LORETTA: Yeah. No, I mean,
3 I think even if there's a way to get a cluster
4 of cabbage palms within -- 5 feet against the
5 building, it's going to soften it along the
6 edge.

7 The northeast corner, somebody mentioned
8 some art, you know, on some walls. The only
9 element to it that has some concern for me is
10 that, at some point there's going to be
11 residential there. And so right now this
12 design has given no grace towards the future
13 residential. So, candidly, if I'm the overall
14 landowner and developer, I would be having
15 issues with that.

16 So, really quick, this elevation --
17 Building 200, west side elevation, right here,
18 I believe that's a little commercial area.
19 It's showing some trees in the elevation, but
20 the landscape plans do not show those trees.
21 And so I'd just ask that this is consistent one
22 way or the other based on the landscape plan.
23 I'm guessing that there's no room for the trees
24 there. Again, that was something that
25 Mr. Davisson brought up as a concern. So maybe

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1 Again, back -- northwest corner, you don't
2 show any lighting. So I wonder if we really
3 should have at least one light pole out there.
4 And then -- you know, we could even blow up
5 with lighting and -- and nice landscape -- or
6 nice lighting.

7 The Whole Foods [sic] long facade as well,
8 right now there's nothing shown as [sic]
9 regards to lighting, at least on the landscape
10 plan/lighting plan, but I'm not sure if there's
11 anything on the building plan. So that's a way
12 at least you can kind of decorate the building
13 at nighttime.

14 So I appreciate you guys listening to my
15 comments and all. I think it's a great
16 project.

17 Thank you.

18 MS. REWIS: To the Chair, can I address a
19 couple of the questions?

20 THE CHAIRMAN: Sure.

21 MS. REWIS: Just real quick through the
22 chairman to Commissioner Loretta, thank you for
23 your comments. I just wanted to circle back
24 around on the building and size to make it
25 clear.

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1 The actual square footage of the grocer,
2 who is Great Foods, went down about a thousand
3 square feet between the overall site plan that
4 was approved and today. The decrease resulted
5 in some changes to the architecture of the
6 building.

7 And then what you're seeing is more that
8 the building moved towards the front of
9 Riverside in an attempt, even though it's not a
10 direct street frontage, to meet the frontage
11 requirements that are in the overlay. And so
12 it moved somewhere between 5 and 10 feet, and
13 that's what you're seeing there.

14 And then Mr. Parola, as he indicated, we
15 are dealing with multiple easements that are
16 sitting right there. And what is not allowed I
17 will say is more than what is allowed at this
18 point.

19 And then on the architectural renderings,
20 we will definitely take a look at that. We
21 plan for final to bring in more renderings that
22 will show the actual landscape. We've worked
23 very closely with Ms. Kelly in particular on
24 the retail anchor fronting Riverside; as she
25 indicated, some planters and things like that,

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1 so we will be bringing that. Some of the
2 renderings showed it, but I think it needs more
3 explanation and depiction.

4 And then as to your comment about the
5 size, for whatever reason -- and it's on us --
6 we have the 11-by-17. They just did not get
7 passed out, so that's on us. So I do
8 apologize. They're sitting in a box, so there
9 we go.

10 BOARD MEMBER LORETTA: Thank you all very
11 much. Appreciate it.

12 MS. REWIS: Thank you.

13 THE CHAIRMAN: Thank you, Mr. Loretta.
14 Mr. Schilling.

15 BOARD MEMBER SCHILLING: Thank you,
16 Mr. Chairman.

17 And I want to echo -- thank you for the
18 submittal. It's a great-looking project.

19 I've got a couple of comments, just some
20 constructive comments and a question.

21 I know one of the items that was discussed
22 when we looked at the overall site plan
23 regarding the grocery building was the possible
24 visibility of its roof, especially as you're
25 coming down the ramps from the Acosta. And I

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1 know that y'all shared that it's positive, that
2 those ramps help hide some of the service area,
3 but I think it's going to create a great deal
4 of visibility across the roof.

5 So my question is, have y'all looked at
6 that? What are y'all thinking as far as
7 screening? And I want to see if you could
8 address that.

9 MS. REWIS: We have thought of it,
10 Mr. Schilling. Let us pull -- there is a slide
11 that I'm trying to find so that we can discuss
12 that.

13 MR. FRENCH: While she looks for the slide
14 number, the parapets -- so we did view studies
15 from the bridge and we did it from the closest
16 lane, so literally out your rearview mirror is
17 what this image would be. And the height has
18 been worked out with the height of the proposed
19 mechanical equipment to make sure that it is
20 not seen from JEA or from Riverside.

21 BOARD MEMBER SCHILLING: Okay. So --

22 MR. FRENCH: It will be a solid -- yeah,
23 from ground level, on property and near
24 adjacent property, it's going to be a hundred
25 percent screened with a solid wall.

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1 BOARD MEMBER SCHILLING: I guess the
2 concern is even up on the ramp, so you looked
3 at --

4 MR. FRENCH: Yeah. This is up on the
5 ramp.

6 BOARD MEMBER SCHILLING: Okay.

7 MR. FRENCH: And once you get further
8 away, whether it's this road or the other --
9 the other direction, the answer is still the
10 same. You have to go more than 25 feet in the
11 air to be able to see the -- the roof plane.

12 BOARD MEMBER SCHILLING: Okay. Great.
13 Thank you very much.

14 So that -- that was going to be one of my
15 comments, is, if y'all haven't looked at that,
16 if -- hopefully you could -- and you've got
17 this slide. I don't know if there's any other
18 information or anything you'd like to add to
19 that for final, but it sounds like you've
20 looked at that, which is great.

21 The other two items, just as -- from a
22 concern standpoint is, I do notice on the site
23 plan, it looks like there -- right now your
24 site plan is showing that the north edge of the
25 grocery building is in a variable-width JEA and

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1 utility easement, so I don't know if that's
2 something that you're working on having
3 vacated, but I guess that just jumped out at me
4 as -- and that's on Page 8 of the site plan, so
5 I'd just make that as a comment.

6 And then the other item that I was going
7 to make as a comment -- and I know there's a
8 question about it, is -- and you answered it.

9 It does sound like you're anticipating the
10 truck route will go through the ground level of
11 the parking structure, and just a couple of
12 those turns look really tight. So I'll just
13 mention that. I'm assuming and hopefully y'all
14 have run AutoTURN and looked at that truck
15 route to make sure it works.

16 And then the last comment I had was
17 regarding the recommendations. And thank you
18 to staff. I think your recommendations are
19 excellent; I support them.

20 And I know the applicant -- and this is
21 through the Chair to staff. I know the
22 applicant asked that we remove Condition 3, but
23 I guess my comment was, I don't know if
24 staff -- if, Ms. Kelly, y'all had adequate time
25 to review. And I was going to suggest that if

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1 I think that -- I'll try to be quick
2 because a lot of -- has already been said, so I
3 don't want to belabor the point, but I'm okay
4 with the elevation modification that we've
5 made, and if they -- staff was okay with
6 approving that, we could remove it.

7 I think that Mr. Davisson's comments on
8 the trees, the buffer on the west side is
9 appropriate. You know, whether it's adding
10 trees, or if the easement won't allow it, to
11 find some visual interest to make that a softer
12 viewpoint from whatever area, you're still
13 going to have pedestrians walking up that
14 bridge.

15 I feel, personally -- I'm glad that it's
16 been brought up by my board members -- fellow
17 board members, that that right-hand turn
18 lane -- I had an issue with it when it came up,
19 when we brought the initial site plan several
20 months ago.

21 I will say as a -- you know, my office is
22 in Brooklyn. I walk up and down that road
23 every single day. Trying to cross Forest
24 Street where there's two slip lanes, the most
25 dangerous intersection that I see in

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1 you have not, that we keep the condition,
2 knowing that a submittal has been made with
3 something that's been proposed, which I think
4 looks better, personally, but that would give
5 y'all some time to review that and then come
6 back and make a recommendation for final.

7 MS. KELLY: Through the Chair to
8 Mr. Schilling, we did receive it about two days
9 ago, or a day or two ago, and we have looked at
10 it and we do think it's sufficient. So staff
11 is okay with it. If the board feels the same
12 and would like to remove the condition, we're
13 okay with that.

14 BOARD MEMBER SCHILLING: Great. Thank you
15 very much.

16 And those are all my comments. Thank you,
17 Mr. Chairman.

18 THE CHAIRMAN: Thank you, Mr. Schilling.

19 Mr. Harden.

20 BOARD MEMBER HARDEN: Thank you,
21 Mr. Chair.

22 So here being the last person to speak,
23 prior to you, I think that a lot of good
24 comments have been made, and I'm glad we're
25 here at conceptual to address this.

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1 Jacksonville -- and I just don't walk that way
2 any longer, and so I really hope that the DOT
3 or the City is able to bring that road diet
4 back because I think that Riverside Avenue,
5 frankly, isn't safe.

6 And to Board Member Ott's point, we're
7 trying to contain vehicles, I think, and -- and
8 we need to go back to rebalancing and focus on
9 the pedestrian. Everything that we do within
10 this code is to create a pedestrian-friendly
11 area. I feel personally responsible, because
12 that's been my experience, to bring that up.

13 I think that this plan is already very
14 vehicle centric. I think that this plan has
15 always bordered on being a suburban plan, and
16 so we've tried to do everything we can.

17 And this is not, you know, directed at the
18 applicant. I just think that there's some
19 conditions that exist, and the way that the
20 site lays out, that they've tried to work
21 around -- it sounds like the traffic maps that
22 existed, if you read back in this email chain,
23 is one of the things that they're trying to
24 protect against, to keep that there from a cost
25 standpoint.

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1 But one of the comments that was made in
2 the email was that -- the conversations between
3 Traffic and -- and the engineer, was that they
4 cited the lack of existing crashes involving
5 pedestrians. This has been a vacant site for
6 ten years. Of course there's no existing --
7 there's no pedestrians to walk, but there's
8 about to be about 4- or 500 people living here,
9 and then having restaurant/retail space, so I
10 think we really should put a strong emphasis on
11 the pedestrian, particularly this location.

12 I don't have the solution to that; I'm not
13 a traffic engineer, but I do know from practice
14 that this is not going to be a safe
15 intersection for people to access, and we want
16 to encourage that. So hopefully there's a way
17 that we can come up with a solution that
18 addresses these things.

19 Thank you.

20 THE CHAIRMAN: Thank you, Mr. Harden.

21 And, Mr. Ferraro, before I go to you, just
22 to staff, to give you some time, for the
23 clarity for the board between now and the time
24 we'd eventually vote, so our final comments and
25 public comment, would you be able to look at

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1 our -- the archives, and find -- and just tell
2 us what specifically the language was from the
3 site plan approval relating to the traffic just
4 so -- just so we get a refresher?

5 I looked back in the archives just on the
6 website and I think we've reduced the file size
7 of those archives, so it doesn't have the full
8 text of the approval anymore.

9 MS. KELLY: Yes, sir. I'll look that up.

10 THE CHAIRMAN: Thank you.

11 Councilman Ferraro.

12 COUNCIL MEMBER FERRARO: Thank you,
13 Mr. Chair.

14 First of all, thank you for deciding to
15 come to Jacksonville and do this. I think it's
16 a great project.

17 I do want to echo some of the things that
18 the board members have brought up about safety.
19 In City Council, we have a lot of people who
20 come up -- and we have a pedestrian safety
21 problem in our city, and it was brought up.

22 I think that this intersection is going to
23 be dangerous for pedestrians on crossing, so
24 I'm a little disappointed that the traffic
25 engineer doesn't think that anything needs to

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1 be done, especially with it going on an
2 on-ramp.

3 That's one of my concerns. I just wanted
4 to echo what they said.

5 The other thing is, on this picture that
6 I'm looking at, if you've got people sitting
7 around with the west -- on the west side here
8 with the concrete asphalt, concrete and
9 windows, people are going to be roasting.
10 They're not going to be able to sit on these
11 benches. So I do think that needs to be
12 addressed.

13 And the other thing, if possible, is what
14 the night lighting would look like because
15 under the best of circumstances -- we've heard
16 from everybody about the safety of crossing,
17 but if you add in bad weather or darkness,
18 that's going to be something that's really
19 important.

20 So I don't want to go on with a lot of
21 what they've said; I just wanted to echo it,
22 but I will tell you that we do have pedestrians
23 that -- this is known as one of the most unsafe
24 cities, and if we could address that at the
25 front end, it sure would be great.

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1 So thank you for choosing Jacksonville.

2 THE CHAIRMAN: Thank you, Councilman
3 Ferraro.

4 MR. FRENCH: Just real quick because it
5 came up a couple of times. I want to make sure
6 that I was kind of clear when I was doing my
7 discussion.

8 THE CHAIRMAN: Please.

9 MR. FRENCH: The west side of the grocery
10 store has a 20-foot-high and 20-foot-deep,
11 solid canopy over it with louvers on the front,
12 so we're doing a good bit. I understand the
13 concerns about the heat and the sun and
14 everything, particularly on the west side,
15 especially in the evening, which is when a lot
16 of people are probably going to be using that
17 space, but we -- we do have a solid, covered,
18 permanent canopy on that side.

19 On the shops building, we have awnings and
20 then we -- we kind of run into the -- the issue
21 with the easement, with putting anything else
22 solid out there. But on the grocery, we
23 have -- we have full coverage.

24 COUNCIL MEMBER FERRARO: Mr. Chairman, do
25 you mind?

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1 THE CHAIRMAN: Sure.
2 COUNCIL MEMBER FERRARO: So if there's
3 some type of pergola, if there's something that
4 could be put out there, because that -- if
5 you're looking for people to (audio
6 malfunction), they're going to be roasting out
7 there in the summer. We have long, hot summer
8 days, so it's just a concern that we have.

9 MR. FRENCH: Yes. And, of course, the
10 tenants are going to be in charge of putting
11 canopies and umbrellas and anything temporary
12 to put out there. We'll -- and our goal is to
13 do what we can and still comply with the
14 easement (audio malfunction).

15 THE CHAIRMAN: Okay. So there's not
16 really much more needed to be said. I really
17 appreciate the feedback from the board. A lot
18 of points were raised.

19 Based on what we've heard, here's what I
20 think our posture is: So the third condition
21 that the applicant has worked on, staff has
22 evaluated and given us their approval on it.
23 We seem to be coalescing around (audio
24 malfunction). I think the eventual motion
25 would be to just leave that out.

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1 And then based on the board's feedback so
2 far, it sounds like we might have a couple of
3 additional conditions that you may want to
4 consider in a motion. One might be about the
5 applicant continuing to work with our staff on
6 the landscaping features of the site. And I
7 think if we keep that broad, it can capture
8 some of the concerns expressed here, whether
9 it's softening the corners, working on more
10 shaded areas.

11 And then potentially another condition is
12 that the applicant will continue to work with
13 staff on softening the northeast corner of the
14 grocery structure. I know several board
15 members commented on that, and I do share that
16 concern as well for all the reasons expressed,
17 but also, in addition to the future Phase 2 of
18 this site, we're going to have to park there,
19 so the hope is there's a fair amount of
20 pedestrian traffic that will flow across the
21 site from -- I guess that's from east to west,
22 and we all know that if there is a large
23 concrete structure in the middle of that, even
24 though it's -- you know, it doesn't seem like
25 much on paper, that will have a dampening

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1 effect on the pedestrian experience and sort of
2 the connectivity of the site.

3 So those two things I heard as being
4 brought up.

5 And I'll leave this out of the conditions
6 because I don't think it's germane to the scope
7 of this review, but based on the board's
8 comments, I would just ask staff to go back and
9 just circle around with Traffic Engineering,
10 express the concerns that you've heard today
11 and just ask maybe if they would reconfirm
12 their opinion and just maybe be ready for us to
13 talk about that at some extent at final since
14 it was such a big issue for us.

15 And with that, Ms. Kelly, before we go to
16 public comments, if you're ready to just
17 confirm with us what the language was from the
18 multiphase approval related to traffic, that
19 would be great.

20 MS. KELLY: So, through the Chair, I do
21 not have access to look that up right now. I
22 couldn't make that happen, but we will look at
23 it and we'll also talk with Chris LeDew and
24 bring some information back.

25 THE CHAIRMAN: All right. Perfect.

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1 Mr. Chisholm, do we have any public
2 comment?

3 MR. CHISHOLM: No, Mr. Chair.

4 THE CHAIRMAN: Okay. Seeing no public
5 comment, if any board members have anything
6 additional to add, now is the time; otherwise,
7 I'll be looking for a motion.

8 MS. REWIS: Chair Brockelman, I have the
9 traffic condition from the overall site plan
10 that I could --

11 THE CHAIRMAN: Oh, please, yeah.

12 MS. REWIS: Sorry. I didn't mean to
13 interrupt.

14 THE CHAIRMAN: Sure.

15 MS. REWIS: It is condition D, as in dog,
16 and it says: The traffic calming measure
17 proposed at Riverside Avenue and Leila Street
18 will cross the entirety of Leila Street.

19 And just to put back on the record, we
20 are -- as the applicant, are supportive of
21 letting the City's traffic engineer -- because
22 of how the site is designed and how tight it
23 is, there is not much room for maneuverability.
24 That being said, we will have discussions with
25 staff, but I just wanted to put that on the

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1 record.
 2 Thank you.
 3 THE CHAIRMAN: I appreciate that. Thank
 4 you so much.
 5 All right. Looking for a motion and
 6 potential addition of conditions if that is the
 7 will of the board.
 8 BOARD MEMBER SCHILLING: Mr. Chairman,
 9 I'll be happy to take a stab at a proposed
 10 motion here.
 11 I'll move approval of DDRB application
 12 2022-013 with the following recommended --
 13 recommendations -- I'm sorry, with the
 14 following recommendations, and it would include
 15 recommendations 1, 2 and 4 as proposed by staff
 16 in the staff report.
 17 And I would proposed adding two conditions
 18 as discussed here today, and that -- so that
 19 would be condition -- we'll call it 5, and that
 20 would be that the applicant work with staff on
 21 landscaping features within the site; and then
 22 a new Condition 6, which would be the applicant
 23 is to work with staff on softening the
 24 northeast corner of the grocery building on the
 25 site.

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1 site of the River City Brewing Company.
 2 DDRB application 2020-023 was approved for
 3 the site in May of 2021 for the development of
 4 an eight-story multifamily residential complex
 5 with an attached eight-story parking garage.
 6 The current request is for a deviation
 7 from Section 656.607(k) to reduce the drive
 8 aisle width within the approved parking garage
 9 from 24 feet to 23 feet.
 10 Parking for development within the
 11 Downtown Overlay is subject to Part 6 of the
 12 Zoning Code. And the code allows for
 13 administrative deviations related to
 14 adjusting (audio malfunction) -- related to
 15 adjusting the required driveway aisle widths;
 16 however, the administrative deviation process
 17 is only applicable to areas outside of the
 18 Downtown Overlay zone. So as a result, the
 19 request is being heard by DDRB, not the Zoning
 20 Administrator, and is being evaluated based on
 21 the positive finding of the criteria listed in
 22 Section 656.109(h).
 23 So having said all of that, staff finds
 24 that the one-foot deviation in the driveway
 25 aisle width of the parking deck does not

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1 THE CHAIRMAN: Thank you, Mr. Schilling.
 2 There's been a motion. Is there a second?
 3 BOARD MEMBER OTT: Second.
 4 THE CHAIRMAN: There's a second by
 5 Ms. Ott.
 6 All those in favor, please say aye.
 7 BOARD MEMBERS: Aye.
 8 THE CHAIRMAN: Any opposed?
 9 BOARD MEMBERS: (No response.)
 10 THE CHAIRMAN: Okay. By your vote, we
 11 have approved, with conditions, DDRB
 12 application 2022-013.
 13 For the record, I am never going to say
 14 that the agenda looks easy at the start of the
 15 meeting again, so --
 16 Let's move on to Action Item C, DDRB
 17 application 2022-014, the River City Brewery
 18 deviation request.
 19 Ms. Kelly, can we get a staff report on
 20 that?
 21 MS. KELLY: Yes, sir.
 22 DDRB application 2022-014 seeks a
 23 deviation for the RCBC parking deck at 835
 24 Museum Circle. The site abuts Friendship
 25 Fountain on the west and was previously the

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1 negatively impact the project or the public,
 2 does not diminish property values or alter the
 3 surrounding character, and allows for the
 4 developer to construct the public realm
 5 consistent with the code.
 6 Further, DDRB staff consulted with the
 7 Planning Department's Development Services
 8 Division and they are also supportive of the
 9 request.
 10 Based on the foregoing, DDRB staff
 11 supports the approval of application 2022-014,
 12 and this concludes the staff report.
 13 THE CHAIRMAN: Thank you, Ms. Kelly.
 14 Is there any additional information the
 15 applicant would like to add?
 16 (Ms. Rewis approaches the podium.)
 17 MS. REWIS: So I am not Steve Diebenow,
 18 but -- Staci Rewis, again, for the record,
 19 One Independent Drive, Suite 1200, Jacksonville
 20 32202, with Driver, McAfee, Hawthorne &
 21 Diebenow.
 22 This is a -- I will call it an abnormal
 23 request that comes before this board, but it is
 24 in a portion of the code that deals with
 25 parking, which still controls over downtown,

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1 and so the traditional relief is going before
2 the Zoning Administrator. And since the DDRB
3 sits as the Zoning Administrator for downtown,
4 this is why it's here.

5 The real -- the two real reasons why we're
6 requesting the foot is because the property is
7 surrounded mainly by public property, but more
8 importantly in order to meet all of the public
9 ground requirements that were approved by this
10 board, we need that adjustment for the one
11 foot.

12 And I'll be available for any questions.

13 Thank you.

14 THE CHAIRMAN: All right. Thank you,
15 Ms. Rewis.

16 Let's move on to board comments, and we
17 will start with Mr. Harden this time around.

18 BOARD MEMBER HARDEN: No comment.

19 THE CHAIRMAN: Mr. Schilling.

20 BOARD MEMBER SCHILLING: No comment.

21 THE CHAIRMAN: Mr. Loretta.

22 BOARD MEMBER LORETTA: No comment.

23 THE CHAIRMAN: Ms. Ott.

24 BOARD MEMBER OTT: No questions or
25 comments.

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1 THE CHAIRMAN: Mr. Monahan.
2 BOARD MEMBER MONAHAN: No comments,
3 Mr. Chair.

4 THE CHAIRMAN: Mr. Jones.

5 BOARD MEMBER JONES: No comments.

6 THE CHAIRMAN: Mr. Davisson.

7 BOARD MEMBER DAVISSON: I take no issue
8 with the dimensions. I just want the board to
9 understand that you're going to really open up
10 Pandora's box, that -- basically, most

11 residential projects in the downtown area with
12 that type of density -- no pun intended -- it's
13 driven by parking. And the cost to build
14 parking structures in virtually most of the
15 projects we're seeing downtown are that way.

16 I don't have a problem going with 23 feet,
17 but you're going to start seeing this request
18 for a deviation on every residential project
19 going forward. Not every, but many, so --

20 That's my comments. Thank you.

21 THE CHAIRMAN: Thank you, Mr. Davisson.
22 Council Member Ferraro.

23 COUNCIL MEMBER FERRARO: No comment.

24 THE CHAIRMAN: All right. Mr. Davisson, I
25 definitely take your point on that.

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1 And just some clarification, I know
2 typically deviations are something that we
3 would grant or withhold at the time of our
4 normal approval process. I'm assuming this was
5 just something that, because it would normally
6 go before the Zoning Administrator, it just
7 didn't get caught in time, and by the time you
8 realized, oh, it probably needs to go before
9 DDRB, we were already past that point; is that
10 fair?

11 MS. REWIS: It happened during
12 engineering, actually, during the ten-set
13 construction plan review, not -- I do not
14 believe it would have been caught at the time
15 of DDRB without engineering.

16 THE CHAIRMAN: Okay. Thank you so much.

17 Yeah, I've got really nothing to add. I
18 think Mr. Davisson makes a good point. We
19 should definitely keep that in mind. But in
20 the scope of this project, I'm fine with the
21 findings, especially since, in part, it was
22 because of some of the conditions we imposed as
23 a board on their design process.

24 Mr. Chisholm, are there any public
25 comments?

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1 MR. CHISHOLM: No, Mr. Chair.

2 THE CHAIRMAN: Thank you.

3 And because this is a deviation, we have
4 to do the fun part of identifying each of the
5 criterion and reading the findings into the
6 record, so I think that's probably why Mr. Lee
7 didn't show up to today's meeting. But if
8 there's another brave board member who would be
9 willing to take a shot, we've got about a page
10 of criteria and findings.

11 BOARD MEMBER SCHILLING: Mr. Chairman, I
12 will go ahead and take a stab at this. And if
13 I go astray, please, anybody let me know.

14 So I'll recommend -- I'll make a motion
15 for approval of DDRB, item 2022- -- I lost what
16 number we were on.

17 THE CHAIRMAN: -014.

18 BOARD MEMBER SCHILLING: -014, based on
19 the six findings of the board. The first
20 finding -- and I'll just go ahead and read this
21 into the record.

22 So related to criteria 1, that there are
23 no -- there are practical or economic
24 difficulties in carrying out the strict letter
25 of the regulation. This board finds that the

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1 24-foot drive aisles would require expanding
2 the building footprint in an east/west
3 direction. Given that this is an urban site
4 with public property surrounding it on all four
5 sides and given the need to comply with public
6 realm requirements and site development
7 constraints, the applicant is seeking this
8 deviation.

9 Criteria number 2, the request is not
10 based exclusively upon a desire to reduce the
11 cost of developing the site but would
12 accomplish some result that is in the public
13 interest, such as, for example, furthering the
14 preservation of natural resources by saving a
15 tree or trees.

16 The finding of this board is that, to the
17 contrary, this request would help maximize
18 public use areas for pedestrians if the
19 deviation is granted. It is not being sought
20 to reduce costs.

21 Criteria 3, the proposed deviation will
22 not substantially diminish property values in,
23 nor alter the essential character of the area
24 surrounding the site and will not substantially
25 interfere with or injure the rights of others

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1 the proposed deviation is in harmony with the
2 spirit and intent of the Zoning Code. This
3 board finds the deviation is in harmony with
4 the spirit and intent of the Zoning Code.

5 THE CHAIRMAN: Thank you, Mr. Schilling.
6 There's been a motion made with a reading
7 of the criteria and findings into the record.

8 Is there a second?

9 BOARD MEMBER HARDEN: Second.

10 THE CHAIRMAN: And there's a second by
11 Mr. Harden.

12 All those in favor, say aye.

13 BOARD MEMBERS: Aye.

14 THE CHAIRMAN: Any opposed?

15 BOARD MEMBERS: (No response.)

16 THE CHAIRMAN: All right. By your action,
17 you have approved the deviation of DDRB
18 application 2022-014.

19 And, Mr. Schilling, you're in the running
20 in a strong way for this month's chairman's
21 award. Thank you so much.

22 And, with that, we are done with our
23 action items for the day, and we'll move on to
24 new business and the overview of the two-way
25 street conversion of Adams and Forsyth Streets.

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1 whose property would be affected by the
2 deviation.

3 This board finds that the proposed
4 deviation will not substantially diminish
5 property values in, nor alter the essential
6 character of the area surrounding the site and
7 will not substantially interfere with or injure
8 the rights of others whose property would be
9 affected by the deviation.

10 Criteria 4, the proposed deviation will
11 not be detrimental to the public health, safety
12 or welfare, result in additional public
13 expense, the creation of nuisances, or conflict
14 with any other applicable law.

15 This board finds that the proposed
16 deviation will not be detrimental to the public
17 health, safety or welfare, result in additional
18 public expense, the creation of nuisances, or
19 conflict with any other applicable law.

20 Criteria 5, the proposed deviation has
21 been recommended by the City landscape
22 architect if the deviation is to reduce
23 required landscaping. The board finds that
24 this criteria is not applicable.

25 And, finally, criteria 6, the effect of

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1 Ms. Kelly, do we have our presenter in the
2 room?

3 MS. KELLY: Through the Chair, it should
4 be Matt Anders, I believe.

5 (Brief pause in the proceedings.)

6 MR. ANDERS: Sorry, everybody. I was --
7 Hi, everyone.

8 Again, I'm Matt Anders with Prosser.

9 So I wanted to hear -- to talk about the
10 two-way mobility project on Forsyth and Adams.

11 So, as you all know, Adams and Forsyth
12 Streets are currently a one-way street, so the
13 objective for -- the overall arching goal is to
14 convert the one-way streets to two-way streets.

15 So the goal is to execute an implementation
16 plan that converts vehicular circulation on
17 Forsyth Street and Adams Street from one-way to
18 two-way.

19 (Discussion held off the record.)

20 THE CHAIRMAN: Just slow down just a tad.

21 MR. ANDERS: Okay. Got it.

22 So following that goal, there's several
23 objectives. Objective 1 is to enhance the
24 pedestrian safety and comfort. Number 2 is to
25 acknowledge that a balanced approach to

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1 vehicular mobility is necessary to maintain a
2 viable downtown -- and, I'm sorry, I'm not
3 going to be reading the whole time -- consider
4 and promote economic development and promote an
5 approach that integrates elements that enhance
6 the aesthetics of downtown, so essentially, you
7 know, providing additional opportunities for a
8 pedestrian to experience downtown, beautify
9 downtown, et cetera.

10 So Adams and Forsyth are located in the
11 Central Core District, as you could see here,
12 which is really the heart of downtown. It's
13 kind of the area everyone thinks of for
14 downtown Jacksonville.

15 And, here, the white dash lines are the
16 Adams and Forsyth Streets. So you could see
17 the location of these streets within the
18 Central Core District and proximity to their
19 surrounding districts of downtown.

20 So existing conditions. So I'll quickly
21 walk through this. And this is part of the
22 process as we were designing this project. We
23 did a lot -- a lot of study, a lot of deep
24 analysis.

25 So here, starting off, is a property
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1 ownership map which has a list of all the
2 property owners along the corridor of Adams and
3 Forsyth, along with the different land uses
4 along that corridor. So whether it be
5 restaurants, parking lots, businesses,
6 et cetera.

7 And this is a circulation map which
8 highlights existing conditions, which streets
9 are one-way versus which streets are two-way;
10 you know, keying in these intersections where
11 one-way streets meet two-way streets, two-way
12 streets meet one-way streets. So, you know,
13 left turn only, right turn only. So it starts
14 to, you know, synthesize the -- these existing
15 conditions.

16 And I'll note here, the -- the dash lines
17 in green are the east-west bicycle connectors.
18 You know, it was originally -- we thought we
19 were going to have bike lanes on Forsyth and
20 Adams, but, instead, these east-west connectors
21 are going to be kind of scattered on different
22 streets from Bay Street up further -- further
23 north.

24 Okay. This one is pretty important. This
25 is a road width map. So, you know, the typical
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1 street section downtown is -- it varies. You
2 know, some streets are 3, 4 feet wide, some
3 are, you know, 46 feet wide. Some sidewalks
4 are 17 feet wide and some are 8 feet wide. So
5 it -- it varies from block to block on both
6 streets. It's not consistent.

7 So that's one of the, you know, things
8 we're trying to incorporate, is how do we get
9 this more consistent for the experience,
10 whether it be driving or the pedestrian, but
11 this just -- it really kind of outlines how
12 different each block is.

13 This is the infill opportunity map. And
14 this highlights, you know, existing parking
15 lots, vacant buildings, vacant parking lots.
16 And you could see all the black here that --
17 there's a lot of potential when you convert a
18 one-way to two-way street. You know, it not
19 only increases vehicular traffic, you know,
20 which brings more -- more, you know, visibility
21 to businesses, but, you know, as these -- as
22 these infill areas start to be developed, you
23 know, having the advantage of a two-way street
24 could be really important.

25 So this is just kind of a typical kind of
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1 snapshot of what's downtown. You know, there's
2 a lot of parking garages, there's a lot of
3 curb-cuts, different ingress/egress, you know,
4 points. So there's cars coming in and out of
5 all these driveways. You know, utilities
6 underground are kind of a mess. They're kind
7 of scattered everywhere. They're -- they
8 constrain the site, really.

9 You know, we have -- there's a lot of
10 on-street parking. And, again, like I
11 mentioned, varying right-of-way widths, varying
12 street widths.

13 So this is a typical section that exists
14 now. So the travel lanes are generally 13
15 feet. You know, on-street parking is generally
16 9 feet wide. And, again, the street widths
17 vary from block to block to block, anywhere
18 from 3, 4 to -- to 46 feet.

19 So as part of the process -- and, you
20 know, our studies, we spent a lot of time on
21 site, you know, field verifying things,
22 measuring things, and came up with a list of
23 opportunities and constraints, and I'll kind of
24 go quickly through these.

25 Next slide, please.
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1 So we developed this map; you know, kind
2 of a heat map of -- of green, which are
3 potential opportunities; and red, which are
4 constraints. For example, on this one, you
5 know, right there on Forsyth Street, there on
6 Liberty -- I forgot to mention, this project
7 will be two-way from Liberty Street on the east
8 to Jefferson Street on the west. So those are
9 the two-way limits.

10 So, you know, these green dots or bubbles
11 represent intersection bulb-outs to get -- you
12 know, protect the pedestrians as they cross the
13 street.

14 You know, the red represents, you know, a
15 hard condition where you have a bunch of cars
16 coming out of parking lots and going out to the
17 street, which interrupts a potential cadence of
18 trees, for example, or people walking on the
19 sidewalk.

20 You can go ahead.

21 So going down the whole corridor from east
22 to west, you know, we did -- these (inaudible)
23 are constraints pretty much everywhere. And
24 these kind of expanded really past our scope of
25 work from Forsyth to Adams. We started to

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1 consider B streets, you know, the north-south
2 connecting streets and how they could be
3 enhanced and -- and connect with -- with our
4 primary Adams and Forsyth Streets.

5 So this is -- it kind of gets a little
6 outside of our scope, but we're -- really
7 wanted to have a broad, you know, way of
8 thinking about how we, you know, incorporate
9 these changes.

10 Go ahead.

11 And continuing down the street.

12 Go ahead.

13 So this one is important. I mean, this
14 one is -- is like I was saying, like the nexus
15 or the hub of downtown; Adams and Forsyth,
16 between Laura Street and Hogan Street. You
17 know, that's where we have restaurants, all the
18 cool architecture, you know, the cool
19 businesses. I mean, this is kind of like the
20 hub of downtown, as I see it personally.

21 There's a lot of opportunity here to, you
22 know, really enhance these areas, whether we
23 make them a festival street or curbsless in the
24 future, and that -- that's something else I
25 wanted to bring up.

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1 We're working on a constrained and
2 unconstrained option. So a constrained option
3 is not touching the curb. We're not going to
4 touch the curb, we're not going to touch the
5 sidewalk. We're going to do this two-way
6 conversion using (inaudible) surfacing of the
7 asphalt and striping only. That's it. But
8 with the addition of some -- some other things.

9 The unconstrained option is considering --
10 you know, shifting that curb line, shifting the
11 sidewalks so they're -- they're more balanced
12 on the street, really making this a cohesive
13 corridor, adding landscape, adding benches,
14 adding more trash receptacles, really
15 pedestrianizing [sic] the area, slowing traffic,
16 and make it more enjoyable.

17 Go ahead.

18 So this is, obviously, the constraints.

19 Keep on going.

20 Okay. So this is the typical proposed
21 street section for the constrained version.
22 Again, not touching the curbs, not touching the
23 sidewalk, not touching anything except for
24 what's in the street, the asphalt itself.

25 So, in essence, we're kind of shrinking

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1 down this area. And by shrinking down, I mean
2 we're reducing the travel lane widths from
3 approximately 12, 13 feet to 10 feet. So it's
4 a 10-foot travel-way each way and having an
5 8-foot width on-street parking versus 9 or
6 10 feet.

7 So as we use these -- this striping to
8 narrow and slow traffic down, there's space
9 left over. So what do you do with that extra
10 space? So, you know, the original thought long
11 ago was to add a bike lane. That wasn't the
12 direction we were headed. I mean, that --
13 ultimately, that's a change route, so they
14 weren't going to use that on Adams and Forsyth.

15 So we wanted to put an extra -- that extra
16 space between the on-street parking and the
17 travel lanes, so -- to protect the people when
18 they get out of their cars. They have a
19 (inaudible) buffer, you know, so they feel
20 comfortable swinging their doors open.

21 And this is a comparison between existing
22 and proposed. So we're narrowing the travel
23 lanes, narrowing the on-street parking. And so
24 sections -- existing road section on the top
25 and proposed at the bottom. And there you

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1 could see those kind of -- those couple-of-foot
2 buffer areas between the on-street parking and
3 the travel lanes.

4 And also I'd like to point out, on the
5 proposed road section, the bottom left, you'll
6 see some people sitting out there. That's what
7 we're calling a "sidewalk expansion area." So,
8 you know, we can't touch the curb, we can't
9 touch the sidewalk, but we can introduce some
10 really cool features that activate the space,
11 engage the space via outdoor seating, planters.
12 And I'll get into that a little bit later here.

13 So this is what the plan is now. I'm not
14 sure how well you can read it. This is
15 essentially milling and resurfacing and
16 restriping Adams and Laura Street.

17 So a couple of items on the legend. You
18 will notice the yellow dots. That's where
19 we're converting the existing mast arms because
20 they're set up for one-way traffic. And they
21 have, you know, the big metal poles, the mast
22 arm that goes over the road.

23 So in these areas, the nonDOT roads, the
24 thought is to remove the mast arm, keep the
25 existing pole in place, and set up, you know, a

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1 light system that works with two-way traffic.
2 So that's a cost saving measure we're using.
3 So replacing the whole pole, we take the mast
4 off, put the lights on top, and it will -- it
5 will reorient the movements for two-way.

6 The blue circles are parking kiosks. So
7 instead of having -- you know, we have hundreds
8 and hundreds of the parking meters along each
9 side of the street. So the idea would be to
10 remove those and have centralized locations.
11 You could pay with a credit card. You know,
12 typically, you want a mid-block on either side
13 of the street. It doesn't necessarily work out
14 perfectly, but we're trying to get it as easy
15 and accessible as possible for people.

16 There's also green dots. You can see
17 they're like kind of little green dots there in
18 the intersection. Those are proposed
19 intersection planters.

20 So the idea here, since we can't really
21 plant a tree -- there's so many underground
22 utilities, there's so many issues of actually
23 planting a tree. The idea is to -- to use a
24 planter, and we're thinking, like, a 4-by-6 by
25 3-foot-high planter, strategic areas. We could

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1 place, you know, a nice, standard crape myrtle
2 in there. The roots aren't invasive. They
3 don't need to go down very deep. And so we
4 could place these at the crosswalks, at the
5 intersection, to provide a little more
6 aesthetic -- aesthetically pleasing experience
7 as people cross the street, maybe provide a
8 little bit of shade, but really it's to kind of
9 help the aesthetic and the visual of downtown.

10 Go ahead.

11 So, again, that's -- that was Liberty
12 Street on the last slide to the east and we're
13 working our way west.

14 The little S's you see are the sidewalk
15 expansion areas. So, you know, we
16 strategically located these in front of
17 existing businesses, restaurants for an
18 opportunity to have patrons come out, engage
19 with the experience on the sidewalk, engage
20 with the street, the activity, the hustle, the
21 bustle, and give people a chance to sit outside
22 and relax.

23 And again, I know shade is a huge issue
24 downtown; it's hot. So, you know, there are
25 existing live oaks and existing shade out

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1 there. We tried to orient, position these --
2 these sidewalk expansion areas so they're close
3 to a tree, if not directly under a shade tree.

4 Keep on moving east there -- move west
5 there.

6 So more sidewalk expansion areas. And
7 then the end of the project, essentially.

8 So this is what I was talking about for
9 the mast arm removal. And it's kind of hard to
10 see here. The picture on the left is, like,
11 the existing condition with the mast arm. On
12 the right, we'd keep the pole, remove the mast
13 arm, and add that -- that light fixture on the
14 top to reorient for two-way traffic.

15 So sidewalk expansion areas. So this is
16 the fun part for me. We did some renderings --
17 I think they turned out really cool -- to help
18 visualize what these exactly are.

19 So it -- they take up about two parking
20 spaces. They're about 36 feet long. And it's
21 a system of pedestal pavers or pedestal wood
22 tiles that butt up against the curb, and you
23 could put tables and chairs out there, engage
24 that -- that, you know, pedestrian experience
25 and -- surrounded by steel planters.

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1 So you -- you know, you have some nice
2 flowering annuals in there. You have some
3 wispy grasses and -- you know, it kind of
4 contains the seating area while providing a
5 buffer from traffic.

6 And you'll see on either side of the
7 parklet, or the sidewalk expansion area, curb
8 stops. So we put curb stops on either side so
9 when people are on-street parking, they won't
10 be running into or damaging planters or hurting
11 the people.

12 And here is a view from the street. You
13 kind of see how it, like, wraps around the
14 whole seating area, provides that visual and
15 literal, you know, physical buffer from the
16 traffic to the sidewalk.

17 And on the right is a list of colors, you
18 know, for the Downtown Design Guidelines,
19 Central Core District palette of colors. So we
20 chose in this rendering to go with, you know, a
21 blue planter, yellow tables, but that color is
22 to be determined. You know, from this list, I
23 could see, you know, a teal kind being a cool
24 idea, too, for a -- you know, the Jaguars.

25 And a view from the sidewalk looking in.

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1 So the pedestal paver system -- you know, you
2 have these 2-by-2 wood tiles and underneath it
3 are variable-height pedestals you could raise
4 or lower to meet the grade of the road as it
5 meets the curb. So you can maintain that
6 flushed surface for people to sit on. And a
7 cool thing about that is you could easily pick
8 them up and move them somewhere else. So these
9 are temporary.

10 The planters are a little heavier. You'd
11 have to have some machines to move them around,
12 but the idea is these are temporary. They can
13 be moved in the future; they could stay. You
14 know, they could -- if a business -- you know,
15 a restaurant goes out of business, they could
16 move away to somewhere else.

17 And another view from the sidewalk.

18 These are just blow-ups. I'll go through
19 this real quickly. Just kind of enlargements
20 of where we're proposing these; on Adams
21 Street, in front of Burrito Gallery. Down
22 there by Jumpin' Jacks, there's a nice tree
23 there as you approach Laura Street. There at
24 Adams, there at Hogan.

25 So the idea here -- and I was talking

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1 earlier about Adams and Forsyth at Hogan. So
2 the Emerald Trail will, in the future, come on
3 Hogan Street, on the west side of Hogan Street.
4 So we wanted to book-end these parklets, the
5 sidewalk expansion areas, on Adams Street and
6 Forsyth Street, kind of book-end that -- that
7 block at Hogan. So if people are coming down
8 from the Emerald Trail to get out their bike,
9 visit a restaurant, hang out, you know, park
10 their bikes, have a good experience.

11 Next slide.

12 And then continuing west here, this is on
13 Forsyth Street. That's Forsyth and Adams on
14 the top, that book-end the park- -- sidewalk
15 expansion area, excuse me, there at Hogan and
16 the one in front of the Bellwether. And then
17 the last one would be in front of the --
18 actually, a restaurant, you know, asked to have
19 this included in front of his restaurant. And
20 that's the Southern Indulgence [sic] Bistro
21 there by Whispers on Forsyth Street.

22 So these are some precedent images. You
23 know, these are popular in big cities all
24 around the country. We see a lot of examples
25 online. And you can see how activating these

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1 could be. There's people -- by simply sitting
2 and eating at these restaurants in these
3 sidewalk expansion areas just adds to the
4 overall aesthetic, you know, the activity that
5 we want downtown. So these all help provide
6 that.

7 That image in the bottom left is the -- an
8 example of the pedestal wood tile system. So
9 you can kind of see what it looks like
10 underneath and how these things can raise and
11 lower depending on the grade of the road as it
12 changes.

13 And this is our, you know, plant/tree
14 palette. So, you know, I talked about using
15 crape myrtles at those intersection planters.
16 The flowering species are from the Downtown
17 Design Guidelines for the Central Core
18 District. And I like the idea of using, like,
19 white fountain grass or dwarf grass, you know,
20 to blow in the wind and add some contrast of
21 color, shape, and texture to those planters.

22 So going through the summary, you know,
23 this was a traffic engineer exercise as well as
24 a landscape architectural exercise. We did our
25 proper traffic analysis, turning radii,

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1 signalization timing, progression of the
2 signals, the mast arm conversion from taking
3 the mast arm off to having a fixture on the
4 pedestal, reducing the speed limit to 25 miles
5 per hour from 35, which is important. So when
6 you reduce the speed limit and narrow those
7 lanes, I mean, the natural instinct is to slow
8 down in your car, which gives precedence to the
9 pedestrian. So reducing our on-street parking
10 width helps with that.

11 Striped intersection bulb-outs. Although
12 it's not a physical curb, you know, you have
13 that visual cue to slow down when you're
14 getting too close to an intersection.

15 Of course, our sidewalk expansion areas
16 with outdoor seating, intersection planters,
17 and the parking kiosks. Those are all kind of
18 the high-level, you know, important elements of
19 the project.

20 So I talked about the constrained, which
21 is not touching the curb, not touching the
22 sidewalk. That's what all of these slides have
23 been previously.

24 This is a concept or example of an
25 unconstrained plan, and this is for Adams

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1 Street -- Adams and Forsyth at Hogan. So, with
2 this, we could start to introduce more
3 materials, actually get into the sidewalk, get
4 pavers in there, benches, light posts. You
5 know, instead of having our temporary sidewalk
6 expansion area, we could have something
7 permanent, like big bulb-outs at the
8 intersections which could house tables and
9 chairs. And you could see it better on the
10 next page on the sections here.

11 So, again, keeping the 10-foot travel
12 lanes, except on -- on this one we'd have a
13 2-foot valley gutter which helps delineate
14 visually and materialitywise travel lane versus
15 on-street parking. Provides that -- a little
16 bit of buffer transition in terms of concrete,
17 asphalt.

18 Then you would have a 5-foot furniture
19 zone from the back of the curb. And that's
20 where we could do our benches, chairs, and as
21 well as these bulb-outs. And you can see back
22 in the plan, these bulb-outs that actually kind
23 of contain and book-end that on-street parking,
24 so the trees are -- actually come out to where
25 that -- that valley gutter is.

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1 So, you know, most of the utilities are in
2 the sidewalk. And you bump that tree in a
3 little bit, and hopefully it's -- it's not a
4 mess, but you have the potential to put in some
5 live oak trees and actually have a cadence of
6 trees -- a consistent cadence of trees
7 downtown, provide lots of shade, aesthetically
8 pleasing.

9 So that's the section for Adams Street.
10 Next one is the section for Forsyth Street.
11 Not much difference. Like I said, the
12 right-of-ways shift. So, you know, some blocks
13 would have a wider sidewalk than the other.

14 Oh, and then you could actually balance
15 the sidewalks. That's another important thing.
16 You could have a consistent sidewalk width on
17 both sides of the street versus a 17-foot here
18 and a 15-foot here, you can't put trees on this
19 side but you can on that side. So this really
20 helps kind of balance everything out.

21 This is the idea with the unconstrained.
22 Once we do the constrained version, it's
23 essentially kind of plug and play. You know,
24 it's not a ton of work to come in. In terms of
25 center lines changing, they're not changing

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1 very much from block to block and as you cross
2 the block. I mean, we're talking about a
3 couple feet here and there. So really it's --
4 once you do the constrained version -- the
5 unconstrained we could incorporate selectively,
6 you know, so maybe it's a pilot. We do a block
7 here and a block there, see how it works.

8 So those are my thoughts, and that --
9 that's the end of it.

10 THE CHAIRMAN: All right. Well, thank
11 you, Mr. Anders. That was a great overview.

12 Just one quick question, either for you or
13 maybe for DIA staff. What's the latest as far
14 as timing and when we can expect to see some of
15 these things come to fruition?

16 MR. PAROLA: If I could, to the Chair, and
17 I'm going to answer other questions you didn't
18 ask, if you don't mind, because I'm super
19 excited about this.

20 THE CHAIRMAN: Perfect. Knock yourself
21 out.

22 MR. PAROLA: We've been putting money away
23 for this ever since Ms. Boyer became CEO, so
24 we've got three, four years now of fiscal year,
25 all CRA money -- this is an entirely CRA

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1 project -- committed to these. So it's -- we
 2 consider it to be fully funded.
 3 We are looking to have bid documents by
 4 the end of the month, first of next, put it out
 5 to bid and start early January, let's just say
 6 we select a contractor.
 7 Two things that I think are super
 8 interesting about this. We sort of glossed
 9 over the importance of the kiosks. We are
 10 taking out those meters. And for those who
 11 have parked downtown, you know now we have a
 12 ParkMobile app. So now we have a --
 13 complementary systems, where one person -- you
 14 know, if you decide you want to pay on your
 15 phone, great, or you can use the payment kiosk
 16 for those who don't pay on their phone or don't
 17 use apps or whatever, and we've now just
 18 increased the amount of useable space in our --
 19 in our sidewalks.
 20 The second -- I think if you look at
 21 this -- the unconstrained in front of you,
 22 we're actually putting, I believe, one section
 23 on Adams and one section on Forsyth, one on --
 24 I believe in front of the new VyStar garage
 25 because of its strong retail presence there,
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1 and Adams Street because it has a strong retail
 2 presence as well, and we can't forget that the
 3 Trio also fronts Forsyth. So when that gets
 4 moving along -- we've put that as an
 5 add-alternate. So if we have the money to do
 6 it, we -- we are going to do it.
 7 While just cars going in different
 8 directions may not be the sexiest thing on the
 9 planet, I do want to give Prosser a lot of
 10 credit. It was a challenge coming -- with what
 11 we're calling "sidewalk expansion areas" or --
 12 or parklets. I know we kept tripping over
 13 those words a little bit because we -- we just
 14 want to say "parklet."
 15 But I think that's a really cool factor,
 16 that -- that people should understand. We've
 17 now just added another 7 to 9 feet of usable
 18 space on a sidewalk in front of a restaurant
 19 where people can go, have their meal, sit
 20 outside if it's nice weather, and, you know,
 21 really enjoy ourselves.
 22 So there's some sexy elements, there's
 23 some really strong engineering elements to it.
 24 And if we keep this up, people won't have to
 25 make six turns to get to a parking garage.
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1 We'll actually have a functioning grid system.
 2 So we're pretty stoked about this.
 3 THE CHAIRMAN: Perfect. And so fully
 4 funded means constrained fully funded with the
 5 hope of some additional dollars to show the
 6 value in unconstrained and then go to our
 7 friends at City Council and get them to toss
 8 some more in the pot?
 9 MR. PAROLA: Through the Chair, as I said,
 10 this is a CRA project, so we can't run to City
 11 Council. We have to live within our own budget
 12 and we're more than happy to do so. We've been
 13 squirreling away money.
 14 We're going to do the unconstrained for
 15 those two sections as an add-alternate. So if
 16 the bids come in and we can afford to do
 17 constrained for everything except for two
 18 sections, then -- then that's what we're going
 19 to do. We're going to pay for as much as we
 20 can pay for.
 21 THE CHAIRMAN: All right. Any other board
 22 member questions? This is informal, so --
 23 Mr. Schilling.
 24 BOARD MEMBER SCHILLING: Mr. Chairman, I
 25 was just going to ask -- I -- that was a great
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1 presentation. Thank you. And I don't know
 2 that these slides were in our package. I was
 3 going to ask if -- through the Chair to staff,
 4 if y'all may be able to provide this
 5 presentation to us because I thought it was
 6 excellent.
 7 MS. KELLY: Yes. Absolutely.
 8 BOARD MEMBER SCHILLING: Thank you.
 9 THE CHAIRMAN: Mr. Harden.
 10 BOARD MEMBER HARDEN: I was just going to
 11 comment, kudos to staff for working on this. I
 12 mean, this is something that I know we talk
 13 about a lot, and over the years as we've
 14 done -- I know there's some studies that our --
 15 our one-way streets have been a constraint.
 16 And I know that the -- hopefully, the real
 17 estate owners will appreciate that because
 18 there are a lot of dead corners in downtown.
 19 And, hopefully, this will contribute -- your
 20 ROI should be better on this than having to
 21 give direct money on some of the retail
 22 enhancement grants in the future, so --
 23 THE CHAIRMAN: Mr. Jones.
 24 BOARD MEMBER JONES: Thank you.
 25 Through the Chair, this is awesome. I
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1 mean, we've been talking about this since 2004,
2 '05, '06, somewhere around there. So it's
3 great to finally see this thing coming to
4 fruition. Excellent ideas here proposed.

5 As far as the -- and I have a couple of
6 comments regarding just some of the engineering
7 stuff. I know that you showed early on bicycle
8 corridors. Now, are those designated right now
9 or is that something that has just kind of
10 informally been discussed? Just trying to
11 think about how --

12 Because cyclists are going to be naturally
13 attracted to this, in addition to the -- to the
14 Emerald Trail. And so my thoughts are, do we
15 want to be safe and look at signing this as
16 even a bicycle boulevard with just the
17 striping?

18 MR. ANDERS: That's a potential, sure.

19 I mean, it was our understanding, Guy,
20 that those corridors would be on the other
21 east-west connectors.

22 MR. PAROLA: Through the Chair, if I
23 could. There is -- there are so many projects
24 going on right now by others. By way of
25 example, the City of Jacksonville's Planning

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1 Department has been working with us on Liberty
2 Street. And Liberty Street they would connect
3 into Beaver Street. FDOT is looking at Beaver
4 Street. We have Hogan Street as another
5 north-south connector for the Emerald Trail.
6 We also have Lee Street, and FDOT is doing
7 improvements over there.

8 I say all that because, as we looked at
9 now Monroe Street becoming maybe a street
10 [sic], that's probably going to remain one way
11 because the grid system is broken up, that we
12 didn't want to just rely on these two streets.
13 We want to take a more holistic look, and in
14 the meantime we think that these streets are
15 being designed for, what, 25 miles an hour,
16 which is appropriate enough for -- for a
17 (inaudible), if you will.

18 BOARD MEMBER JONES: Yeah. That's exactly
19 a good point. And you could certainly --
20 communities now are even just saying, you know,
21 bicycle boulevard with a sign, just to denote
22 it.

23 But also I would urge you, too, at the
24 crossings to consider high-emphasis crosswalks.
25 Those will be the ladder or the zebra striping,

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1 because I know in here it just showed regular
2 parallel striping, but I would say with an
3 urban -- given just the conditions of this
4 street typology at the intersections, to go
5 with high-emphasis crosswalks there, and to
6 consider doing solid colors at the bulb-out
7 striping as well.

8 And that may be -- that's a perfect
9 opportunity for murals, to really give high
10 visibility because folks invariably -- if you
11 just have a single white stripe and it's not
12 solid, people will not adhere to it and they'll
13 drive right over it. So if the means is to
14 kind of keep -- you know, to reduce the visual
15 distance of the intersection, to keep vehicles
16 from driving through it, that might be a
17 potential solution.

18 But other than that -- I mean, there's a
19 couple little things, but it's great, so
20 looking forward to seeing this thing come to
21 fruition.

22 BOARD MEMBER MONAHAN: Mr. Chair, just
23 briefly, if I may.

24 Thank you, staff. Thank you -- I mean,
25 fantastic job with this. You know, our goal is

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1 to increase downtown vibrancy, and this does
2 exactly that. It adds to the pedestrian
3 experience, it increases the walkability. You
4 know, it's -- this is going to put more feet on
5 the street, which is exactly what we want, so
6 thank you.

7 THE CHAIRMAN: Ms. Ott.

8 BOARD MEMBER OTT: Question really
9 quickly. First of all, I love it. This is
10 something we've obviously been talking about
11 for a long time, so this is really exciting to
12 see at this stage.

13 I don't have great eyesight. Is the
14 intersection in front of the Duval County
15 Courthouse contemplated for one of those signal
16 makeovers?

17 MR. ANDERS: Off the top of my head, I
18 can't tell you. We'd have to go in the
19 presentation. I highlighted those in there. I
20 can't, off the top of my head, remember if it
21 was or not.

22 BOARD MEMBER OTT: I know there's one
23 close. I couldn't quite tell.

24 Just -- I mean, I'll just go ahead and
25 make the suggestion, piggybacking on Board

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1 Member Jones' comments.
 2 That is a very pedestrian-heavy
 3 intersection. I see it every day. Cars --
 4 they're idiots. I'm sorry. They don't see the
 5 light. They are dropping off people in front
 6 of the courthouse. They don't pay attention to
 7 the red light. Whatever we can do to emphasize
 8 those cross-sections in front of the county
 9 courthouse would be really, really appreciated.
 10 THE CHAIRMAN: It looks like there is one
 11 right -- is that Clay Street there?
 12 MR. ANDERS: Clay Street, yes.
 13 BOARD MEMBER JONES: And if you want to be
 14 really bold, you could just go with a
 15 pedestrian scramble or a barn's dance where you
 16 have crossings allowed, so you have an
 17 exclusive ped phase that's allowed for 45
 18 seconds where you can cross the -- the striping
 19 goes diagonal, so you can -- you know, there's
 20 things that you can do there. So just maybe
 21 that's something to suggest to look at.
 22 BOARD MEMBER OTT: Thank you.
 23 THE CHAIRMAN: All right.
 24 Anybody else?
 25 BOARD MEMBERS: (No response.)

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1 I'm -- I'm not a traffic engineer. I know
 2 they've run AutoTURN on all this stuff. And I
 3 think they modeled it for a -- I'd say W- --
 4 WB45, I think. And I think the radius is
 5 varying or from -- from 15 to 25 feet,
 6 generally.
 7 MS. GRANDIN: I think they would say
 8 maximum 15 would be the way to go, so they --
 9 it would really be a good conversation to have
 10 with another section of the City, another -- a
 11 board that has something to do with, you know,
 12 the codes for the rest of the city.
 13 Thanks.
 14 THE CHAIRMAN: All right. Well, thank you
 15 so much again for the presentation.
 16 MR. ANDERS: Thank you.
 17 THE CHAIRMAN: That wraps up the new
 18 business.
 19 So, Mr. Chisholm, I'll ask you one last
 20 time if there are any public comments.
 21 MR. CHISHOLM: There's not, Mr. Chair.
 22 THE CHAIRMAN: Well, with that, we will
 23 adjourn our meeting at 4:03 p.m.
 24 Thank you.
 25 (The foregoing proceedings were adjourned

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1 THE CHAIRMAN: Well, again, thank you,
 2 Mr. Anders. Great work.
 3 Ms. Grandin.
 4 MS. GRANDIN: Thank you, Mr. Chair.
 5 Thanks for indulging me.
 6 The Context Sensitive Street Standards
 7 [sic] Committee also is looking at traffic
 8 calming kind of intersections, and they were
 9 focusing on downtown. And they're going to
 10 come up with standards for the Land Development
 11 Procedures Manual regarding that. So if you're
 12 going to do the unconstrained model, I was just
 13 wondering what the curb radius would be for
 14 that because they -- and I would -- if we
 15 could, I would love to have you guys come and
 16 give this presentation to the Context Sensitive
 17 Standards Committee because they -- they really
 18 are getting into this and don't -- don't want
 19 to get in the way of what's going on with DIA
 20 downtown, but they -- you know, it needs to go
 21 in the Land Development Procedures Manual.
 22 That way everybody will know what the standard
 23 is, so --
 24 What is the curb radius?
 25 MR. ANDERS: In terms of the radius,

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1 at 4:03 p.m.)
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7 I, Diane M. Tropia, Florida Professional
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10 that the transcript is a true and complete record of my
11 stenographic notes.

12

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15 DATED this 23rd day of October 2022.

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